



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

***Thursday, 2 September 2021 at 10.00 am***

***Council Chamber, County Hall, New Road, Oxford OX1 1ND***

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

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Friday 6 August 2021 unless called in by that date for review by the appropriate Scrutiny Committee. Copies of the reports are circulated (by e-mail) to all members of the County Council.

### **These proceedings are open to the public**

Please note that Council meetings are currently taking place in-person (not virtually) with social distancing at the venue. Meetings will continue to be live-streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid 19 infection.

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

Places at meetings are very limited due to the requirements of social distancing. If you still wish to attend this meeting in person, you must contact the Committee Officer by 9am on Thursday 26<sup>th</sup> August 2021 who will advise you if you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

**Please note that in line with current government guidance *all* attendees are strongly encouraged to take a lateral flow test in advance of the meeting.**

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees  
Chief Executive

August 2021

Committee Officer:

**Graham Warrington**

Tel: 07393 001211; E-Mail:

[graham.warrington@oxfordshire.gov.uk](mailto:graham.warrington@oxfordshire.gov.uk)

Note: Date of next meeting: 24 September 2021

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

## Items for Decision

1. **Declaration of Interest**
2. **Questions from County Councillors**

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

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

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

3. **Petitions and Public Address**

*Currently council meetings are taking place in-person (not virtually) with social distancing operating in the venues. However, members of the public who wish to speak at this meeting can attend the meeting 'virtually' through an online connection. Places at the meeting are very limited due to the requirements of social distancing. While you can ask to attend the meeting in person, you are strongly encouraged to attend 'virtually' to minimise the risk of Covid-19 infection.*

***Please also note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.***

*Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am on Thursday 26<sup>th</sup> August 2021. Requests to speak should be sent to [graham.warrington@oxfordshire.gov.uk](mailto:graham.warrington@oxfordshire.gov.uk). You will be contacted by the officer regarding the arrangements for speaking.*

*If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting i.e. Tuesday 31 August 2021. Written submissions should be no longer than 1 A4 sheet.*

**4. Chesterton: Proposed 20mph and 40mph Speed Limits** (Pages 1 - 12)

*Forward Plan Ref:* 2021/059

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Mike Wasley, Principal Officer – Traffic Schemes Tel: 07393 001045

Report by Corporate Director Environment & Place (**CMDHM4**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit on the minor village roads in place of the current 30mph speed limit and a 40mph speed limit on The Hale south of the current 30mph speed limit and Green Lane west of the current 30mph speed limit following a request by Chesterton Parish Council. Funding for consultation on the proposals has been provided jointly by the local member Councillor Ian Corkin from his Councillor Priority Fund and the Parish Support budget, which will also fund implementation of the proposals should they be approved.

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

- a) ***the proposed 20mph speed limit on the village roads to the south of the A4095 and east of The Hale in place of the current 30mph speed limit.***
- b) ***the proposed 40mph speed limit on Green Lane and The Hale in place of the current national speed limit.***

**5. Kidlington: A4260 Oxford Road, Bicester Road and Blenheim Road - Proposed Waiting Restrictions** (Pages 13 - 22)

*Forward Plan Ref:* 2021/116

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Anthony Kirkwood, Principal Engineer – Traffic & Road Safety Tel: 07392 318871

Report by Corporate Director Environment & Place (**CMDHM5**).

The report presents responses received to a statutory consultation on proposed no waiting at any time restrictions on the A4260 Oxford Road, Bicester Road and Blenheim Road as a result of adjacent residential development. Funding for consultation on the proposals has been provided by the developers of adjacent land.

***The Cabinet Member for Highway Management is RECOMMENDED to approve the no waiting at any time restrictions as advertised.***

**6. Cuxham: Proposed 20mph Speed Limit and Trail Traffic Calming Measures** (Pages 23 - 48)

*Forward Plan Ref:* 2021/114

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Lee Turner, Principal Officer – Traffic Schemes Tel: 07917 072678

Report by Corporate Director Environment & Place (**CMDHM6**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit (phase 1) and trial traffic calming measures (phase 2) at Cuxham village.

***The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of a 20mph speed limit and trial traffic calming measures as advertised.***

**7. Childrey: B4001 New Road and Pulpit Hill - Proposed 40mph Speed Limit** (Pages 49 - 60)

*Forward Plan Ref:* 2021/124

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Lee Turner, Principal Officer – Traffic Schemes Tel: 07917 072678

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

The report presents responses received to a statutory consultation to introduce a 40mph speed limit at B4001 New Road and Pulpit Hill, Childrey. Funding for consultation on the proposals has been provided by the local member County Councillor Yvonne Constance through the 'Councillor Priority Fund' and, should the speed limit proceed to implementation, funding for that element of the work will be provided by the County Council. The proposals would help facilitate walking and cycling on the outskirts of Childrey village and safe movement of traffic including equestrians.

***The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of a 40mph speed limit as advertised.***

**8. North Leigh: A4095 - Proposed Extension of 40mph Speed Limit and Turning Restrictions** (Pages 61 - 68)

*Forward Plan Ref:* 2021/028

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Daniel Mowlem, Engineer – Road Agreements Team C&W Engineering 1

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

The report presents responses received to a statutory consultation on the proposed extension of the 40mph speed limit on the A4095 at North Leigh and introduction of turning restrictions in conjunction with the construction of a new

access on the A4095 for Eynsham Hall as part of approved development. The matter had previously been brought to the Cabinet Member for Highway Management at his delegated decisions meeting on 3 June 2021 when, following consideration of the consultation responses and additional representations made by County Councillor Liam Walker, the local member, he had deferred a decision to allow for further consultation with Eynsham Hall on provision of additional measures and funding for those additional measures.

***The Cabinet Member for Highway Management is RECOMMENDED to approve:***

- a) the proposed extension of the 40mph speed limit on the A4095 at North Leigh; and***
- b) the proposed turning restriction prohibiting vehicles turning from the A4095 into new access for Eynsham Hall;***

***as originally advertised.***

Divisions affected: *Ploughley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 2 SEPTEMBER 2021**

### **CHESTERTON: PROPOSED 20MPH AND 40MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
  - a) the proposed 20mph speed limit on the village roads to the south of the A4095 and east of The Hale in place of the current 30mph speed limit.
  - b) the proposed 40mph speed limit on Green Lane and The Hale in place of the current national speed limit.

#### **Executive summary**

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit on the minor village roads in place of the current 30mph speed limit and a 40mph speed limit on The Hale south of the current 30mph speed limit and Green Lane west of the current 30mph speed limit following a request by Chesterton Parish Council.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided jointly by the local member Councillor Ian Corkin from his Councillor Priority Fund and the Parish Support budget, which will also fund implementation of the proposals should they be approved.

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

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

#### **Sustainability Implications**

5. The proposals would help facilitate walking and cycling within the village and safe movement of traffic.

## Consultation

6. Formal consultation was carried out between 15 July and 13 August 2021. A notice was published in the Bicester Advertiser newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Cherwell District Council, Chesterton Parish Council and local County Councillor.
7. 26 responses were received during the formal consultation. 3 objections (12%), 6 expressions of concern (23%) and 17 in support (65%). The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police concerns are that the proposal in part does not meet criteria. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.
9. In the main the 20mph as proposed does meet criteria, the exception being Green Lane which does have a mean speed between 25.6mph to 27.3mph above the required 24mph. However, funding has not been identified to introduce physical measures but we can look at the gateway to the village to improve conspicuity and further emphasise the entry to the 20mph. There will also be repeater signs along Green Lane. To address TVP's concern Green Lane could be removed from the order to meet criteria.
10. Objection (3) Traffic calming measures are more effective.
11. Traffic calming would be more effective, but significantly more expensive, and more intrusive from both noise and air pollution.
12. One objection (4) was received on the grounds that the proposed measures were a stealth tax. The suggestion being that the 20mph speed limit would generate an income through fines raised by speed enforcement of non-compliant drivers.
13. The Department for Transport suggests that 20mph speed limits should be self-enforcing to avoid additional demand on police resources. In the main local conditions suggest compliance due to parked cars, geometry of roads. Green Lane being the exception, as mentioned above.
14. Objection (5) suggests that the proposal is vague and suggests it is inappropriate to change the limits as the surroundings dictate otherwise and would be at odds with normal driving behaviour.
15. Green Lane west of the village is subject to the national speed limit of 60mph. These proposals introduce a buffer 40mph speed limit, thereby allowing vehicles to decelerate and be aware before entering the 20mph rather than entering the 20mph at 60mph.



## CMDHM4

16. It is acknowledged that surroundings can dictate driver behaviour but equally the introduction of speed limits does encourage good practice in many drivers. Unfortunately, there is always a small minority who choose to ignore speed limits.
17. Regarding the concerns raised in the main they have a similar theme which is that the measures do not go far enough, for instance they do not cover the whole village, nor do they extend to cover Little Chesterton.
18. Regarding the above point the proposed measures cover all the minor roads and residential parts of Chesterton, but did not include the A4095, which is a major road, currently with a 30mph limit and traffic calmed, so was not included in the initial consultation.
19. Officers will shortly be speaking to Little Chesterton regarding suitable measures there.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Mike Wasley 07393 001045

September 2021

Drawing No. Revision 0

40mph Proposal



20Mph Proposal



Existing 30mph Speed Limit (to remain)



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

<b>CONSTRUCTION</b>	CENTER 'NONE' IF APPLICABLE
<b>MAINTENANCE/CLEANING</b>	CENTER 'NONE' IF APPLICABLE
<b>USE</b>	CENTER 'NONE' IF APPLICABLE
<b>RECOMMISSIONING/BENEDICTION</b>	CENTER 'NONE' IF APPLICABLE

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title  
Chesterton speed limit

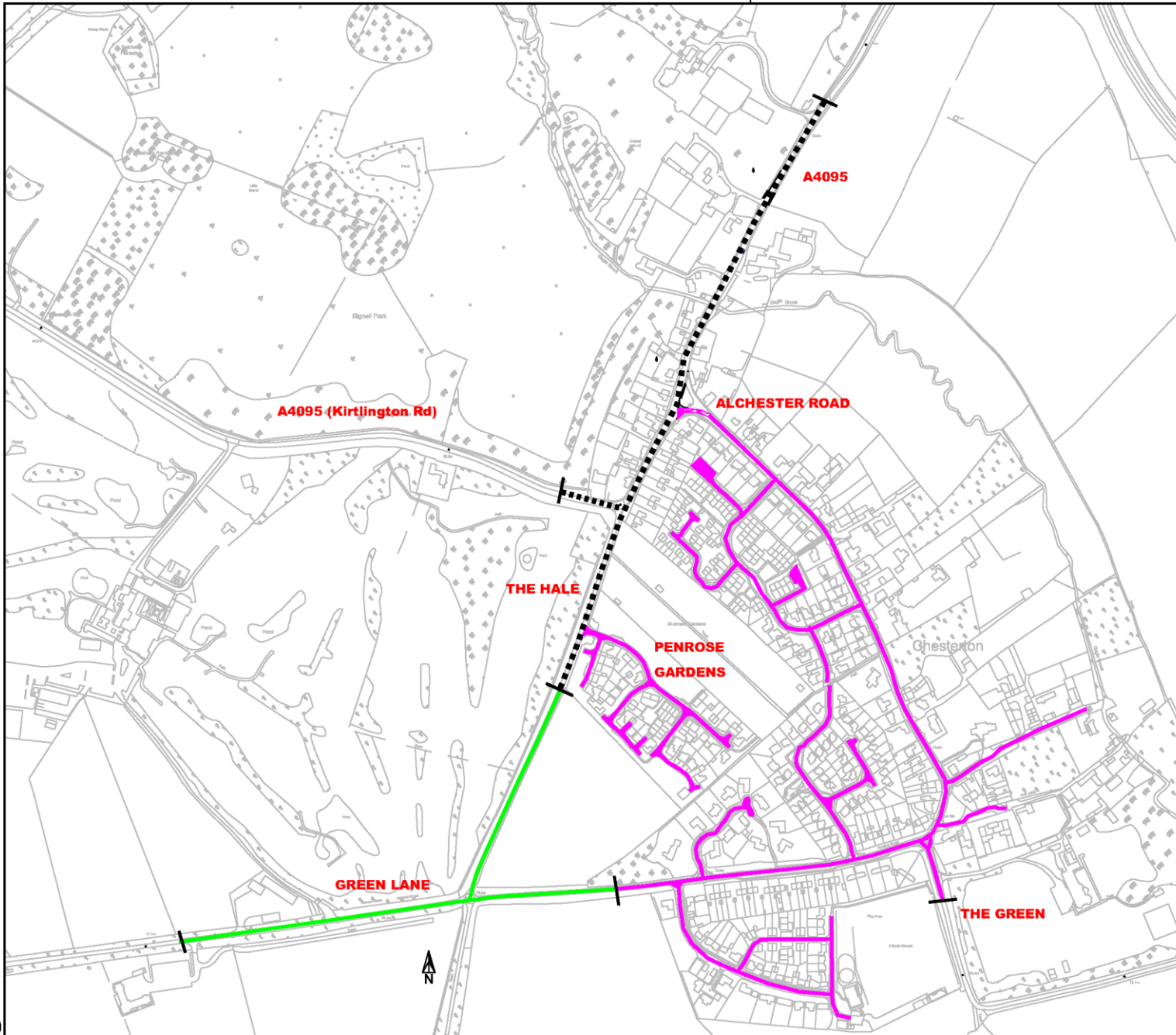
Drawing title  
20Mph proposal

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Concerns</b> – Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits .All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and drivers speed. Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example a single junction or reduced forward visibility.</p> <p>No speed data has been received in support of these proposals and there is no mention of what physical engineering measures may be necessary.</p> <p>In light of the recent introduction of the 20 mph Steering Group I feel it inappropriate to comment further on this proposal when its neighbouring parish Kirtlington is likely to implement a 20 limit under differing criteria. I note in the Chesterton proposal that the A4095 will remain unchanged.</p> <p>Any implementation needs to be consistent in its application in order to receive respect from the motoring public.</p>

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<p>(2) Local Group, (Cycling UK Oxford)</p>	<p><b>Support</b> – For the residential areas over short distances, 20mph should be viewed as the normal speed limit, and it substantially improves safety and ease of crossing for people walking, and safety and confidence for people cycling. For the 40mph proposal, the most important factor is the large number of crashes that have occurred at the junctions of Green Lane with The Hale and entrance to Golf Club: 5 since 2015. Reducing the speed of traffic on these roads should be a significant improvement to safety.</p>
<p>(3) Resident, (Bicester)</p>	<p><b>Object</b> – Traffic calming measures are more effective.</p>
<p>(4) unknown, (Oxford)</p>	<p><b>Object</b> – OBJECTION: STEALTH TAX There is no need for a 20 mph in this vicinity, it is an unreasonable speed to impose on its residents. There will be no timed or flexible restriction, and no effort has been made to adapt it to peak times, because Oxford city council does not want drivers to avoid people getting fined or support the village residents. It is as low as Oxford city council can go whilst pretending that it is for the safety of the village residents. Any lower then it will affect house prices in the village as people will see it for what it obviously is which is a stealth tax. An organised objection will then be raised and Oxford city council will find it harder to impose this, therefore it is pitched at just the right speed so that it does not appear as harassment and thereby cause an organised objection, but low enough to generate a healthy income from ongoing fines and penalties without having to explain itself or defend this patently transparent stealth tax.</p>
<p>(5) Email response, (unknown)</p>	<p><b>Object</b> – The proposal is vague and states there are road safety concerns, then fails to state if these are speed related and fails to give any details of what current; average, 85th percentile speed are or any prediction of what is expected in terms of drops in actual traffic speeds through the village, or levels of compliance as a result of making this change.</p> <p>I would also add that I think many people responding to the consultation may be under the presumption that if you drop the speed limit 10mph then average speeds drop by the same amount or close to it, and/or that those who genuinely treat the roads as a race track will only dare drive 5 or 10mph over the posted limit and support it on this basis. It should be the council's responsibility to subvert people demanding lower speed limits based on this belief.</p> <p>If just setting the speed limit very low was thought to work, that would always have been the way you set them. It was the realisation that that didn't work that lead to the abandonment of the 20 limit in favour of the 30 limit in 1934. It's also the fastest you can go under ideal conditions hence the need for other laws like reckless and dangerous</p>

