

Division(s): Chipping Norton

CABINET MEMBER FOR ENVIRONMENT – 20 DECEMBER 2018

CHIPPING NORTON – PROPOSED 20MPH SPEED LIMIT

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit in Chipping Norton town centre as advertised.

Executive Summary

2. Speed limits are reviewed when there are changes to the road layout as a result of development, when requested by local councils a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Proposed changes are assessed applying the County Council's Procedure for Speed Limits due to be approved at this meeting (Item 8).

Introduction

3. This report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit in Chipping Norton town centre.

Background

4. The above proposals have been put forward by Chipping Norton Town Council in response to concerns over road safety and the wider adverse impact of traffic on residents. The extent of the proposals was the subject of considerable discussion between officers, the Town Council and the local County Councillor. As reflected in the consultation responses discussed below, significant concerns over road safety were raised in respect of the schools in the town in particular in the vicinity of the Holy Trinity RC Primary School on the A44 London Road and the Chipping Norton secondary school on the A361 Burford Road. However, speed surveys at these locations confirmed that existing speeds were appreciably above the threshold recommended for a 20mph speed limit without supporting traffic calming measures in the Department for Transport (DfT) guidance on setting local speed limits. It was not considered viable by the Town Council – both on financial and traffic management grounds – to consider providing these, but it was agreed to progress with a scheme including the town centre and adjacent residential roads as shown at Annex 1.
5. As part of the technical appraisal of the proposals, speed surveys were carried out at 3 locations and showed current speeds to be largely compliant with the advice issued by the Department for Transport in respect of the proposed speed limits.

Consultation

6. Formal consultation on the proposal was carried out between 4 October and 2 November 2018. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Chipping Norton Town Council and the local County Councillor.
7. Sixty-one responses were received, comprising 23 objections, 35 expressions of support (17 of which were, however, significantly qualified as the respondents did not consider the proposals included all the locations where a 20mph limit was required, principally by the schools) and three responses expressing neither support or objection. The responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police objected to the proposal on the grounds that although speeds within most of the proposed 20mph speed limit were compliant with DfT guidance, there were some locations (including the A44 New Street) where this may not be the case. A concern was also expressed that applying 20mph speed limits on A class roads was not appropriate. In response, it is accepted that there will be some locations at the edge of the proposed limit where average speeds may exceed DfT guidance but the majority of the roads included in the proposal will be compliant in this respect. The concerns over the inclusion of the A44 and A361 in the 20mph limit are noted but there is no legal reason which prevents the introduction of 20mph limits on A class roads with precedent for that elsewhere in the county.
9. County Councillor Hilary Hibbert-Biles, the local member, while expressing no objection expressed a strong preference for the proposals to include the schools as originally envisaged when the possibility of a 20mph limit in the town was first being discussed. As detailed above, unfortunately the limited budget available to the Town Council for the project, together with concerns over the appropriateness of traffic calming measures such as chicanes or speed cushions on the A44 London Road. A44 New Street and A361 Burford Road have prevented this from being progressed at this time, although an alternative of advisory 20mph speed limit signs operating at school journey times is now being actively investigated by the local member.
10. West Oxfordshire District Council expressed no objection but commented that the proposed limit should not detrimentally affect air quality which, it is confirmed, will not be impacted negatively should the limit be approved.
11. The ACE Centre Nursery School supported the proposals but requested that the limit is extended to include the other schools in the town.
12. Twenty-two objections were received from members of the public, primarily residents of the town. Grounds for objection included the proposals would not be effective due to lack of enforcement, were a waste of public funds and could

aggravate noise and vehicle emissions by drivers travelling in lower gear. Several respondents also expressed the view that there were no real issues of excess speed within the town centre and in particular in adjoining residential roads. However, 11 of the objections were on the grounds that the proposals did not include the schools in the town and also the walking routes used by children. Particular concerns were raised over speed and safety by Holy Trinity School on the A44 London Road and on the B4450 West Street where the footways are narrow in places and are used by children and their parents etc. walking to and from St Mary's Primary School and also noting that the existing School Crossing Patrol does not operate at all school sessions. Sixteen of the 34 expressions of support also requested that the scope of the proposed 20mph limit be enlarged to include the schools and other locations of concern. Three of the expressions of support were from members of the public/groups not resident in the town, with two of these being from outside Oxfordshire.

13. In respect of the concerns over the need for and effectiveness of the proposals and the possible adverse impact of a 20mph limit, it is accepted that if approved the limit will receive minimal, if any, police enforcement given pressures on police resources at present. However, experience of other 20mph speed limits in the county have shown a modest but still worthwhile reduction in speeds and the number and severity of accidents but without any reported adverse impact on air quality or noise.
14. As described above, it is not considered viable to extend the scope of the proposals (despite the strong concerns over safety by the schools and at other locations) given the budget available to the Town Council and also the limited options for traffic calming measures that are judged to be acceptable taking account of the character and function of the A44 and A361 routes through the town. Should the current proposals be approved, this will not preclude a reconsideration of this matter in the future, for example through funding secured from development in the town.
15. Some concerns were also expressed over the scope of the consultation. However; this conformed to standard practice and included a newspaper notice and consultation with the local councils and other statutory consultees including the emergency services, together with a consultation page on the County Council's web site.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

17. Funding for the proposed speed limit has been provided by Chipping Norton Town Council.

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OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
 Consultation responses

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Drawing No. Revision 0

Key

- Proposed 20mph Speed Limit
- Existing 30mph Speed Limit (to remain)

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Project title
PROPOSED 20MPH SPEED LIMIT