CMDHM4

	<p>driving should you be deemed to be driving too fast for the prevailing conditions and cause an accident.</p> <p>You may achieve a small drop in average speed, this would be achieved by prohibiting the behaviour of drivers going speeds well down into the low 20s even when clearly safe to be doing so.</p> <p>However, it's the fastest 1-5% of drivers who are some of the least likely to slow down, the most likely to do harm and the drivers properly set speed limits are more efficient at singling out. All the while some of the most vulnerable road users may be given a false indication of actual traffic speeds, it's not uncommon for 20 limits to have non-compliance rates of over 90% as you've just prohibited normal driver behaviour.</p> <p>As for the "buffer zone" they make sense when the road changes in character of the approach to a village, for example when there's a small number of isolated houses, when this happens the limit also makes sense in both directions.</p> <p>There is no grace distance for UK speed limit signs, and speed limits are meant to be "self-explaining", so there should be no need for ANY kind of buffer zone without a change to the road's character, a sign warning of the speed limit drop ahead would makes sense though.</p> <p>I see no change to the road's character where the 40 limit is proposed to start, it looks entirely arbitrary. This can also have the effect of causing some people to brake suddenly endangering cars behind.</p> <p>If you have a link to a study that support the efficacy of speed limit changes in arbitrary locations, I would like to read it.</p> <p>If you have a speed limit change where no change in a road's character occurs drivers are more likely to not notice it or dismiss it as irrelevant, it helps to create apathy towards speed limits, if drivers are not slowing down before they get to settlements this may be a learned behaviour that comes about as a consequence of councils setting the speed limits back.</p> <p>It also makes even less sense for traffic leaving the settlement which is told to remain at 40 for no other reason than because you can't have different speed limits in different directions.</p>
<p>(6) Local Resident, (Chesterton)</p>	<p><b>Concerns</b> – I support the principle of introducing a 20mph speed limit and addressing the issues with speeding down The Hale. However, this skirts around the problem entirely. The 20mph limit areas are restricted to residential closes where speeds are almost impossible to reach 30mph anyway. The issue is not due to local residents speeding, it is people travelling through the village primarily via the A4095 from Bicester, and via The Hale.</p> <p>Under your plans, both roads will remain at 30mph, so there will be no discernible impact on the speeding problem where it is most acute.</p>

CMDHM4

	<p>1) The 20mph limit should be extended to the entirety of the village limits, incorporating the black and white 30mph designated area in the proposal.</p> <p>2) A traffic calming measure should be introduced at the A4095/Hale junction as it at this point that people start accelerating and speeding - ignoring the 30mph limit down past the entrance to Penrose Gardens.</p> <p>The Hale could for example be turned into an access only route, it could be made one-way only, the entrance to the Hale from the A4095 could be made more defined (forcing cars to slow into the turn), or a chicane could be constructed.</p>
<p>(7) Local Resident, (Little Chesterton)</p>	<p><b>Concerns</b> – I would like to request that the speed limit from Chesterton through Little Chesterton should also be reviewed. This little single track lane has multiple blind bends and is frequently used by joggers, walkers and cyclists. I feel that the current car speeds are dangerous and should be reduced.</p>
<p>(8) Local Resident, (Little Chesterton)</p>	<p><b>Concerns</b> – I have lived in Little Chesterton for many years and am absolutely astonished and also relieved that there have not been any fatalities due to speeding.</p> <p>I am on one of the blind bends and over the last year have witnessed several near miss head on collisions. I am seeing drivers come off the A41 into Little Chesterton at speed which is then maintained as they drive through the hamlet. When they hit the first blind bend at speed no attempt is made to slow down unless a car is coming down the opposite side of the road, I then see the same drivers hit the second blind bend at speed.</p> <p>To date I have seen several instances of drivers ending up in the ditch on the opposite side of the road. I have also had an insurance adjuster ask if I was witness to a driver hitting the wall outside of the house. As the bends in Little Chesterton are blind bends, drivers seem to come around them in the middle of the road because they are going too fast. They are then unable to correct their position on the road by the time they realise how sharp the bends are.</p> <p>It would be shameful to not ask for action to be taken about the speed restriction, we should not have to wait until somebody has died to request a change in policy. I would like to request that a limit of 20mph should be put in place for both Chesterton and Little Chesterton.</p>

<p>(9) Local Resident, (Little Chesterton)</p>	<p><b>Concerns</b> – I would like to make a representation with regard to the road through Little Chesterton.</p> <p>Unfortunately, we have cars travelling through the hamlet on a daily basis at very high speeds. We have three blind bends on a single track road with limited passing width. Due to the presence of a working farm, there is also regular movement of livestock and farming machinery on the lane. It can only be a matter of time before someone is severely injured or killed.</p> <p>I have personally experienced a very near miss whilst standing on a grass verge outside my home talking with a neighbour. A car came speeding from the direction of Chesterton and in attempting to pass an oncoming vehicle, without reducing speed, mounted the verge missing me by inches as I jumped clear of the vehicle. The driver sped away with damage to his vehicle and leaving the marker post, which protects the verge, substantively damaged. The driver of the oncoming vehicle, a woman with three pre-school aged passengers was forced off the road and was clearly distressed by the incident.</p> <p>This type of incident is all too regular in Little Chesterton on a road which is routinely used as a ‘rat run’ shortcut which avoids the roundabout on the A41 for motorists coming from J9 of the M40.</p> <p>It is wholly unacceptable for elected officials to wait for a death to occur on this lane before pro-active action is taken to reduce risk to pedestrians, livestock and residents. There is an opportunity for preventative measures to be adopted at relatively little cost and I urge you to act in this regard.</p>
<p>(10) Local Resident, (Chesterton)</p>	<p><b>Concerns</b> – I am a resident of Chesterton, living on The Green. I am writing to provide my support for the speed reductions through Chesterton (as outlined here). I have been lobbying our local councillor (Ian Corkin) to help get this in place for the past 2 years, particularly as vehicles driving along The Green regularly drive at 40-50mph in the evenings.</p> <p>I am in full support of all the proposed reductions, however, feel they will only be effective if they are appropriately enforced. I would recommend that the existing speed hump on The Green be repaired/upgraded so that it cannot be driven over (safely) at more than 20mph (similar to those in Bucknell), and I would also recommend that additional traffic calming measures be introduced as necessary to ensure the traffic adheres to these new limits through the village. A lot of traffic uses Chesterton village as a "rat-run" (from the Wendlebury road and down The Green) and I would like to see additional measures introduced to discourage this.</p>

CMDHM4

	I would also recommend a further reduction to 30mph before the junction at "The Hale"/"The Green" - this is a regular accident spot with many near misses as drivers do not look properly before pulling out of that junction.
(11) Local Resident, (Chesterton)	<b>Support</b> – I welcome the 20mph but we must also have some enforcement of the limit.
(12) Local Resident, (Chesterton)	<b>Support</b> – We have a house on Alcester Road and cars speed along there when they can - also there is a school on the road and we need to be mindful of the children.
(13) Local Resident, (Chesterton)	<b>Support</b> – I support this application since traffic is heavy through the village and frequently drivers travel too fast so hopefully additional speed limit reduction and buffer zones would help this situation as long as it is enforced
(14) Local Resident, (Chesterton)	<b>Support</b> – I live on Green Lane and would be pleased to see a reduced speed limit in the village for the safety of residents. This will become even more important when the proposed water park is built on part of the golf course, resulting in an increase in the amount of traffic driving through the village. I would have preferred to see the 30mph restriction extended along the entirety of The Hale, as the road is extremely narrow and dangerous, and I think it should also be extended as far as the entrance to the golf club and the Chesterton Sports Association.
(15) Local Resident, (Chesterton)	<b>Support</b> – Please, please allow these speed reductions, we really need this. People speed through our village and it's not safe. I support the campaign to reduce the speed.
(16) Local Resident, (Chesterton)	<b>Support</b> – I am writing in support of the proposed speed reductions.
(17) Local Resident, (Chesterton)	<b>Support</b> – We are in support of reducing the existing 30mph speed limit to 20 mph speed limit on the roads highlighted. How this will be enforced is another matter as they already ignore the 30mph signs.
(18) Local Resident, (Chesterton)	<b>Support</b> – I am writing to inform you of my strong support for the Chesterton proposed speed reductions.



<p>(19) Local Resident, (Chesterton)</p>	<p><b>Support</b> – We write very much in support of the long-awaited and desperately need speed restrictions in Chesterton, as stipulated.</p> <p>In the last three years that we have lived in Chesterton, we have noticed a considerable increase in the amount of traffic (both private and commercial) travelling through the village (often as a ‘shortcut’ to and from faster roads) at speeds far exceeding even the current limits. This, in itself has been the cause of several accidents and many unrecorded ‘near misses’ as our old, narrow village roads with their many bends and junctions are surrounded by housing, with many elderly people and young families residing adjacent to and constantly traversing along these roads (in places without even the option of a footpath!). The excessive speeding results in the narrow junctions and bends being negotiated in a dangerous manner and the longer straight stretches being driven at totally inappropriate speeds. The main road through the village centre (Alchester Road) along which many children walk to school, suffers a great deal of on-street parking, adding to the dangers caused by speeding traffic.</p> <p>The recommended new village speed limits (in conjunction with the much needed weight restriction on The Hale) are vital in my view and totally appropriate throughout Chesterton to ensure the improved safety and quality of life of both residents and other road users.</p> <p>We are extremely grateful to the Parish Council for pursuing these vital speed limit reductions with OCC Highways in order to help restore a considerable degree of safety and enjoyment to the lifestyle of its local residents and other road users, as Chesterton becomes an increasingly used ‘rat run’ and will become even more so in the coming years!</p>
<p>(20) Local Resident, (Chesterton)</p>	<p><b>Support</b> – I would just like to say that I fully SUPPORT this proposal.</p>
<p>(21) Local Resident, (Chesterton)</p>	<p><b>Support</b> – I am writing in support of the proposed speed reductions as detailed in the public consultations.</p> <p>Specifically relating to the reduction from 60 mph to 40 mph along the Hale, I would ask that consideration could be made to reduce it to 30 mph along all of the Hale. There is only a small length of footpath, and for the remainder, walkers and cyclists are very exposed to traffic so it would be/feel much safer to reduce it to 30 mph completely.</p>

CMDHM4

<p>(22) Local Resident, (Chesterton)</p>	<p><b>Support</b> – I agree with the speed restrictions and please introduce speed humps across the entire roads - it is the only way to stop traffic from circumnavigating themselves around humps. In addition 4 wheeled vehicles can avoid the small humps altogether.</p>
<p>(23) Local Resident, (Chesterton)</p>	<p><b>Support</b> – I am contacting you as a resident of Chesterton village, near Bicester, to say that I support the planned changes to the speed limits – reducing it to 20mph in the village and 40mph on the outskirts.</p>
<p>(24) Local Resident, (Chesterton)</p>	<p><b>Support</b> – We live in Chesterton and have witnessed first hand vans bouncing over the hump outside the School, large 4x4 cars and SUV's just race over the hump without even slowing down as if the hump did not exist. 20mph is plenty and so any measures that can help enforce the new proposed 20mph limit along Alchester road would be welcomed. I do agree that we don't want too much additional signage along the proposed route so this must be taken into consideration.</p> <p>I hope this helps gain support for 20 is plenty in Chesterton</p>
<p>(25) Local Resident, (Chesterton)</p>	<p><b>Support</b> – living in this area for many years, would in my opinion be absolutely appropriate!</p> <p>In fact as a resident of Little Chesterton, the hamlet on a single track road with THREE blind bends just outside of Chesterton (see attached photos), please consider this request that we are also included on any and all reviews regarding speed limits in the area. The rat run traffic through our hamlet and a need for traffic calming measures has been an ongoing issue for those of us in Little Chesterton. Our road is actually quite dangerous and we all have stories of being run off the road by vehicles rushing through our hamlet. A reduced speed limit and corresponding signage would certainly help alleviate the problem.</p>
<p>(26) Local Resident, (Chesterton)</p>	<p><b>Support</b> – I am writing to support the proposed reductions in Chesterton.</p>

Divisions affected: *Kidlington South; Kirtlington and North Kidlington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 2 SEPTEMBER 2021**

### **KIDLINGTON: A4260 OXFORD ROAD, BICESTER ROAD AND BLENHEIM ROAD - PROPOSED WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the no waiting at any time restrictions as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on proposed no waiting at any time restrictions on the A4260 Oxford Road, Bicester Road and Blenheim Road as a result of adjacent residential development

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the developers of adjacent land.

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

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

#### **Sustainability Implications**

5. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

#### **Consultation**

6. The formal consultation was carried out between 15 July and 13 August 2021. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Cherwell District Council and

local County Councillor. Additionally, letters we sent to approximately 190 properties in the immediate vicinity of the various proposals and public notices placed on site in the area.

7. Twelve responses were received during the formal consultation. One objection, six in support, three raising concerns and two non-objections. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object but noted that the restrictions would not be a high priority for their enforcement resources given other more urgent demands. Noting this, it is anticipated that Civil Parking Enforcement (CPE) in the Cherwell district will be operational in early November 2021.
9. County Councillor Ian Middleton (Kidlington South) supported the proposals but raised more general concerns about planning consents given for the intensification of residential development in the village and the consequent additional parking pressures created, noting that even where off highway parking is provided within the developments, this is often insufficient to meet the actual demand by residents and their visitors.
10. County Councillor Nigel Simpson (Kirtlington and Kidlington North) also expressed support, commenting that while currently there is no major problem specifically where the proposals apply, the adjacent development would increase pressures. He also noted there were appreciable parking pressures further north on Blenheim Road causing particular difficulties at the junctions of Alexander Close., Honor Close and Croft Road and requested further measures to address those issues.
11. Noting the above responses from the local members (the proposals fall within both the Kidlington South and Kirtlington & Kidlington North divisions) and on the broader question of planning consent, the parking provision for new developments is carefully considered by officers when responding to planning consultations by the local planning authority and further parking restrictions may be sought as mitigation for future developments.
12. While there are currently no proposals for further waiting restrictions in the immediate area, CPE in the Cherwell district in November this year will open opportunities for new schemes to be considered, including the possible introduction of permit parking schemes, which can benefit residents and their visitors in areas where extraneous parking causes a problem, though any scheme would be subject to having evidenced local support and funding. After CPE is introduced, officers will collate requests for schemes of this nature and seek funding opportunities for new zones to be considered.
13. Cycling UK Oxford supported the proposals.
14. The remaining eight responses were from local residents. One expressed an objection to the new development but with no specific comment on the proposed waiting restrictions and a further three expressed concerns. The latter primarily related to the wider parking pressures in the area and the

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need for additional waiting restrictions – including a suggestion for a residents' parking permit scheme - to address obstructive and hazardous parking, the impact of recent development, parking demand generated by local businesses and schools in the area, the displacement of parking from the Oxford Road service roads following the introduction of time limited waiting in 2016 and that the current proposals may displace some parking.

15. Three of the responses from local residents were in support, with one requesting consideration of additional restrictions.
16. As noted in the discussion on the responses from the local members, in respect of the possible provision of additional parking controls – including a permit parking area - officers will collate requests for schemes and seek funding opportunities for new zones to be considered after CPE is introduced.
17. The final response from a local resident expressed no objection to the proposals but requested a 20mph speed limit in Blenheim Road on account of concerns over the hazards posed by speeding vehicles. Noting this request it is hoped that subject to funding and consultation a 20mph speed limit will be introduced in Kidlington on residential roads and within the village centre as part of the county wide programme of 20mph speed limits.

**BILL COTTON**

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plans

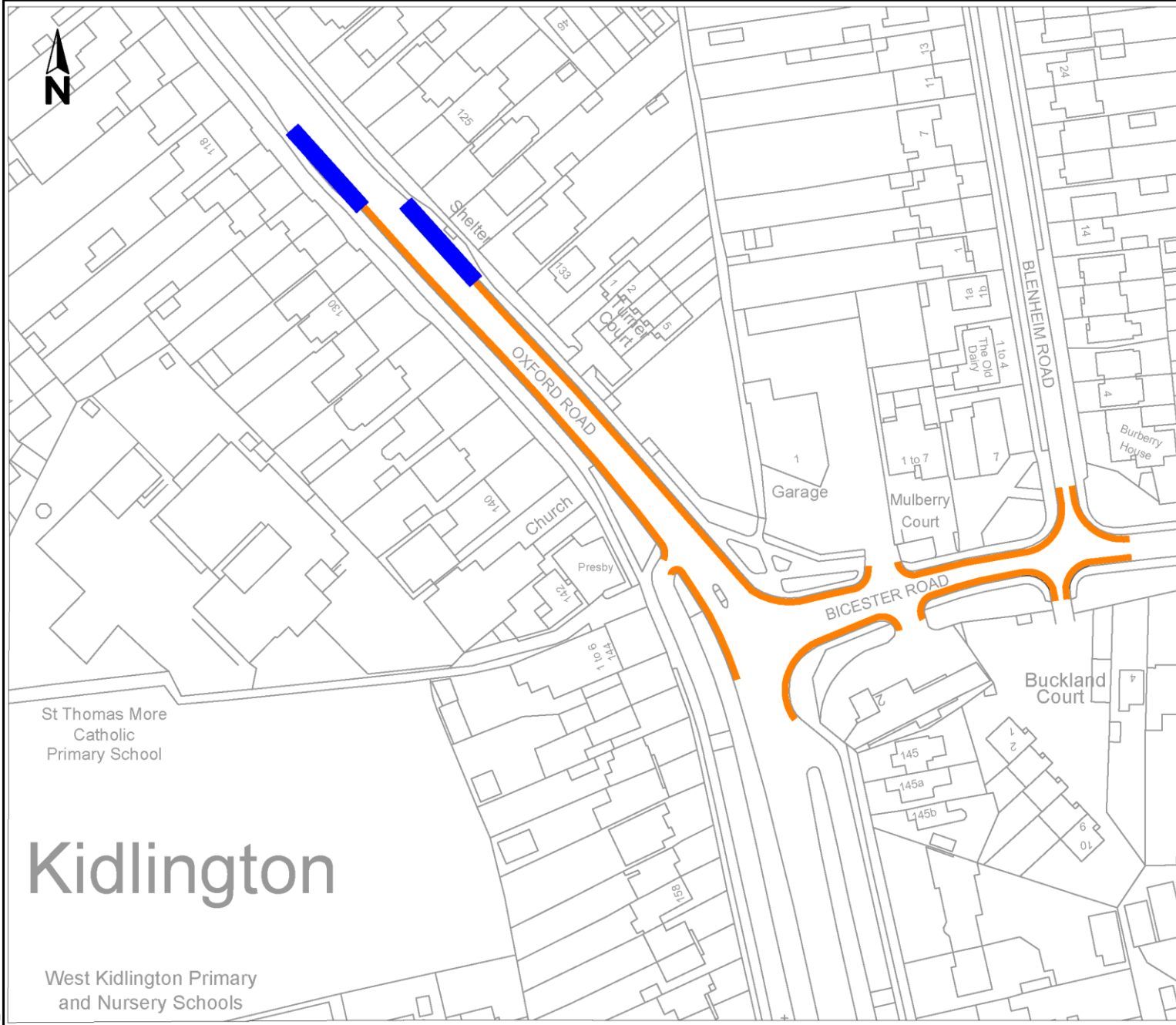
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Anthony Kirkwood 07392 318871

September 2021



Drawing No.		Revision 0			
<b>Key</b>					
		Proposed 'No Waiting at Any Time' (double yellow lines) parking restriction			
		Bus Clearway (24 hour)			
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577					
Project title					
OXFORD ROAD / BICESTER ROAD KIDLINGTON					
Drawing title					
PROPOSED PARKING RESTRICTIONS					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	JaC				
	Date drawn	Date checked	Date approved		
	07/21				
Oxfordshire Project No. & File Ref					
Drawing No.		Revision 0			

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – please note such restriction will feature very low in terms of any enforcement by our officers.
(2) Local County Cllr, (Kidlington South division)	<p><b>Support</b> – My personal view is that these measures are already long overdue, particularly along the Bicester Road where parked cars make the road virtually impassable for cyclists who have to risk facing oncoming traffic to go around them.</p> <p>The only thing I would raise is that in incidence of on-street parking is increasing due to the number of conversions of properties along the road from single family dwellings to multiple apartment blocks. Even though most of these developments include the provision of some off-street parking it is rarely enough when you consider the number of cars often owned by a single household. It also doesn't take into account parking provision of visitors.</p> <p>So whilst I'm keen to see fewer cars parked along that road, I do wonder where they will be expected to go. I also hope that once this problem becomes apparent, OCC Highways will engage with this issue more fully which is raised on virtually every occasion that another application is received for yet another conversion on this road. In the past all these applications have been passed with no comment from OCC Highways which I think is very short-sighted. I look forward to a more proactive approach in the future.</p>
(3) Local County Cllr, (Kirtlington & Kidlington North division)	<p><b>Support</b> – Although these areas are not a major problem at the moment with the increase number of flats nearby there is the potential for a problem to arise.</p> <p>I would also look at adding further restrictions halfway along Blenheim Road at the junction with Alexander Close and also at the junction with Honor Close and the junction with Croft Avenue as all of these have severe issues on a daily basis.</p>

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<p>(4) Local Group, (Cycling UK Oxford)</p>	<p><b>Support</b> – Removing parking in these areas will make cycling safer by removing the need for cyclists to have to pull out into passing traffic, and will remove danger from 'car-dooring'.</p>
<p>(5) Local Resident, (Kidlington)</p>	<p><b>Object</b> – Can you please advise why the planning was granted in the first instance to these flats?</p>
<p>(6) Local Resident, (Kidlington)</p>	<p><b>Concerns</b> – 1. Whilst the proposals are noted and very welcome, in my opinion the proposals do not go far enough and will (as has happened in the past) merely pass the problem further down the line.</p> <p>2. For many years Cherwell District Council have been minded to grant various Planning Permissions in the area concerned the latest being the apartment accommodation on the corner of Oxford Road and Bicester Road in Kidlington. There have also been developments on either side of Blenheim Road. None of those developments have taken into account the fact that more often than not occupiers of such dwellings may own one, two or more vehicles all of which require a parking space. The latest construction on the corner of Oxford Road and Bicester Road appears to incorporate very little provision for car parking and certainly not sufficient for the needs of the occupants given the number of apartments apparently available.</p> <p>3. Some time ago Oxfordshire County Council made a Traffic Order which affects Oxford Road, Kidlington imposing parking restrictions thereon. This applies to the service road. For many years commuters had parked in the service road (on both sides of the road) and caught buses into Oxford thereby avoiding parking charges in and/or park &amp; ride charges to Oxford. The 3 hr restriction greatly reduced the number of commuters who parked in the service roads but vastly increased the number of commuters who decided to use Blenheim Road as their parking area of choice notwithstanding the fact that this road was already crowded with residents motor vehicles. Sadly the parking problem in Oxford Road was moved into adjoining roads. The same applies to Churchill Road in Kidlington which is quite close to bus stops and is used for the same commuting purposes. It is simply that people object to paying parking charges in Oxford and/or park &amp; ride charges. It was noticeable that when the Traffic Order in relation to parking on the service road came into force substantial numbers of vehicles were then parked in Blenheim Road.</p> <p>4. There are two businesses on the corner of Bicester Road and Blenheim Road. Firstly there is the Hairdressers which I understand has a certain amount of accommodation above and then there are the Funeral Directors. The Hairdressers appear to generate traffic for those who work there but certainly generates traffic for customers. There appears to be limited parking which they do not appear willing to use. For the Funeral Directors the problem is far greater. They have a number of vehicles of their own. The Pall Bearers appear to be individual employees and often</p>



when there is a funeral there are four Pall Bearers arriving in different vehicles all of whom park in Blenheim Road. Add this to the hearse and the customer vehicles, together with flower and coffin deliveries and you will see that the Funeral Director generates considerable traffic. The present occupier of the Flat above the Hairdresser often parks his Company vehicle in front of my house (sometimes across the driveway) and when I have remonstrated with him he has informed me that he is expected to pay extra for a parking space. He has told me that he is not willing to do so.

5. There are three schools within the vicinity. There is Gosford Hill School on the Oxford Road. In fairness most of the children attending there either go to school by bus, bicycle or walk. There are however two junior schools namely Thomas More Roman Catholic School which is immediately opposite the junction of Oxford Road and Bicester Road to which you refer in your notice. Then there is West Kidlington School which is slightly further up the road. Blenheim Road is frequently inundated with traffic with parents bringing their children to school. On occasions the driveways to the houses in Blenheim Road are blocked by these people who either sit there with engines running or jump out of their vehicles and hurry off to school. Their children, they say, are more important than the rights of those who live in Blenheim Road. Some do not need to drive to school at all.

6. There are numerous houses in Blenheim Road who have more vehicles than they do parking spaces. These include work vans and a motorhome.

7. All in all Blenheim Road has become a much less amenable and safe place in which to reside. Each morning the vision for access to and egress from my driveways is restricted and creates danger both to myself, my family and oncoming traffic. The road is rarely swept by the Cherwell District Council Mechanical Sweeping device because there are always cars parked on one side of the road. Furthermore the crew of the Thames Water Gully Emptying Tanker are unable to gain access to the gully outside my property with the result that they come to my house and ask me to move my car. The car is not of course mine! Therefore the gully does not get emptied.

8. If the Council put double yellow lines for 14 metres into Blenheim Road then you will simply be moving the traffic problem a long from that 14 metres further along Blenheim Road. This is to the serious detriment of those who reside in the area.

9. I do not know the answer. What you should not do is move the problem from one road to another and then part of one road to another part of the same road. The whole problem should be approached as one. For my part I have been in touch with the Council by way of a platform relating to the introduction of white lines across both entrances to my property at 7 Blenheim Road. Sadly I have not been able to pursue the matter with the Council because my system has gone down and it appears not to be retrievable. The response to my enquiry was that white lines across the entrances may solve the problem (albeit such lines were only advisory) and if I was prepared to pay for them (which I

	<p>am) then that may resolve part of my problem. For those seeking to emerge and enter the accesses to their homes great danger is caused by cars parked often by people who commute into Oxford and leave their cars parked in that position for most of the day. This is unfair and unreasonable on the occupants of Blenheim Road. Additionally occupants of Blenheim Road who take in lodgers often advise them where to park their vehicles which is usually on the road.</p> <p>10. Perhaps the introduction of white lines across each access to each properly would partially solve the problem as it has done in the Oxford Road.</p>
<p>(7) Local Resident, (Kidlington)</p>	<p><b>Concerns</b> – Whilst I fully agree with the proposals, I am very concerned of the knock on effect these proposals will have on the current appalling situation in Blenheim Road.</p> <p>Since the service roads along the Oxford Road were given restricted parking, we have had a consistent number of vehicle owners who now park in Blenheim Road and then either cycle to their place of work or catch the bus. This has resulted in Blenheim Road becoming a free car park and almost a one way system and extremely dangerous hazard for residents trying to exit their properties by car with very reduced vision, due to the parked vehicles.</p> <p>The parking problem is the full length of Blenheim Road and there is a particular problem with vehicles parking either side of the junction with Alexander Close and around the bend in the road. The result is zero vision splay and quite dangerous.</p> <p>A new development of flats opposite the junction of Alexander Close has added considerably to the problem, with residents parking around the dangerous bend in the road, due to insufficient parking spaces on the development.</p> <p>It really has become a problem and I wonder whether a "resident only permit " parking system could be considered for the section from Bicester Road junction to Alexander Close junction</p> <p>Sadly this issue is happening all over and the District Councils, when passing planning applications, seem to overlook this issue time and time again.</p>
<p>(8) Local Resident, (Kidlington)</p>	<p><b>Concerns</b> – Having lived in Bicester Road for nearly 45 years I have never seen anyone park in the areas that are highlighted to have the yellow no parking lines installed. It would be crazy to park on the Oxford Road turning into Bicester Road as the road is two lanes and the nearside lane is the lane to turn into Bicester Road. The same applies</p>

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	<p>to traffic coming up to the lights on Bicester Road, two lanes, one to go left and one to turn right.          May I suggest that when the original planning application was passed then would have been the time to ensure that adequate parking was available on site. It was obvious to anyone that the design of the flats did not leave enough room for the resident's visitors or a second car.</p> <p>The area that requires attention and requires yellow lines is the part of Bicester Road past Evans Lane heading towards Miller and Carter. Cars are parked here and cause major delays during rush hours. All of Bicester Road needs looking at regarding parking especially during school drop offs and collections as the parents will park anywhere, including times when I have passed even stopped on the school zigzag markings. The other issue is HGV's using it as a rat run even though sign are installed showing a 7.5 ton weight limit.</p> <p>Perhaps you might think again and put the yellow lines where they are actually needed.</p>
<p>(9) Local Resident,          (Kidlington)</p>	<p><b>Support</b> – Firstly thank you for the proposal it is greatly appreciated that the needs and safety of the present residents are not unfairly restricted to make way for what I appreciate is a desire for more residential properties.</p> <p>I live on Oxford Road about 100 meters towards Oxford and we have been lucky enough to have parking restrictions along this road since the Oxford parkway station opened, sadly I am unaware of any enforcement at any of the current restrictions to the effect we have vehicles parked outside our properties well in excess of the restrictions , sometimes for weeks on end with no enforcement action.</p> <p>I enclose an image today of a vehicle that has been partially blocking both mine and my neighbours drives all day and had done so for a number of weeks, this is a small road with two schools at either end so such parking over solid white lines is incredibly dangerous as it makes entry into the road a blind spot and requires driving up the kerb opposite the house to get around the poorly parked vehicle.</p> <p>I would ask you to consider in your planning to ensure the Double yellow lines are extended down the Oxford Road towards Oxford some distance to include the areas of dangerous parking such as the one highlighted.</p>
<p>(10) Local Resident,          (Kidlington)</p>	<p><b>Support</b> – To make the roads safe for everyone.</p>

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<p>(11) Local Resident, (Oxford)</p>	<p><b>Support</b> – parking throughout Oxfordshire should be reduced and space re-allocated to active travel.</p>
<p>(12) Local Resident, (Kidlington)</p>	<p><b>No objection</b> – Thank you for the very helpful letter and I would be so grateful if you would be able to make Blenheim Road a 20 MPH limit as it is like dicing with death sometimes coming out of the driveways and also people cycling down pavements, children often, there are so many elderly people here and so many are unable to move quickly enough.</p>

Divisions affected: *Chalgrove and Watlington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 2 SEPTEMBER 2021**

### **CUXHAM: PROPOSED 20MPH SPEED LIMIT & TRIAL TRAFFIC CALMING**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of a 20mph speed limit and trial traffic calming measures as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit (phase 1) and trial traffic calming measures (phase 2) at Cuxham village.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the County Council. Should the speed limit and traffic calming measures proceed to implementation, then funding for this work will also be provided by the County Council.

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

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

#### **Sustainability Implications**

5. The proposals would help facilitate walking and cycling within the village and safe movement of traffic.

#### **Consultation**

6. Formal consultation was carried out between 15 July and 13 August 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Bus operators, South Oxfordshire District Council, Cuxham Parish Meeting and local County Councillor. Letters were also sent directly to approximately 90 properties within the village.

7. 34 responses were received during the formal consultation. 28 in support (82%), 3 objections (9%), two expressions of concern (6%) and one non-objection.
8. The responses are shown at Annex 5 with copies of the original responses available for inspection by County Councillors. The more detailed response from the 'Cycling UK Oxford' group is set out in full at Annex 6.

### **Response to objections and other comments**

9. Thames Valley Police objected to the introduction of a phase 1 standalone 20mph speed limit. That was because 'before' speed data showed mean speeds to be between 27 & 29mph which, in accordance with the County Council's Speed Limit Policy (24mph or below), is too high for lowering the existing 30mph speed limit without the introduction of supporting highway measures. They also questioned whether the phase 2 trial traffic calming measures would be subject to road safety audit prior to implementation and whether the measures will comply with engineering regulations.
10. In response, 'after' speed surveys will be undertaken to determine the effectiveness of the 'sign only' 20mph speed limit. If speeds have not reduced sufficiently, then introduction of the trial traffic calming measures will be further investigated. These measures will comply with highway regulations and be subject to the road safety audit process.
11. Officers acknowledge the objection to the proposed speed limit change by Thames Valley Police. As this is a trial site, we will continue to work closely with colleagues within their organisation via the County Council's 20mph Steering Group to ensure that their comments and concerns are considered.
12. Thames Travel bus company have primarily objected to the phase 2 trial traffic calming measures. They feel that the number of measures proposed is excessive and that three of the measures conflict with bus stops. They believe that reducing the width of the road will be detrimental to traffic flow, including their no.11 Oxford to Chalgrove service. They have also questioned how many road safety incidents have occurred on the roads in Cuxham and in how many of these was speed a factor.
13. Officers acknowledge the objection by Thames Travel to this proposed speed limit change. Any engineered solutions to further reduce speeds in phase 2 will ensure that all vehicles utilising the public highway are considered. No users will be disadvantaged by any measures that are implemented and as this is a trial site officers will work with the bus companies to ensure their requirements are met. Whilst there is only one recorded slight personal injury road traffic collision in Cuxham during the last five-year period (not speed related), there is evidence of damage only collisions and inappropriate speeds on what is a narrow village road with no footways.
14. One local resident objected to and one local resident raised concerns over the phase 2 trial traffic calming measures on the grounds of Cuxham not being a



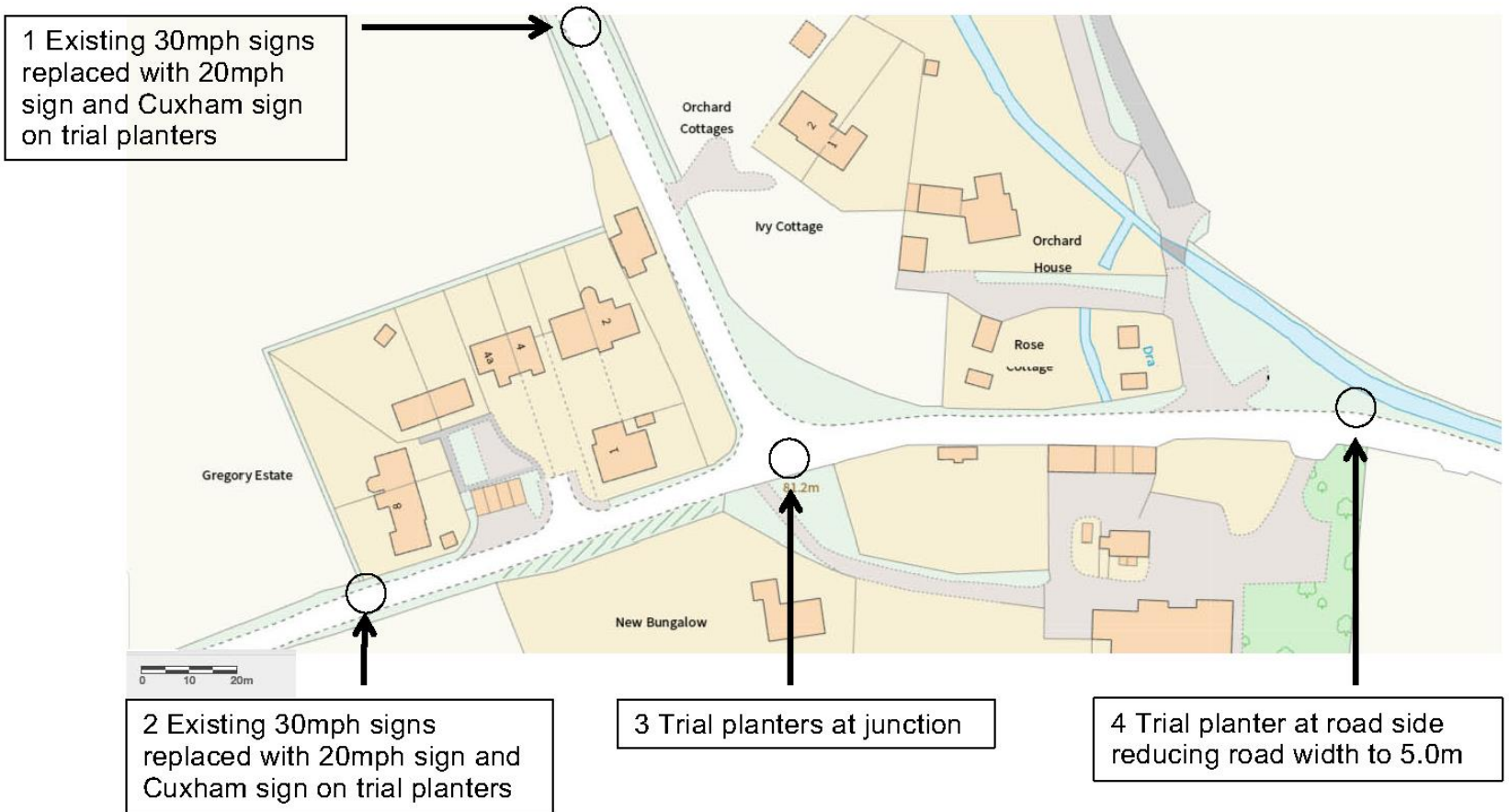
Drawing No.		Revision	
		0	
<b>Key</b>			
		Proposed 20mph speed limit in place of existing 30mph speed limit	
		Existing 50mph speed limit to remain	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241677			
Project title			
B480 CUXHAM			
Drawing title			
PROPOSED 20MPH SPEED LIMIT			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	07/21		
Oxfordshire Project No. & File Ref			
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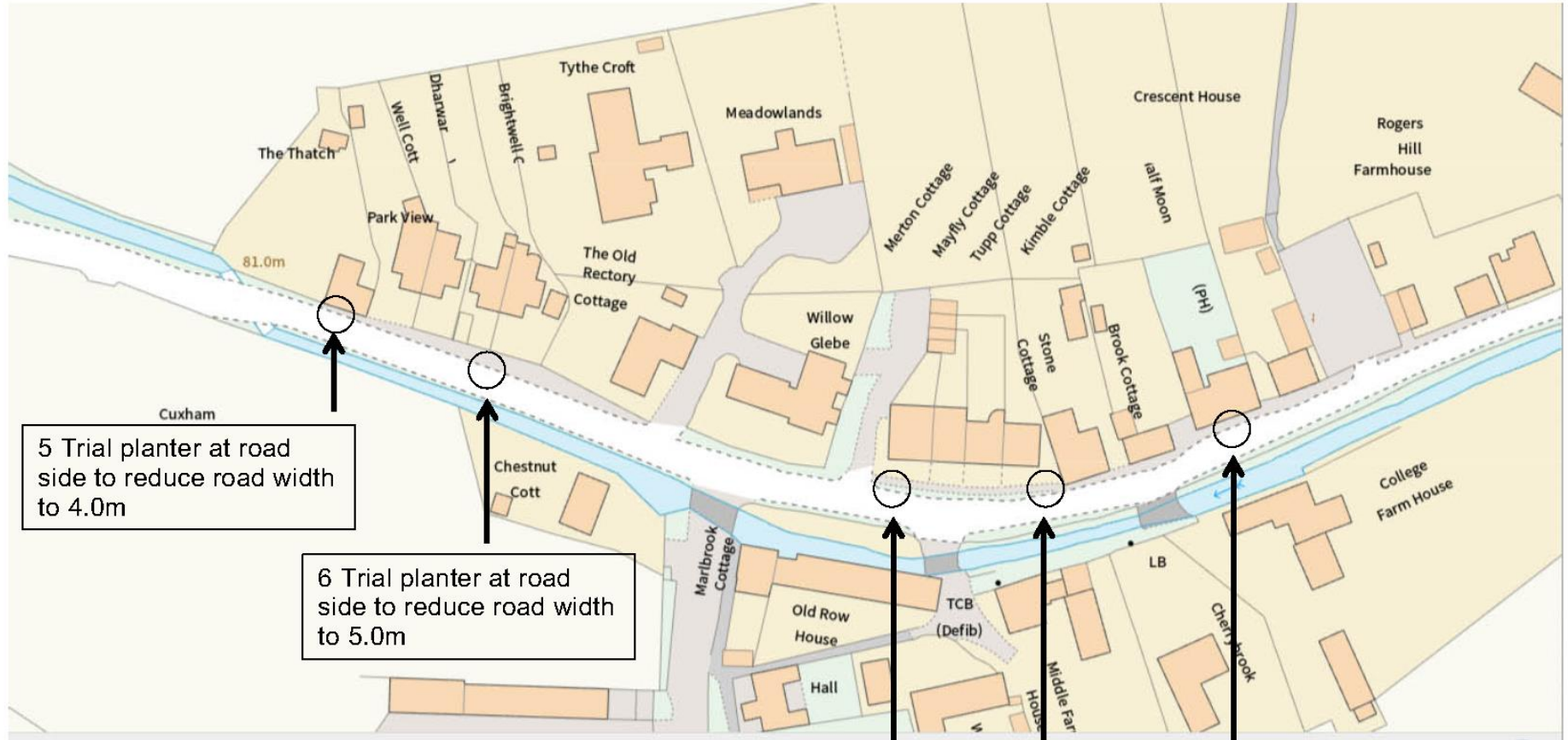
# Cuxham village, Oxfordshire, OX49 5NG proposed 20mph zone and experimental/trial traffic calming

Page 1 of 3



# Cuxham village, Oxfordshire, OX49 5NG proposed 20mph zone and experimental/trial traffic calming

Page 28



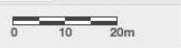
5 Trial planter at road side to reduce road width to 4.0m

6 Trial planter at road side to reduce road width to 5.0m

7 Trial planter at road side to reduce road width to 5.0m

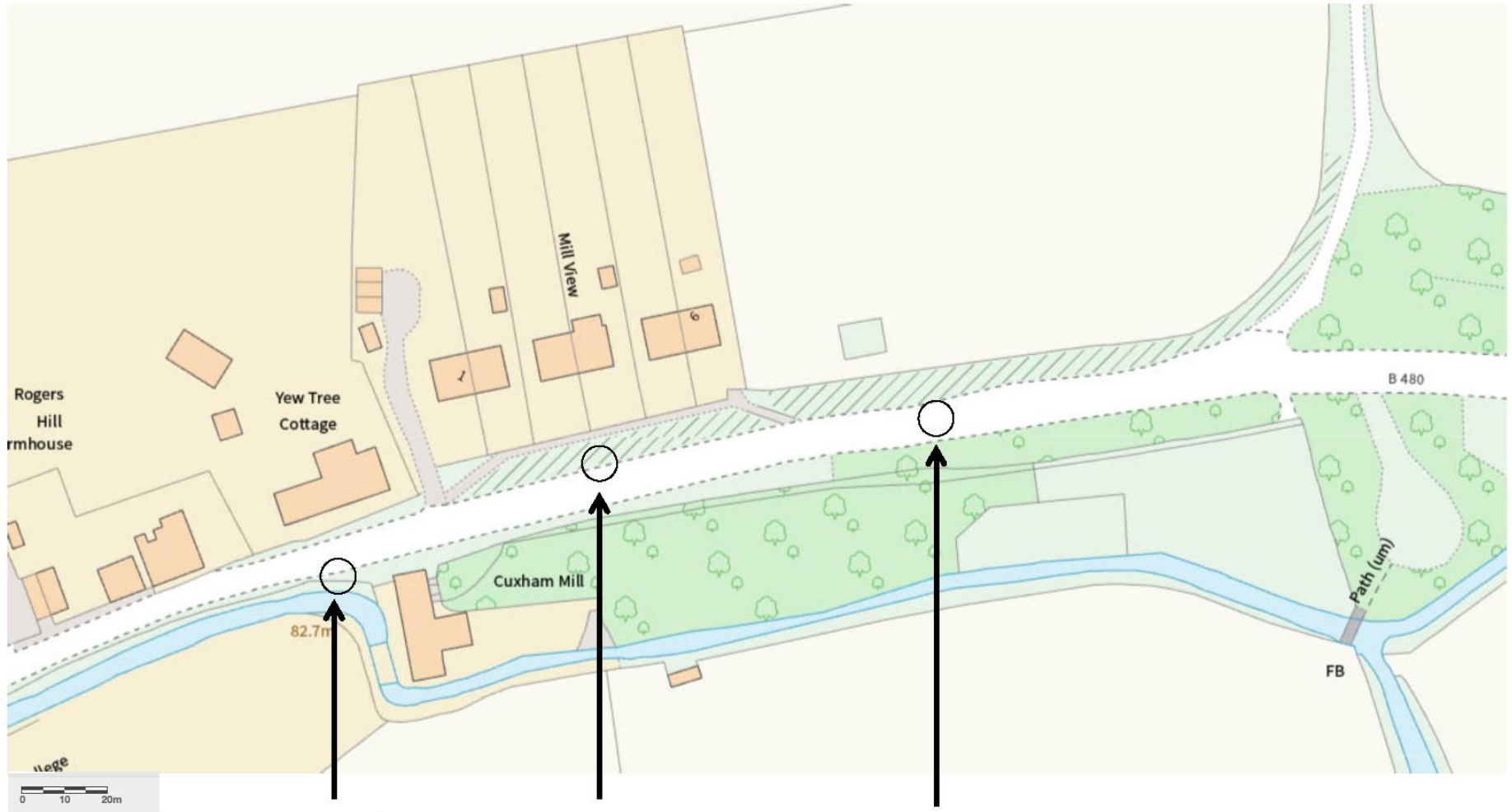
8 Trial single white post to warn drivers of corner

9 Trial use of road by PH to reduce road width to 4.8m



**Cuxham village, Oxfordshire, OX49 5NG proposed 20mph zone and experimental/trial traffic calming**

Page 29



10 Trial single white post to warn drivers of bend in road

11 Trial white post to give protection to parked cars and effectively reduce road width

12 Existing 30mph signs replaced with 20mph sign and Cuxham sign on trial planters

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Object</b> – I am aware that these proposals are part of trail being promoted by your 20 mph Steering Group at which the Police are represented. Cuxham I understand is the first of 5 trail sites using signs only and moving away from current DfT guidance in terms of Setting of Speed Limits 1/2013.</p> <p>You will be aware already that Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e., collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>There is a proven link between road environment/character and drivers' speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. 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. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p>Therefore, 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>There is mention that as part of Phase 2 some Traffic Calming measures will be considered, however experience has shown these measures are often highly unpopular and likely to be rejected by the Parish, and especially if self-funding is part of the way forward. I raise at this point the measures mentioned as part of phase 2 as to whether they will be</p>

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	<p>subject to a full Safety audit before implementation and their compliance to engineering regulations.</p> <p>It is currently unclear how such schemes will be monitored moving forward and who will make the decision for future engineering in order to achieve greater compliance. The steering group criteria has yet to be formalised and agreed by full Council yet I am also aware other 20 schemes are being promoted by local areas. There needs to be a consistent approach and it would be very helpful if speed data could be shared with future speed limit proposals.</p> <p>It is strongly felt this whole process needs greater thought and planning and a solid evidenced base and rationale before it should move forward. Thames Valley cannot support the introduction 20 mph limits based on the process that has been set out thus far. Thames Valley Police remain willing to continue to work with you to help direct and guide this process and to provide a clear rationale to our public who will quite rightly want to know and see the reasoning behind any new speed limit introduction.</p> <p>I am aware that speed data has been gathered in respect of Cuxham and that it does NOT support a lowering to 20mph. Unless vigorous physical engineering is included from its introduction we object to the proposal.</p>
<p>(2) Local Parish Meeting</p>	<p><b>Support</b> – we held a formal Parish Meeting last Thursday (29th July) at which there was unanimous support for Phase 1 of the proposed scheme</p> <p>In response to the question posed as follows:</p> <p>"Speed limit and Traffic Calming Scheme. Does the Parish wish to proceed with the trial as per Phase 1 of the current OCC consultation" there was unanimous support with (including 14 votes by proxy) 36 votes in support and zero against.</p> <p>The parish would like to express our thanks to you all for your support with this initiative, and hope that you can see our strong support from the above vote.</p> <p>I have not yet put forward a vote regarding Phase 2 as of course at this stage the details of that possible phase are as yet not fully defined.</p> <p>Four requests were raised in the meeting as listed below - so if you would be so kind as to amend / include in the process we would all be most grateful and if you could confirm the position we would be most grateful</p>

1. Location of the starting points for the future 20mph area

It seems to us that there appears to be a slight vagueness in the consultation documents regarding the location of the commencement of the 20mph limit on the unnamed road from the B480 to Brightwell Baldwin. Our reasoning below:

- The document entitled "Cuxham with Easington Speed Limits - DRAFT ORDER 2021" correctly identifies the location of the start of the 30 (to be 20) limit as being 161m from the junction with the B480 - (Point 2 of Schedule 1)
- The document entitled "Cuxham 20mph Speed Limit (Phase 1) - CONSULTATION PLAN" also correctly identifies the location of the start of the 30 (to be 20) limit
- However, the document entitled "Cuxham Traffic Calming (Phase 2) - CONSULTATION PLAN" shows on Page 1 Location 2 the wording "2 Existing 30mph signs replaced with 20mph sign and Cuxham sign on trial planters". This could be read to imply that the current 30 limit (to be 20) is to be moved circa 100m into the village and very close to the entrance to the Gregory Estate.

Our concern arises as at the current location (161m SW of the B480/ unnamed road location) there is no informal painted road marking confirming a 20 / National speed limit at that point - as there is at the other two 50/30 limit change locations at present. The coordinates of the point in question here are 51.6537N, 1.0423W. We are trying to avoid the 50mph limit being increased closer to the houses in Gregory estate as might be implied by the Cuxham Traffic Calming document.

Could you confirm that (for Phase 1 & 2), that the existing signage (National speed limit / 30mph) 161m from the junction with the B480 on the unnamed road to Brightwell Baldwin will be retained and replaced with National / 20 mph at the current location and that the Location 2 signage is additional, rather than a replacement?

2. Current repeater 20mph signs through the village

Could you confirm that all current repeater signs and road surface painted 30mph roundels will be replaced?

3. Phase 1 additional repeater signs

There are limited repeater 20cm diameter 30mph signs through the village at present and we feel that two additional sets of 20cm small circular 20 repeater signs at would be beneficial as follows:

- a) On the current VAS sign pole at location (eastbound side) 51.6527N 1.0397W adjacent to the Lower Green at the West end of the village
- b) On the railings by the stream around the location (westbound side) 51.652N 1.0384W adjacent to the West end of the boundary of Chestnut Cottage opposite Chestnut Cottage

Would you be so kind as to review and confirm that these will be added?

4. Liability for any incidents as a result of the trial (Phase 1 & 2)



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	<p>I have understood from verbal comments that Oxfordshire County Council will retain liability for any incidents regarding the trial, and as such Cuxham Parish and its officers (i.e., me) are completely without liability.</p> <p>Would you be so kind as to confirm that formally in writing for our Parish records?</p> <p>I reiterate that the Parish is very grateful for the interventions that OCC are proposing in Phase 1 and we all look forward to seeing a significant reduction in speeds and hence road safety through the village. We are equally committed to engage in detail with the plans, if any are required, for Phase 2.</p> <p>Would you be so kind as to consider a sign to be erected on the eastbound carriageway circa 100m prior to the sharp bend approaching the pub - perhaps a warning sign of some sort (Children crossing perhaps?) and a brown heritage sign saying "The Half Moon public house 100m on left" or similar - just to make it clear that there is pedestrian movement that is invisible until drivers round the bend at the point just 15m from the Pub door</p>
<p>(3) Local County Cllr, (Chalgrove &amp; Watlington division)</p>	<p><b>Support</b> – 20mph limits improve safety, air quality, and take action on the climate emergency. The "Stockholm declaration", signed by the United Kingdom in February 2020, supports 20mph zones wherever vulnerable road users and vehicles mix. Reducing the speed of vehicles in the presence of people walking and cycling reduces road traffic collisions and mitigating the severity of casualty when they occur.</p> <p>As part of its COVID response, the UK Government stated “20mph speed limits are being more widely adopted as an appropriate speed limit for residential roads, and many through streets in built-up areas. Reducing the speed limit can provide a more attractive and safer environment for walking and cycling”.</p> <p>In December 2020, councillors of Oxfordshire County Council voted to support a motion that supports the premise that 20mph is the optimum speed limit in built-up areas, unless there is compelling evidence for a higher limit. Additionally, Parish, Town, City Councils should, by default, be supported in reducing speed limits in existing streets or areas on the basis of their local knowledge and the wishes of their residents, whilst taking note of national guidance.</p> <p>The village of Cuxham is divided along either side of the B480. Cuxham is a small but vibrant community, with a popular public house and recreation facilities. These measures will slow traffic through the village to ensure the safety of road users.</p> <p>The proposed phase 2 measures are proportionate and cost effective. The measures will ensure vehicles using the B480 to travel through the village are made aware of the village surroundings and behave accordingly. Measure will</p>

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	transform the current impression drivers get of 'houses next to a main road' to 'a road running through a village'.
(4) South Oxfordshire District Council	<b>No objection</b> – If you have not heard from me by the end of that period please assume we have no comments to make on the consultation.
(5) Thames Travel Bus Company	<p><b>Concerns</b> – Whilst Thames Travel generally support proposals that improve road safety, we have significant concerns about the proposal and the impact it will have on the Watlington - Oxford service 11 and so are objecting to the proposals as described.</p> <p>The Statement of Reasons included with the consultation documents states that the “proposals are being put forward following road safety concerns raised by the Parish Council”. However, no information is provided about the number of incidents there have been on the roads in Cuxham and in how many of these speed was a factor. It is therefore difficult to comment on this aspect.</p> <p>The traffic calming measures being proposed seem to be excessive with 12 separate interventions shown on the Cuxham Traffic Calming Phase 2 Consultation Plan. The Trial Planters at locations 5 and 6 in particular look to conflict with existing bus stops as does potentially the Trial White Post at location 10. Reducing the width of the road will be to the detriment of traffic flow. Until such time as a Cuxham by-pass is built it is unlikely that the measures will reduce traffic through the village and the impact on the bus service from Watlington to Oxford could actually lead to an increase in other road traffic.</p> <p>Service 11 operates between Oxford and Chalgrove every 60-70 minutes on Mondays to Saturdays with most journeys continuing beyond Chalgrove to Watlington. A limited Sunday service was reintroduced in August 2020 with financial support from the County Council using Central Government funding.</p> <p>Around ten years ago the service operated with two buses and it was possible to operate an hourly service with all journeys serving Watlington. Increased traffic congestion and slowing bus speeds resulted in the service becoming un-reliable and an extra bus was added to the cycle (shared with the then T2 service which was also suffering from unreliability). The increase from 2 to 2.5 buses operating the service resulted in the revenue from the route no longer covering the increase operating costs. Since then, there have been various attempts to design financially sustainable timetables to serve the B480 corridor. The current route requires the equivalent of two buses to operate but with reduced service in the morning peak due to the need to provide a school journey and to keep costs of operation down</p>



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	<p>as much as possible. The 60–70-minute gaps in service makes the service less attractive to potential passengers than a service operating at a regular headway as it is more difficult for passengers to remember the times that the bus will be at their stop. The service is a mixture of commercial and financially supported journeys.</p> <p>Any measures that further reduce bus speeds are likely to be detrimental to the 11 service in terms of increasing costs and reducing passenger revenue. It is likely that this would result in the commercial service being scaled back to simply operate between Oxford and Chalgrove with the section between Chalgrove, Cuxham and Watlington being withdrawn.</p>
(6) Local Group, (Cycling UK Oxford)	<p><b>Support</b> – We believe both the 20 mph Speed Limit and the Traffic Calming will make Cuxham safer for people who wish to walk and cycle. We will submit further information on a supplemental document.</p>
(7) Local Resident, (Cuxham)	<p><b>Object</b> – I support Phase 1 a 20mph speed limit. Average speed where the village has straight sections is 26.8mph and 27.3mph. A reduction to low 20s expected from a speed sign change will make the shared road safer for pedestrians and cyclists. Cycling is unlikely to increase because the 600m village road is walkable and the measures are not part of a coherent plan for cycling.</p> <p>I object to Phase 2 trial traffic calming. Cuxham is not a suitable location. We have a bus service and Phase 2 will make it harder for the bus to serve the village. In our rural location, bus services are vital as an alternative to the private car. If the county is investing in measures that are not supported by bus companies, it will be disadvantaged bidding for central government bus grants.</p> <p>The B480 in the LTP is a Class 4 type road - "A road suitable for other shorter cross and inter-county movements where volumes are relatively low and no principal road is available". According to ROSPA, 27% of drivers take alternative routes to avoid 20mph, this could be higher if Phase 2 is implemented. OCC would be moving journeys off a road intended for multi-purpose, cross and inter-county use, maintained, such as gritted, on to unclassified roads not intended for such use. For this reason, I do not support Phase 2.</p> <p>Vehicle speed is not the only safety criteria in villages, typically with shared roads and buildings and walls close to the road. There are dangers by increasing manoeuvres and reversing which the Phase 2 measures would do. Large vehicles in the village, like commercial refuse collection to the catering business, the many farm vehicles, HGVs serving the local economy, will still need to use the road. Such vehicles reversing, manoeuvring even at low speeds can be dangerous to pedestrians and cyclists, especially if pinned against walls.</p>

Overtaking - for almost 25 years the bus has passed me very safely thousands of times cycling in the village, as have all other vehicles, at slow speeds relative to outside the village on 50mph and national speed limit roads. The revised Highway Code specifies 2m for a safe gap to pass cyclists. If the road is narrowed in places to below 5m, the bus will not be able to pass safely until out of the village. Cyclists instead of being in the secondary position will cycle in the primary position to avoid having to navigate around experimental planters/permanent built features. This will lead to traffic building up behind cyclists and then over taking on faster roads. My experience is the safer option is to allow safe over taking in the village by not narrowing the road.

I have concerns about some of the trial measures:

Illumination - Cuxham has no street lights. Will features, trial or permanent, placed near the road or partly on the carriageway, be visible enough, with reflectives to be seen in day, night, and fog to normal standards. There has been no RSA to consider this.

Posts - is a post on its own a traffic calming measure within the meaning of the legislation?

Location 1 and 2 - Solid objects placed near the carriageway on non-built-up roads, where vehicles are approaching at 50/60mph. Of 272 fatal accidents recorded by the DfT in 2019 on non-built-up roads, 68 hit a tree, 23 a wall or fence and 16 other permanent objects. Buckinghamshire County Council has a traffic calming policy that gateway features must be collapsible. Impractical to replace speed signs on poles with planters, signs will be less visible and it will damage valuable, ancient hedgerows (Cllr Pete Sudbury will be concerned by any loss of hedgerow). There has been no RSA to consider this.

Location 5 - narrowing the road at this spot has increased highway incidents, two collisions not speed related with cars written off. OCC knows already narrowing to 4m will cause more highway incidents.

Location 6 - planter partly on pavement and in way of bus stop. Permanent proposal is for pavement to become hard shoulder, off the carriageway, for resident parking. Residents currently park with all wheels on the pavement which has no effect at all on slowing traffic. Measures do not support walking and sustainable transport. The permanent proposal is planning for multiple car ownership by providing additional parking on public areas that should be kept clear for pedestrians for use on foot only.

Location 9 - the owner of the pub is not changing how she trades

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	<p>Cuxham has been working on speed reduction measures with OCC. The parish jointly funded with OCC installation of SIDs and these have been effective. The parish voted unanimously for SIDs permanently, rather than the current arrangement rotating with two other villages. It allocated £500 from the parish precept, plus there are additional funds from the first project. If Cuxham is a trial location for experimental traffic calming, OCC has said we can't use SIDs during the trial. There has been no independent Road Safety Audit of the Phase 2 measures. A trial could be in place for 18 months. At the end of the trial, the parish has no funding and has not agreed how permanent measures would be installed. During this time, we could have been benefitting from Phase 1 20mph and SIDs. It seems this is the better, safer route for Cuxham to secure.</p>
<p>(8) unknown, (Oxford)</p>	<p><b>Object</b> – An imposition of a 20mph Speed Limit ominously called Phase 1, and Traffic Calming ominously called Phase 2, is another method of imposing traffic penalty fines on residents who regularly use the roads here perfectly safely but will be hit with a speeding fine when they go a mile over 20mph.</p> <p>There will be a further burden to council taxpayer's money for the manufactured need for a speeding camera. This is simply another stealth tax imposed by Oxford city council to extract more cash out of its residents and bolster its annual income, but wasting it by spending money on unnecessary speeding cameras, and also the cost of the traffic calming installations themselves with its associated initial manpower installation, the associated administration of its introduction and further permanent ongoing administrative costs, and ongoing maintenance costs of the traffic calming, and inevitable cameras to police them.</p> <p><b>OBJECTION: STEALTH TAX</b></p>
<p>(9) Local Resident, (Cuxham)</p>	<p><b>Concerns</b> – We are supportive of the new limit of 20 mph. However, we are less in favour of the amount of calming proposed, in particularly those in the central section.</p> <p>Our concern is entirely based on the increase in pollution caused by stationary vehicles and would rather see visual reminders to encourage drivers to stick to the speed limit and smooth driving.</p>
<p>(10) Local Resident, (Cuxham)</p>	<p><b>Support</b> – Traffic through our medieval village is very heavy and while the majority travel at just less than 30mph, there are many who exceed the limited by wide and dangerous margins. The road is not really suitable even for 30 mph limit as there are blind spots where the viability of oncoming traffic is poor and there are limited pedestrian pavements, thus creating a real hazard for pedestrians and vehicles. A 20mph limit is far more appropriate for the road conditions and we fully support the proposal.</p>

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(11) Local Resident, (Cuxham)	<b>Support</b> – I live in the village and have to walk along the road several times every day. The majority of the road has no pavement and I frequently feel threatened as vehicles pass close to me at speed and often showing little consideration for pedestrians. Although some drivers are considerate, there are a significant number of vehicles that appear to be travelling well above the existing 30 miles an hour speed limit. On several occasions I have been soaked by passing vehicles during inclement weather. Heavy vehicles often damage the verges and there have been many incidents in the last few years where parked vehicles and buildings adjacent to the road have been damaged. Twice my pets have been seriously injured by vehicles on the road, resulting in upset and expensive vet bills - one had to be euthanised. I will not let my children walk or cycle along the road on their own due to my concerns over road safety. I believe that a serious accident is inevitable under present conditions and I give my unreserved support to the immediate implementation of both a reduced speed limit and traffic calming measures.
(12) Local Resident, (Cuxham)	<b>Support</b> – The traffic through our village is out of control. Speeding, volume, HGV's. There has been so much damage to property, cars and it won't be too long until there is an injury/fatality to a pedestrian. With the ludicrous amount of new housing being built around here, it is only adding to the volume of traffic and, to be brutally honest, people are driving like idiots nowadays - with no respect to anyone. I am so upset about the traffic through our village.
(13) Local Resident, (Cuxham)	<b>Support</b> – The speed and amount of traffic passing through this village is too much. There is no pavement, the road is quite narrow and bendy in places and the grass verges are being ruined as lorries try to pass. We risk our lives getting around the village. There is supposed to be a weight restriction in force which is ignored.
(14) Local Resident, (Cuxham)	<b>Support</b> – Very strong support from me as I am sure that this will substantially reduce accident and injury risk through the village
(15) Local Resident, (Cuxham)	<b>Support</b> – I have lived in Cuxham for many years and in the last few years I see a clear rise in traffic and especially speeding traffic. Walking the dog has quick become a dangerous activity, walking through the village to reach the fields or back to the house, I really have to make an effort to get out of the way of the traffic. I feel like our lives at risk at this point. Many cars will not slow down when seeing us, they will even speed up. I am so disappointed that people in general rarely keep to the speed limit (I notice this so often elsewhere too) and I can only hope that reducing our

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	<p>speed limit to 20mph will help us make them slow down. I believe that the 20mph together with traffic calming will help us get back our streets and feel safe again while walking by the road (lack of pavement).</p>
<p>(16) Local Resident, (Cuxham)</p>	<p><b>Support</b> – The B480 running through Cuxham has become an extremely dangerous stretch of road. A reduction in the speed limit to 20 will undoubtedly mitigate the risk to pedestrians in a village without the benefit of pavements, however, monitoring speeds and volume of traffic will also be necessary to determine whether the reduced speed limit has had the desired effect. In the long term, it's likely that additional traffic calming measures will need to be adopted.</p>
<p>(17) Local Resident, (Cuxham)</p>	<p><b>Support</b> – The road through Cuxham village is narrow with bends, has no pavements for pedestrians who, consequently, have to share the road with speeding cars and HGV's, and has over 25 separate access points from dwellings, many with poor visibility. Therefore, traffic speeds need to reflect these clear and obvious dangers to all road users and the proposed 20 mph will improve the situation.</p>
<p>(18) Local Resident, (Cuxham)</p>	<p><b>Support</b> – This email is to say that we both fully agree with the proposals for 20mph and traffic calming for Cuxham.</p>
<p>(19) Local Resident, (Cuxham)</p>	<p><b>Support</b> – Like most Cuxham residents I think these proposals are excellent. If you are familiar with our village you will know that we have a lack of footpaths which presented no danger when vehicles that drove through were few and far between. However, house building either side of Cuxham means that, having been given permission by our Council, construction lorries and other huge vehicles now pass through Cuxham each and every day and our 'B' road has now turned into more of any 'A' road where traffic - construction and other - pays no heed to the speed limit in a rush to reach their destination. Not infrequently, when two large vehicles meet at the village pinch-point, everything grinds to a halt because one is unable to pass the other. This results in a large build-up of traffic from both directions until, at some point, one of the heavy goods' drivers agrees to reverse sometimes up to 100 yards.</p> <p>Of course, traffic calming and speed limits aren't going to reduce the amount of traffic currently driving through the village but with signals that remind drivers to slow down and obstacles placed at strategic points, it will help enormously. The main culprits when it comes to speeding are those car drivers on their way to work in the morning, school run drivers and nighttime traffic which drives at excessive speeds under the cover of darkness. Many of the Cuxham residents have children and dogs and trying to walk with their families along any part of the road in Cuxham has become very perilous, thanks to inconsiderate speeding and the huge length of some of the trucks that drive</p>

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	<p>through daily, flouting official weight restrictions.</p> <p>Perhaps we cannot avoid heavy traffic and reckless car drivers but anything that can be done to slow it down will be a great relief to us all.</p>
(20) Local Resident, (Cuxham)	<p><b>Support</b> – We would be very supportive of a reduced speed limit, and traffic calming measures through our village.</p> <p>There are daily examples of dangerous situations arising from drivers speeding through the village and this would go some way to alleviating the risk to all road users.</p>
(21) Local Resident, (Cuxham)	<p><b>Support</b> – I would like to confirm I am in firm agreement for this. The road is very dangerous with no pavements and vehicles including HGVs are going way too fast.</p>
(22) Local Resident, (Cuxham)	<p><b>Support</b> – I fully support this proposed limit. I live in the centre of the village and am elderly. Any proposal that will make me and my friends safer as I walk and drive will be good. The quantity, size, and speed of current traffic here is far more than so small a village should have to contend with.</p>
(23) Local Resident, (Cuxham)	<p><b>Support</b> – I am writing to express my full support for the trial and hopefully, permanent 20mph speed limit through the village of Cuxham. Our village has experienced a steady increase in traffic from creeping developments in the area for some time and is now THE route very heavy construction vehicles must take to sites in Watlington.</p> <p>Speed through the village has become a major problem as has the risk of accidents with so few areas along the road having any possible safe place for pedestrians. A lowering of the speed limit, together with road layout changes have my full support and I can anticipate a much-improved sense of safety for residents and visitors to the Half Moon and other venues in the village.</p> <p>The narrowness of the highway constricted as it is by the brook and houses requires drivers to take great care, but this is often not the case. I note that in the plans the proposal is to replace the existing 30 mph signs with 20 mph in their current positions. Having seen how drivers react to these signs, I have concerns that a more significant speed reduction (from 50 to 20 mph) from these points will inevitably lead to sharp braking and a delayed adherence to the</p>

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	<p>new limit. For that reason, can I suggest the 20mph signs are repositioned further out of the village AND that the 50 MPH signs which are positioned far too close to the village anyway are removed.</p> <p>At present motorists are reminded it is a 50mph at both main approaches to the village only to be confronted with a lower 30mph within a VERY short driving time. This is unhelpful and dangerous.</p>
(24) Local Resident, (Cuxham)	<p><b>Support</b> – I would very much like to support the proposed 20MPH speed limit through Cuxham. It has become mostly impossible to walk along the village without fear of being injured by speeding cars and lorries (which have increased significantly these past 6 months). 20MPH mitigation that helps protect the residents from injury as well as the fabric of the village environment from damage to verges etc is greatly appreciated.</p>
(25) Local Resident, (Cuxham)	<p><b>Support</b> – I write as a resident of Cuxham, and as the owner of cars written off in Cuxham due to poor driving through the village. The road running through the village unfortunately is enduring increasing amounts of cars, and especially construction vehicles - many of which drive at speed and with little care for the safety of pedestrians or cyclists - or parked cars.</p> <p>I am therefore thoroughly in favour of the proposed 20 mph speed limit trial - and much look forward to its implementation, and hope that it will be followed by the various other speed mitigation plans which have been proposed by the OCC advisor.</p>
(26) Local Resident, (Cuxham)	<p><b>Support</b> – We live in Cuxham. Whilst we only moved in recently, we have been shocked by both the speed and dangerous manner of driving through the village. Whilst pulling out of our driveway - which is pretty hidden, both my husband, my son and myself have all nearly had the front of our cars hit on mutinied occasions due to the speed of drivers coming through the village. There are four driveways sharing this drive and we all have the same issue. What's more we have children who I firmly believe are at risk when they walk through the village for example to the post-box or to walk the dog. Both their and our freedom to walk out of our house to enjoy the beautiful countryside is hindered by these selfish drivers and I do believe that it is dangerous - life threatening even to do so. As a household we feel that a 20mph speed limit is a must for our village and we strongly support the proposed 20mph speed limit.</p>

<p>(27) Local Resident, (Cuxham)</p>	<p><b>Support</b> – I am writing to record my wholehearted support for OCC's proposal for a 20mph speed limit in Cuxham village. My family and I have lived in Cuxham for many years; it is a beautiful, historic, and friendly place, but the one and only road through it has always been a major concern and the speed of the traffic has always been a huge worry for all the residents.</p> <p>As you are aware, as there are no pavements through most of the village, young and old have to walk in the road with all the traffic, including speeding cars and HGV's up to 44tons. This is not a pleasant experience, but one that has had to be lived every day.</p> <p>Recently, the decision was taken for the road to be used by the construction traffic for the Bloor Homes site in Watlington. This has added dozens of HGVs to the village traffic every day. The dangers of speeding lorries (not necessarily exceeding the current 30mph limit) but definitely travelling too fast for the very specific nature of the road in a tiny village which is narrow and windy, have become even more obvious. There are numerous skid marks on the road as they travel round a bend to find another vehicle blocking the road, they often have to reverse around blind bends when they meet a lorry or bus, or transit van which they cannot pass in the narrowest parts and, as well as the obvious danger to pedestrians and other road users, they have caused terrible damage to verges throughout the village Conservation Area. We have been very lucky that there has not been a serious accident, yet.</p> <p>The reduction of the speed limit should help focus the minds of all drivers to drive through the village much more carefully and with much more respect for pedestrians and the village environment.</p> <p>Some concern remains, however, in the current position of the 50mph signs approaching the village in both directions, but particularly approaching from Watlington.</p> <p>The 50mph sign here is situated on a bend and unless you know the area, a driver does not know that the village lies just around that bend. Nor will they be aware that the carriageway is significantly narrowed by the cars parked on the road outside Mill View and that pedestrians will be walking on the road as there are no pavements. It takes just 3 seconds to pass this 50mph sign travelling at the 50 mph the sign encourages to reach these dangers and quite frankly it is miraculous that there have only been minor accidents here up to now. Would it be possible to move these signs further out from the village, or perhaps to reduce them to 40mph at the very least?</p> <p>I look forward to the implementation of the trial and hope the results will be encouraging. I also look forward to living in a safer village in the future.</p>
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<p>(28) Local Resident, (Cuxham)</p>	<p><b>Support</b> – I wanted to write and let you know that as a villager of Cuxham, I am fully supportive of the proposed Phase 1 traffic calming measures to try and reduce the speed limit through the village from 30mph to 20mph, and to keep vehicles on the road and off the verges. I feel this is critically important to prevent loss of life for pedestrians and cyclists (I have personal experience of near misses as both) and especially for the children in the village, who are not so aware of the imminent dangers.</p> <p>I am very happy to see OCC taking this initiative and appreciate everyone's efforts to increase safety.</p>
<p>(29) Local Resident, (Cuxham)</p>	<p><b>Support</b> – I would like to voice my concerns over the speed that vehicles drive through the village Three times now my daughter in law has had near experience, whilst taking my grandchildren out of her car, where the traffic will not slow down regardless.</p> <p>Cars have been hit due to impatience of drivers regarding oncoming traffic, and until something is done, I'm afraid of what could happen.</p>
<p>(30) Local Resident, (Cuxham)</p>	<p><b>Support</b> – as a resident of Cuxham, I am writing to you to confirm my whole-hearted support for the proposed 20mph speed limit through our village.</p> <p>The volume of traffic is terrible through Cuxham and this change frankly can't come quick enough! With that volume also comes an increase in speeding and reckless, inconsiderate drivers. We have no pavements or street lighting and there has been damage to residents parked cars and property and it won't be too long before someone is injured or killed.</p> <p>A 20mph speed limit will go a step in the right direction to help control the traffic and somewhat improve the lives of the people of Cuxham.</p>
<p>(31) Local Resident, (Cuxham)</p>	<p><b>Support</b> – As a retired medical practitioner with advanced trauma life support training, and who has operated in Hospitals at Race Circuits, I am well aware of the result of high impact injuries on the human body.</p> <p>Experience of running the 'Speedwatch' campaign in our village has shown me the urgent need for an enforceable lower limit, and this trial is extremely welcome. Whilst I maintain sufficient skills to resuscitate at the roadside, I trust I</p>

	<p>shall never have to, and thus strongly support your efforts to improve our local road safety.</p>
<p>(32) Local Resident, (Cuxham)</p>	<p><b>Support</b> – I am writing to express my full support for the trial and hopefully, a permanent 20mph speed limit through the village of Cuxham.</p> <p>Our village has experienced a steady increase in traffic from creeping developments elsewhere in the area for some time and is now THE route very heavy construction vehicles must take to sites in Watlington.</p> <p>Speed through the village has become a major problem, with many regular drivers becoming over-confident and not anticipating the potential risks that arise from the many driveway entrances, blind corner, road narrowing, absence of pavement and deliveries to our village pub. There has been a significant increase in the risk of accidents with so few safe areas along the road for pedestrians and vehicles mounting the kerbs and grass banks to pass each other. A lowering of the speed limit, together with road layout changes have my full support and I can anticipate a much-improved sense of safety for residents and visitors to the Half Moon and other venues in the village.</p> <p>The narrowness of the highway constricted as it is by the brook and houses requires drivers to take great care, but this is often not the case.</p> <p>I note that in the plans the proposal is to replace the existing 30 mph signs with 20 mph in their current positions. Having seen how drivers react to these signs, I have concerns that a more significant speed reduction (from 50 to 20 mph) from these points will not be achievable. In particular, the signage on the approach from Watlington will need to be addressed. It is not possible to drop speed of the current 30 mph limit from the road limit of 50mph from the first point of sight of the 30mph limit signs. It is especially important that vehicles approaching the village from Watlington are adhering to the speed limit in that area and are driven safely as there are families who have load and unload young children from parked cars at Mill View. For that reason, can I suggest the 20mph signs are repositioned further out of the village AND that the 50 MPH signs which are positioned far too close to the village anyway are removed. At present motorists are reminded it is a 50mph at both main approaches to the village only to be confronted with a lower 30mph within a VERY short driving time. This is unhelpful and dangerous.</p> <p>I very much look forward to a safer and quieter environment, for drivers, pedestrians, residents, and visitors.</p>

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<p>(33) Local Resident, (Cuxham)</p>	<p><b>Support</b> – Please take this as our full support for the proposed 20mph speed limit through Cuxham. Our village and its residents desperately need reduced speeds and every level of protection via traffic calming it can get to ensure conservation of the village and preservation of life.</p> <p>The onslaught of HGV's and construction traffic is having a huge detrimental impact. A 20mph limit might go some small way towards negating some of that impact.</p>
<p>(34) Resident, (Watlington)</p>	<p><b>Support</b> – Although we live in Watlington parish we are on the outskirts of Cuxham and regularly walk through Cuxham. The current speed of the traffic makes this a hazardous experience.</p> <p>The existing speed limit of 50 mph between Watlington and Cuxham means that traffic will have to slowdown from 50 mph to 20 mph in a relatively short stretch of road. Changing the speed limit through Cuxham to 20 mph may be more successful if the limit between Watlington and Cuxham is reduced to 40 mph.</p>



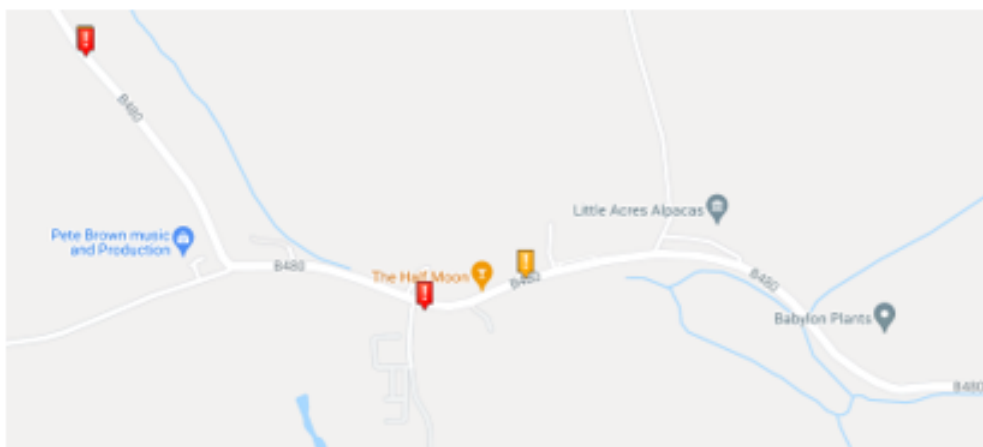
## Additional input on Cuxham 20mph and Traffic Calming

This response is from the Oxfordshire Cycling Network (OCN), which includes members from 30 cycling and supporting organisations in the county. OCN represents the 180,000 people in the county who cycle regularly and the 480,000 who would cycle if it was safe, convenient and pleasant.

We have also responded on the Online Survey

**We support the 20mph speed limit and the Phase 2 Traffic Calming.**

We note four nearby crashes in the last 10 year, two (fortunately both 'Slight casualty' (orange) ones – one mostly hidden under the left red 'Serious casualty' marker) to cyclists.



### ***Phase 1 20mph Speed Limit***

In a small rural village, with no pavements a 20mph speed limit would have significant safety advantages.

We have concerns about adherence and enforcement, as over 80% of motorists break the law in 20mph speed limits. However, even with partial compliance in numbers and speed, conditions and safety will be improved.



## Phase 2 Traffic Calming

If additional traffic calming proves desirable, we can see three approaches.

### Approach 1: Vertical restrictions, as proposed.

- We are glad to see an approach that looks to comply with LTN 1/20 section 7.2.9 with gap widths of 4.0m-5.0m.
  - If a vehicle comes the other way, a car will have to slow down or stop, but a cyclist will carry on.
  - A car should be able to overtake a cyclist (subject to visibility etc.) with a safe gap >1.5m at 20mph.
  - A large group of cyclists may be a problem to pass, but that will be a rarity, and a driver should not really be considering passing a group of cyclists in a 20mph limit anyway on a twisting road in a village anyway.
  - If a car is parked in a 5.0m carriageway, it becomes about 3.0m, so still safe.
  - We'd prefer if the 4.0m gap became 4.5m as it is still close to a pinch.
- A carriageway or gap of 3.2-3.9m is to be avoided, as noted in LTN 1/20, as this causes pinch points and close passing of cyclists.
  - You should look out for places where widths are about 5.5m and parking reduces this to 3.5m. However, these will be due to the existing road, not due to the scheme. So the scheme will not make things worse.
- Any of the new features placed near the road should be visible enough, with reflectives to be seen in day, night and fog to normal standards.

### Approach 2: Centre lane removal

- Create a single lane with 2 strongly marked cycleways.



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Divisions affected: *Shrivenham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 2 SEPTEMBER 2021**

### **CHILDREY: B4001 NEW ROAD AND PULPIT HILL - PROPOSED 40MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of a 40mph speed limit as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation to introduce a 40mph speed limit at B4001 New Road and Pulpit Hill, Childrey.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the local member County Councillor Yvonne Constance through the 'Councillor Priority Fund' and, should the speed limit proceed to implementation, funding for that element of the work will be provided by the County Council.

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

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

#### **Sustainability Implications**

5. The proposals would help facilitate walking and cycling on the outskirts of Childrey village and safe movement of traffic including equestrians.

#### **Consultation**

6. Formal consultation was carried out between 14 July and 13 August 2021. A notice was published in the Oxfordshire Herald series newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Vale of the White Horse District Council, Childrey Parish Council and local County Councillor.
7. 26 responses were received during the formal consultation. 8 objections (31%), 17 in support (65%) and one non-objection. The responses are shown

at Annex 2 with copies of the original responses available for inspection by County Councillors.

## **Response to objections and other comments**

8. Thames Valley Police objected to the introduction of the 40mph speed limit because 'before' speed data at two out of three sites along New Road showed mean speeds to be 48mph which, in accordance with the County Council's Speed Limit Policy (46mph or below), is too high for lowering the existing national speed limit without the introduction of supporting highway measures. They also state that there is no recorded collision history in the last five years, and, therefore, no justification for lowering the speed limit.
9. In response, 'after' speed surveys will be undertaken to determine the effectiveness of the 'sign only' 40mph speed limit. If speeds have not reduced sufficiently, then supporting highway measures such as vehicle activated signs, enhanced static signage, road markings etc. can be considered. There were in fact two recorded slight personal injury road traffic collisions on New Road during the last five-year period. Both were in 2019, one involving a cyclist and the other a vehicle travelling too fast.
10. Seven local residents have objected to the introduction of the 40mph speed limit on New Road on the grounds of artificially depressing the road's natural speed will negatively affect road safety whilst causing major inconvenience to residents, there being no significant history of road traffic collisions, 40mph being far too low for New Road, changing the speed limit will have no impact on how fast cars will travel, the road being in good condition, largely straight with clear visibility and only a handful of houses along it, all set back from the road and gated.
11. To respond, there is no evidence that lowering the speed limit adversely affects road safety. Whilst there is no significant history of recorded road traffic collisions, New Road is used by walkers, runners, cyclists, and horse riders, as well as slow and large agricultural vehicles. Some of the 'houses' mentioned above are stable yards and some have land on both sides of the road, resulting in machines and animals crossing the road at times. Lowering the speed limit to 40mph, including if necessary, implementing the supporting highway measures outlined in paragraph 8 above should make the road safer for all users, particularly non-motorised.

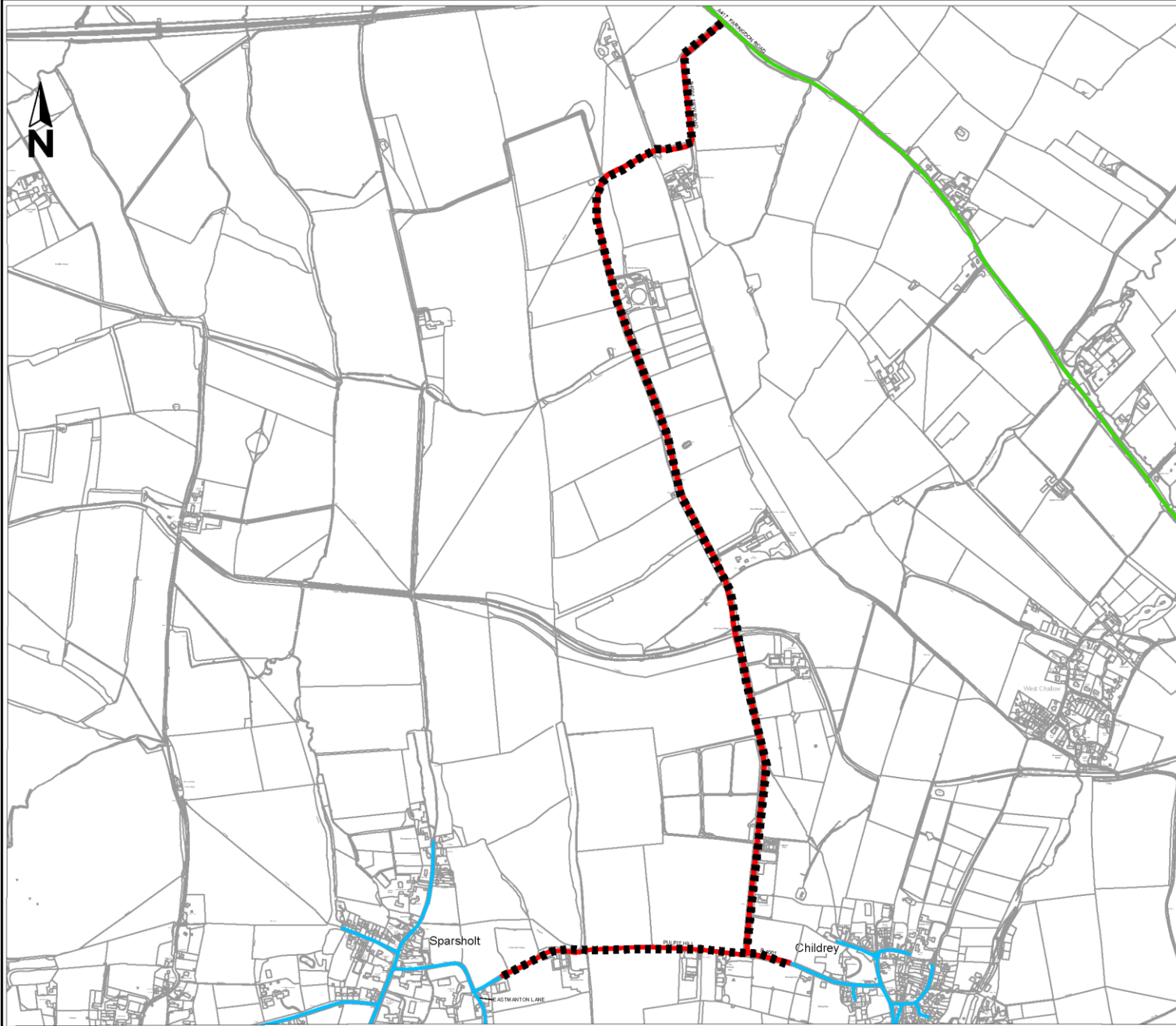
BILL COTTON,  
Corporate Director, Environment and Place.

Annexes                      Annex 1: Consultation Plan, Annex 2: Consultation Responses.

Contact Officers:      Tim Shickle 07920 591545, Lee Turner 07917 072678.

September 2021





Drawing No.		Revision 0	
<b>Key</b>			
		Proposed 40mph Speed Limit in place of the national speed limit	
		Existing 50mph Speed Limit	
		Existing 30mph Speed Limit	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
Project title			
B4001 NEW ROAD AND PULPIT HILL CHILDREY			
Drawing title			
PROPOSED 40MPH SPEED LIMIT			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	07/21		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Object</b> – Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e., collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self-compliance is the 85th percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and driver’s speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example a single junction or reduced forward visibility.</p> <p>Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. 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. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p>Therefore, 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</p>

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	<p>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>I am aware that a speed survey has already been carried out and the results do not support this lowering of the current speed limit.</p> <p>There is no collision history recorded in the last 5 years. I therefore can see no justification for lowering this speed limit and therefore object.</p>
(2) Vale of White Horse District Council	<b>No objection</b> – Having reviewed the details of the scheme the Vale of White Horse District Council raises no objection.
(3) Local Group, (Cycling UK Oxford)	<p><b>Support</b> – The part between Sparsholt and Childrey is frequently used by cyclists as an alternative east-west route parallel to the B4507. A cyclist was a casualty in a collision on New Road in 2019.</p> <p>These are narrow roads with bends and undulations not suitable for the high speeds that vehicles are capable of today. Reduced speed limits would make the roads safer, partly by reducing speeds and partly by sending the signal that the roads are not safe enough for the national limit to be applied.</p>
(4) Local Resident, (Childrey)	<b>Object</b> - Given the proposal pertains to be about road safety the evidence nationally should be taken into account. 40mph is far too low for that road and all the evidence shows that when speed limits are artificially depressed below the natural speed for the road safety outcomes are negatively impacted, not positively. There is not significant history of RTA cases on the stretch in question, so this limit becomes, at best, arbitrary and counter productive. We object to it in the strongest terms. Because the proposal will negatively affect road safety whilst causing major inconvenience to residents.
(5) Local Resident, (Childrey)	<b>Object</b> - Changing the speed limit will have no impact on how fast cars will travel on new road. It is a long straightish road with relatively new tarmac. I think it is crazy to impose a 40mph speed limit on what should be a 60mph road. A far better solution would be to put a speed camera to actually enforce the current limit. I think 40mph on pulpit Hill is very sensible.

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<p>(6) Local Resident, (Childrey)</p>	<p><b>Object</b> - I object to the change of speed limit for the New Road B4001. Pulpit Hill's change, however, I would support. Pulpit Hill is a much narrower road and this limit would be more suitable.</p> <p>Making the New Road a 40MPH, however, will not mean drivers will adhere to this. The road has a very small number of dwellings along it - perhaps at those stages it could be 40MPH, but to make the entire stretch of the road to the A417 40MPH is just a waste of time and consultation. It will be entirely disregarded - I know this as a resident that uses this road a lot and see ALL drivers (even those that live along this road!) doing way in excess of the current speed limit, let alone keeping more towards 40MPH. An entirely pointless exercise. I'm submitting this response because I feel that to try and impose a 40MPH limit on the New Road (not Pulpit Hill) is nonsensical. The road is in good condition (for an Oxfordshire road, this is very rare), good visibility and is wide enough and quiet enough to maintain a national speed limit. Putting this as 40MPH is not going to make drivers go 40MPH, so is a waste of time, effort, and money.</p>
<p>(7) Local Resident, (Childrey)</p>	<p><b>Object</b> - I object to this proposal in respect of the 40 mph on the B 4001 to Childrey. This is a ridiculous speed on this road and even if set at this speed no one will stick to it anyway. This is a road in good condition that was totally resurfaced in the last 6 years and has clear visibility all along it. It is a 2 mile stretch with a handful of houses along it all of which are set back way off the road and are all gated. As far as I am aware there have been no car accidents on this stretch of road that warrant this restriction. What are the concerns and reasons for this as these are not mentioned???? There are far more important issues to be dealing with than driving down speed limits where it is not required.</p> <p>As for the speed limit at 40 in pulpit hill I agree that this road warrants this. The B4001 is a road in good condition with clear visibility and can support a 60mph speed limit. There have not been any accidents I know of in the 15 years I have lived here.</p> <p>With regards to pulpit hill I agree with 40mph but to be honest if you have driven down this road you will know that doing over 40 mph is near enough impossible</p>
<p>(8) Local Resident, (Childrey)</p>	<p><b>Object</b> - The roads I question are generally quiet and, as far as I am aware, no incidents, let alone accidents, have been reported along these roads.</p> <p>There are only five or six properties on a 5km stretch, of which the roads are very long and straight for the most part,</p>

	<p>especially where any houses are.</p> <p>40 miles/hr seems excessive for such an unpopulated country road. I'm a keen and frequent cyclist and I have never had any issues along these roads!</p> <p>Also, slowing down traffic unnecessarily will probably have the adverse effect as it will only frustrate drivers. Money would be better spent repairing the road.</p>
(9) Local Resident, (Goosey)	<p><b>Object</b> - What are the actual road safety concerns for suggesting this as a proposal? There are other local roads with higher volumes of traffic (e.g., the road between the A417 and Northmead Lane through Goosey which vehicles use as a cut through during the week for travelling between Faringdon, Stanford and Didcot/ Milton Park). Has the County Council undertaken an ATC survey for this the consultation road? Frankly this road is not worthy of a reduced speed limit. I am a local resident and object because the proposal is not meritorious. Other local roads with higher volumes of traffic should be considered first.</p>
(10) Resident, (Wantage)	<p><b>Object</b> - 40mph along this road it too slow, I would support a move to 50mph but I don't believe that without a speed camera this will be enforceable. The Earth Line lorries constantly trudging up and down and through Childrey above the speed limit are more of an issue, they don't take notice of the speed restrictions currently in place so changing the limit won't make any difference.</p> <p>The speed they travel through the village along with the hordes of parked vehicles are more of a danger issue than cars travelling down a road where it's rare to encounter another vehicle or pedestrian even at peak times. I am objecting as I don't think the speed along this road is an issue. it's a remote road and doesn't warrant a 40pmh limit for so few residential properties. For the horse riders there are plenty of bridleways about.</p>
(11) Email Respondent, (unknown)	<p><b>Support</b> – I support the proposed 40mph speed limit for New Road and Pulpit Hill, Childrey. The roads are used by walkers, cyclists and horse riders and the reduction in the speed limit, will be of benefit to vulnerable road users.</p>
(12) Local Resident, (Childrey)	<p><b>Support</b> - I think this is a good idea but what it really needs is calming and/or enforcement. We live on this road in the 30-mph zone and people regularly speed past the house. We've lost wing mirrors, been sworn at when pulling in and out of our drive, etc. This road needs everyone to slow down. There are not always guaranteed spaces for</p>

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	<p>pedestrians, we often walk in the road, and there are several blind bends.</p>
<p>(13) Local Resident, (Childrey)</p>	<p><b>Support</b> - As a resident living on New Road, walking my dogs on some parts of the road is quite hazardous as there is no useable verge to jump onto if vehicles is speeding up or down the road. Although some areas are trimmed, the verges in some parts are overgrown or have a very rough surface so can only be used in an emergency. From our house, I have no other way of getting on to footpaths without using the roads, unless I drive - which is not environmentally friendly.</p> <p>We also have lorries which go very fast, although probably not breaking the current speed limit, and have been known to bring down branches of overhanging trees when traffic has been coming the other way. Motor bikes, sometimes in large groups, which are also fast and noisy are another nuisance. Although I'm a horse rider I, fortunately, don't have to ride on New Road or Pulpit Hill as I would not feel safe.</p> <p>The other related issue is the use of B4001 as a diversion route. We can always tell when the A417 or other routes into Wantage are closed as drivers are obviously trying to make up time as they speed up and down New Road. I am a resident on New Road - see my comments above. I am SUPPORTING the proposal in order to make my life safer.</p>
<p>(14) Local Resident, (Childrey)</p>	<p><b>Support</b> - I live on New Road New Road is currently national speed limit and vehicles travel in excess of this limit. Children and animals both equestrian and farm live on this road and it is a matter of time before there is a major accident. I would support a speed camera being installed on the road.</p>
<p>(15) Local Resident, (Childrey)</p>	<p><b>Support</b> - I have rented a house on the B4001 New Road for c.11 years. During that time the volume of traffic on the road has doubled (admittedly from a low base) but the speed of traffic has also increased markedly, particularly following resurfacing works undertaken along the length of the road by OCC in 2016. Vehicles regularly exceed the existing 60mph speed limit and, at times, can be close to or in excess of 100mph. The B4001 is a rural road. It is regularly used by walkers, runners, cyclists, and horse riders, as well as motorists - cars, motorbikes, and lorries. In addition, the section of road north of the Wilts &amp; Berks Canal is used by 5 different farmers to access their fields, some of whom are operating some very large agricultural machinery. Due to the speed that some vehicles travel at along New Road there is potential for a serious accident. I therefore support a 40mph speed limit on New Road.</p> <p>I would also support a 40mph on Pulpit Hill. This road is relatively narrow with some poor sightlines and therefore, on</p>

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	<p>the grounds of highway safety, warrants being a 40mph road. The road is also regularly used by walkers' runners, cyclists and horse riders travelling between Sparsholt and Childrey. As stated above, I have rented a house on New Road for the c.11 years. During that time, I have been concerned by the marked increase in the speed of vehicles using the road, particularly since the road was resurfaced by OCC in 2016. Since that time, I have had a number of near misses shortly before turning into or after pulling out of my driveway caused by speeding motorists overtaking other vehicles or simple going to fast - on two occasions I have had to pull my vehicle completely onto the verge to allow an oncoming vehicle to go past whilst overtaking another vehicle. These incidents have put not only my own life at risk but also the lives of my children when they have been in the car with me. My dog has also been nearly run over on a number of occasions as a result of speeding motorists. In 11 years of living here I have never let my young children cycle on the road as it is, in my opinion, too dangerous.</p>
<p>(16) Local Resident, (Childrey)</p>	<p><b>Support</b> - The resurfacing of New Road and the fact that it is wide and very straight for some distances has made it into an opportunity for some to use it like a racetrack. The speed some cars and motorcycles travel must be well in excess of 60 mph. This is dangerous for pedestrians, horse riders, walkers, and cyclists. Two of the properties have land on both sides of the road and have to cross with machines and animals. This is their livelihoods. Fully support this proposal for the reasons stated above</p>
<p>(17) Local Resident, (Childrey)</p>	<p><b>Support</b> - This road is used regularly by horse riders and dog walkers (there is no footpath along it) and some drivers drive extremely fast which can be very dangerous. As a horse rider and dog Walker I have seen drivers going extremely fast and dangerously close to me (and other pedestrians) here and have had my horse scared several times.</p>
<p>(18) Local Resident, (Childrey)</p>	<p><b>Support</b> - I have lived on the B4001 for the last 20 years and have watched it turn from a normal country "B" road to what it is today.... often a racetrack, increasingly a short cut, and most importantly a potential death trap as vehicle speed and activity become ever more extreme. It seems that the improved quality of the road surface coupled with the unusual long straight stretches is too much of a temptation for many drivers to up their speed and carry out risky manoeuvres.</p> <p>For those who use the road for normal activities viz dog walking, horse riding, farming transport etc, the road has simply become day by day a major accident waiting to happen! The road has become a major safety concern for users, be they on foot, on a horse, in farm machinery or simply in a car.</p>

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<p>(19) Local Resident, (Childrey)</p>	<p><b>Support</b> - I sometimes walk along this road and frequently drive along it. It can be quite frightening when traffic is going too fast, which it often does. I fully support a 40mph speed restriction. As a local I use this road several times a week and feel it's very unsafe at the current speeds.</p>
<p>(20) Local Resident, (Childrey)</p>	<p><b>Support</b> - Very concerned with the number of Hgv's using this road, especially Earth Line lorries which are carrying very heavy loads and always at great speed. We quite often use sections of this road to gain access to footpaths, so a reduction in speed would be safer for pedestrians.</p>
<p>(21) Resident, (East Challow)</p>	<p><b>Support</b> - I use this road every day. I see this is a fantastic news as I use this road every day to take my child to school in the local village of Childrey this is a beautiful village with a lot of history. to see speeding cars, HGV, motorcycles not using their initiative of regulating their speed through this village shows lack of respect for the follow community who have many have lived in this beautiful small village for many years, as I also keep my horse on the long stretch of road this is very lack of respect to riders and horses which is a shame as it's a fantastic location set in the heart in a well-loved community.</p> <p>We have been some say lucky that no one has been hurt yet but animals have been affected due to the unnecessary use of speed on this road.</p>
<p>(22) Local Resident, (Childrey)</p>	<p><b>Support</b> - The speed of traffic using the road causes near misses when accessing agriculture fields. Also safety of horses and pedestrians accessing a bridleway with bends North and south. Between Challow Station and Childrey there is a total of 10 driveways/property accesses.</p>
<p>(23) Local Resident, (Childrey)</p>	<p><b>Support</b> - We support the 40mph because I ride and use the bridleway and walk the road with the dog. The cars hurdle towards you very fast and don't slow down as they over-take you.</p>
<p>(24) Resident, (Sparsholt)</p>	<p><b>Support</b> - We live on Pulpit Hill going into Sparsholt. I support this as traffic comes down Pulpit Hill far too fast. In fact, I feel the speed limit should be lowered to 30mph. I support this as there is a public footpath across the field, starting at the bottom of Pulpit Hill. This footpath is well-used and it is only a matter of time before someone is run over</p>



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	<p>crossing the road to reach the stile to the footpath.</p>
<p>(25) Resident, (Stanford in the Vale)</p>	<p><b>Support</b> - 40mph is the maximum suitable speed on rural B class and unclassified roads from a road safety and environmental perspective. As a regular user of this road - motorist, cyclist, and occasional dog walker - I'm, very supportive of the imposition of this speed limit along the B4001 New Road and unclassified road towards Sparsholt. In fact, I consider that 30mph is more suitable for the Sparsholt Road.</p> <p>I do wonder why New Road was chosen for the 40mph limit. I appreciate that it is mostly straight and that some drivers do travel at excess speed but surely 40mph should be the default for B class and unclassified roads in the area? The B4507 from Wantage to Ashbury most definitely needs a 40mph limit along its length and the same applies to the B4508 from Longcot to Pusey/A420.</p>
<p>(26) Resident, (Wantage)</p>	<p><b>Support</b> - With the current volume and speed of traffic on New Road, it has become impossible to safely ride a horse at peak times of the day. Speed limits would reduce the hazard on the road for all users 1. The B4001 is used by numerous horse riders, cyclists, and pedestrians. There are 3 stable yards housing 10 or more horses situated on the road plus a couple of domestic horse keepers. These users are at constant risk when vehicles are travelling at 60 mph or more.</p> <p>2. There are also numerous farm gateways on the road which are used by slow moving vehicles such as tractors and combines. When these are turning into fast moving traffic it is very difficult to safely enter the road.</p> <p>3. There is a number of blind bends, obscuring the view of oncoming vehicles, and slow-moving road users. Vehicles do overtake the slow road users on and before these blind bends. If fast moving traffic comes the other way there is likely to be a head on collision. I have personally witnessed numerous near misses with people overtaking my horse on blind bends. Reducing the speed limit will greatly increase the time available for people to react to unexpected events.</p>

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Divisions affected: *Hanborough & Minster Lovell*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 2 SEPTEMBER 2021**

### **NORTH LEIGH: A4095 – PROPOSED EXTENSION OF 40MPH SPEED LIMIT AND TURNING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
  - a) the proposed extension of the 40mph speed limit on the A4095 at North Leigh;
  - b) the proposed turning restriction prohibiting vehicles turning from the A4095 into new access for Eynsham Hall;

as originally advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on the proposed extension of the 40mph speed limit on the A4095 at North Leigh and introduction of turning restrictions in conjunction with the construction of a new access on the A4095 for Eynsham Hall as part of approved development. The matter had previously been brought to the Cabinet Member for Highway Management at his delegated decisions meeting on 3 June 2021 when, following consideration of the consultation responses and additional representations made by County Councillor Liam Walker, the local member, he had deferred a decision to allow for further consultation with Eynsham Hall on provision of additional measures and funding for those additional measures.

#### **Financial Implications**

3. Funding for consultation on the original proposals had been provided by the developers of adjacent land.

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

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

## **Sustainability Implications**

5. The proposals would help facilitate the safe movement of traffic.

### **Consultation**

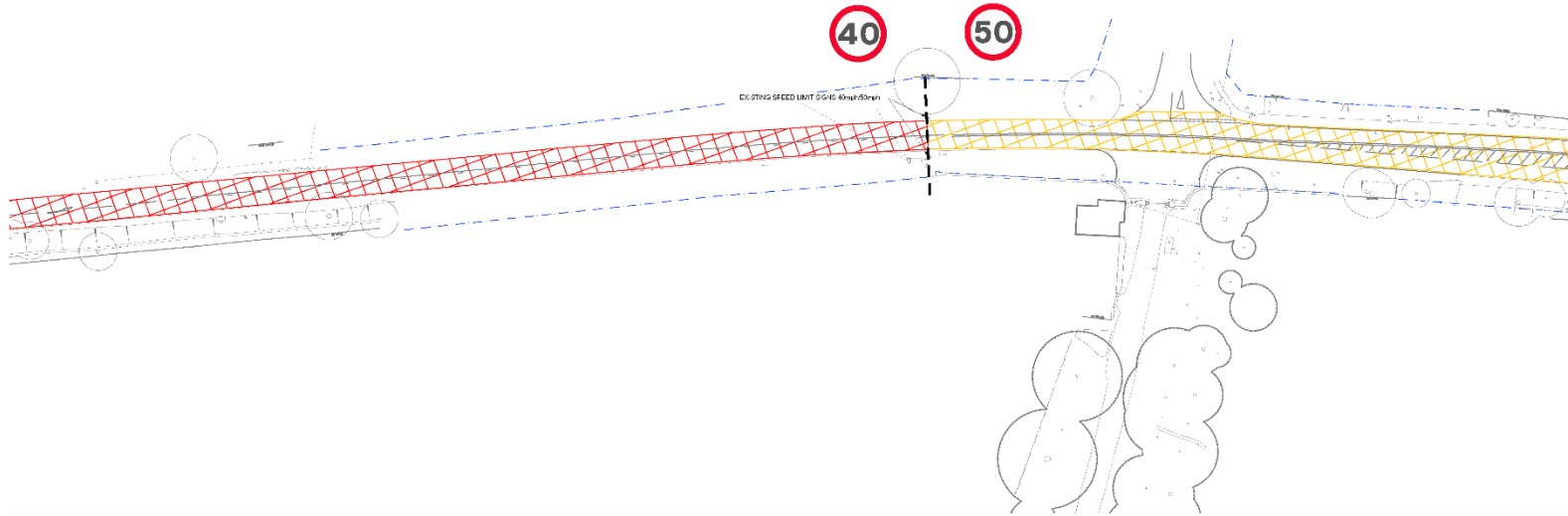
6. Formal consultation was carried out between 31 March and 30 April 2021. A notice was published in the Witney Gazette newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, North Leigh Parish Council and local County Councillor.
7. Seven responses were received during the formal consultation. One objection, five in support and one expression of concern. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police objected on the grounds of road safety, expressing concerns that compliance with the proposed extended 40mph speed limit and turning restrictions was uncertain and, taking account of the restricted sight lines at the existing access due to the vertical alignment of the road in the vicinity, the safety of the proposals.
9. Noting the above concerns, it should be emphasised that the proposed new access, speed limit and turning restrictions have been proposed to mitigate safety risks in the context of additional traffic movements to and from Eynsham Hall as a result of the approved development. While accepting that police resources for enforcement of the proposed restrictions will be very limited, the proposals are judged to be appropriate and proportionate, and have been subject to an independent road safety audit.
10. The local member expressed support, with his response focussing on the opportunities to complete a continuous cycle route on the north side of the A4095, taking account of the current gap in the cycle provision between its junctions with Common Road and Park Road. It should, however, be noted that the cycle track works are outside the scope of these specific proposals.
11. A District Councillor expressed support, also mentioning the benefits of the above cycle track provision and also requesting consideration of extending the proposed 40mph speed limit westwards to just west of the A4095 junction with Common Road and eastwards to meet the existing 40mph limit at Freeland, noting the new residential access on the north side of the A4095 between Common Road and Park Road and more generally the overall character of the route at North Leigh.
12. North Leigh Parish Council also expressed concerns that the opportunity was not being taken to extend the 40mph speed limit as requested above. That same view was also expressed by three members of the public who while supporting the proposals also considered that additional measures were needed on road safety grounds and for providing an attractive and safe route for cyclists.

## **Further investigations following deferral of the decision on the scheme at the Cabinet Member for Highway management decisions meeting on 3 June 2021**

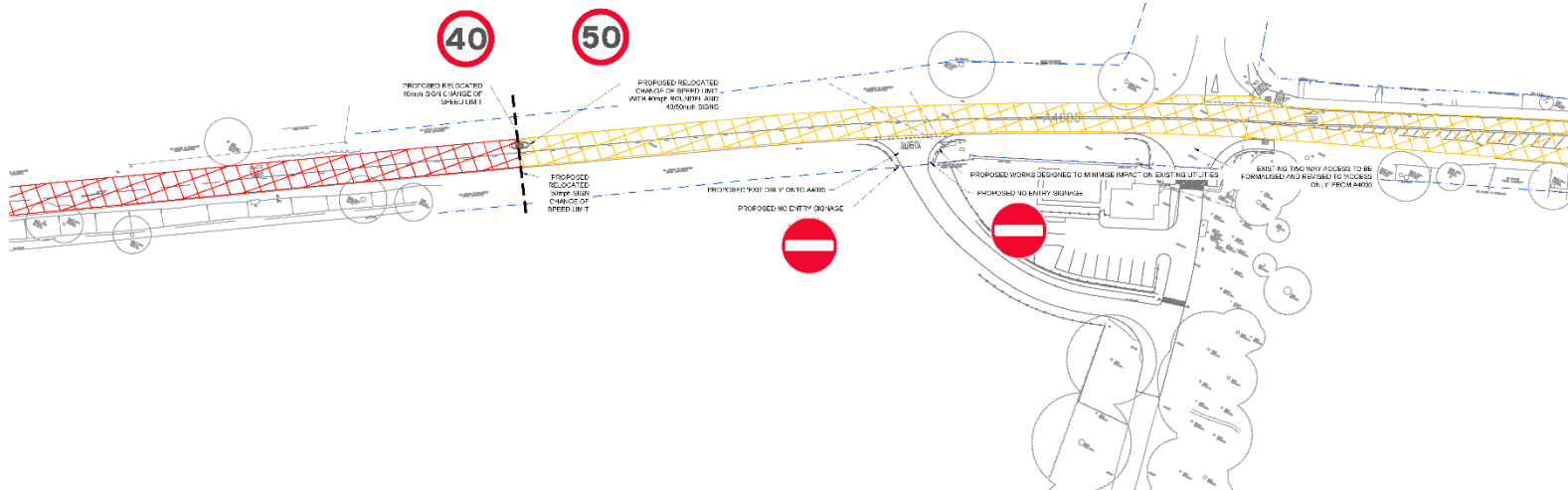
13. At the Cabinet Member for Highway Management delegated decisions meeting on 3 June 2021 a decision on the advertised proposals was deferred to allow for further consultation with Eynsham Hall on additional measures and their funding following consideration of the consultation responses and the additional representations made by County Councillor Walker, the local member, at the meeting.
14. Officers have discussed with the developers of Eynsham Hall the funding of a more extensive 40mph speed limit. However, they felt that the scope of this request was unreasonable and should not preclude the approval of their application for the extension of the 40mph speed limit as consulted on and in accordance with the consented planning application, noting that the extension of the TRO requested would add approximately a further 1.8km of revision to the existing TRO. They considered that to be beyond the remit of the consented development and would come at a significant financial cost, and as such considered it to be an unreasonable request.
15. In determining what is reasonable to request of a developer, an important point to note is that the planning process is not a mechanism by which betterment can be sought. What is required is that mitigation measures must meet the three tests of the Community Infrastructure Levy, namely to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. This is required to ensure compliance with national planning policy.
16. Noting that the discussions at the Cabinet Member for Highway Management meeting on 3 June 2021 also referred to safety concerns, the advertised proposals have been subject to a Road Safety Audit (RSA) of the detailed design and in response to the comments made within the audit, the developer is proposing the 'new road layout ahead' signage to supplement the advertised extension of the 40mph speed limit. While Vehicle Activated signage, as referred to in the RSA is not currently being proposed as it is not favoured by the internal asset teams due to the ongoing maintenance and cost to run. However, a stage 3 road safety audit will be carried out after construction, which can confirm if they still recommend this feature. The same applies to the possible provision of direction signs (as referred to in the RSA) for drivers using the new egress from the development. No other recommendations were made in the RSA.
17. Taking account of the above it is recommended that the proposals as advertised are approved while noting that should future funding be identified for promoting a more extensive 40mph speed limit, there would be minimal abortive costs should that be approved following consultation at a later date.



EXISTING SITUATION



PROPOSED TRO CHANGES



- GENERAL NOTES
1. THIS DRAWING SHOULD NOT BE APPROVED IN WHOLE OR PART WITHOUT THE APPROVAL OF LINK ENGINEERING.
  2. DO NOT SCALE FROM THIS DRAWING UNLESS UNLESS OTHERWISE SPECIFIED.
  3. THE CONTRACTOR IS TO CHECK ALL DIMENSIONS FROM THE PRIOR TO COMMENCING WORKS AND CHECK CLARIFICATION FROM THE ENGINEER IN RESPECT TO ANY AMBIGUITY FOUND.
  4. THIS DRAWING SHOULD BE HELD IN CONNECTION WITH ALL OTHER SCHEME SPECIFIC DRAWINGS.

- GENERAL KEY
- EXTENT OF HIGHWAY BOUNDARY
  - 40MPH ZONE
  - 50MPH ZONE

Rev	Description	By	Check

Client

**ARCACIA**

**Link**  
ENGINEERING  
Travis@linkeng.co.uk

Project  
LE20192 - EYNESHAM HALL - PRE PLANNING S278

Drawing  
TRO CONSULTATION PLAN

Scale @ A1  
1:200

Drawn  
JVM

Checked  
RCG

Rev

DATE: 15/01/2024

SCALE: 1:200

STATUS: APPROVAL (S4)

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Object</b> – my response reflects concern for road safety given the new access onto the A4095 from the detail provided without knowledge of the alternative access/exit ?</p> <p>I have visited the location several times and note the location of the new access ‘T’ junction which is located adjacent to a rise in the road. Sight lines are limited and although the lower speed limit may temper speeds I am not convinced that this junction is a safe idea? Whilst the proposal attempts to limit movements to exit only this will be fraught with danger given likely residual speeds and visibility with judgement of speed and distance? The potential for illegal access is also a concern which could elevate unsafe movement and demand for Police supervision which could not be anything other than passing and infrequent.</p> <p>I have not seen where the alternative exit from the development is but assume this is out onto the existing village road network? If so a safer option would be to direct all traffic through that using the existing junctions rather than add additional risk onto a busy A class road.</p> <p>Thames Valley Police formally object to the proposal on road safety casualty reduction grounds.</p>
<p>(2) Local County Cllr, (Witney North &amp; East)</p>	<p><b>Support</b> – I strongly support this proposal it is a very nerve-wrecking ride on the bike at present (a route I do very regularly) and the detour is quite long.</p> <p>On that note I notice that traffic tends to pick up a lot of speed along Common Road too (when doing the detour). The missing link is much needed.</p>
<p>(3) District Councillor , (North Leigh ward)</p>	<p><b>Support</b> – know that many drivers (especially motorbikes at w/es) break the 50mph speed limit along the section of A4095 between Common Road and Park Road junctions. Motorbikes often do about c.100mph in this section - I have seen and heard them believe me.</p> <p>The new access for Eynsham Hall is a great improvement as the visibility and width has always been a problem with</p>



	<p>the Park Road opposite... As you will be aware there is now a new access onto the A4095 about 300 metres towards Witney where a housing estate for 50 dwellings is currently under construction so that will involve movements of maybe 100 plus vehicles a day in and out of that site.</p> <p>Can I suggest that the 40mph limit is extended westwards towards Witney and starts just to the west of the Common Road junction and then runs all the way to the 30mph limit at Long Hanborough. Given the number of junctions bends and blind summits involved along this length of the A4095 there seems to me to be a strong case to slow speeds down.</p> <p>I am hopeful that funding will be secured for a cycle way /footway along this section of the A4095 where it is currently missing (Common Road to Park Road junction) and some funding has been secured already from both developments mentioned above - so slowing traffic down along this section of A4095 makes absolute sense whilst this missing link remains missing as it is clearly dangerous for cyclists to have cars so close at over 40mph - give it a try as I have!!</p>
<p>(4) North Leigh Parish Council</p>	<p><b>Concerns</b> – Extension of the 40 mph limit south-westwards is insufficient to deal with the additional hazard created by the construction of 50 new dwellings by Bewley a further 100 metres southwest. Indeed, the 40mph limit would better be extended to at least 100 metres SW beyond the Common Road junction.</p> <p>The recent housing developments on the A4095 between Common Road and Long Hanborough will increase traffic flow to and from Witney dramatically with a subsequent increase in the risk of traffic incidents. It is illogical to install intermittent 40mph stretches on the road.</p> <p>Additionally, the Parish Council, with the active support of our District and County Councillors have succeeded in finding funding to extend the cycleway between Park Road and Common Road junctions. Reducing the speed limit to 40mph along that section makes eminent sense</p> <p>The North Leigh PC proposes a continuous 40mph limit be applied from 100metres SW of Common Road. through to the 30mph limit at Long Hanborough.</p>
<p>(5) Local Resident, (North Leigh)</p>	<p><b>Support</b> – this section of A4095 needs additional safety or traffic calming measures, the new housing development entrance could potentially cause accidents by sudden breaking for those entering the new road. As an addition not enough is being done to signpost cyclists off this section of the A4095 and through the village it won't be long before a tragic accident involving a cyclist occurs</p>

<p>(6) Local Resident, (North Leigh)</p>	<p><b>Support</b> – A reduced speed limit of 40 MPH from 100 meters before the Common Road junction, travelling from Witney towards Oxford, and continuing through to the 40 MPH limit at Freeland is appropriate.</p> <p>A roundabout at the North Lodge / Park Road junction on the A4095 may be appropriate. Otherwise traffic lights during the rush hour may solve the dangerous nature of the junction.</p>
<p>(7) Local Resident, (North Leigh)</p>	<p><b>Support</b> – Safety concerns with additional traffic from new development on the A4095.</p>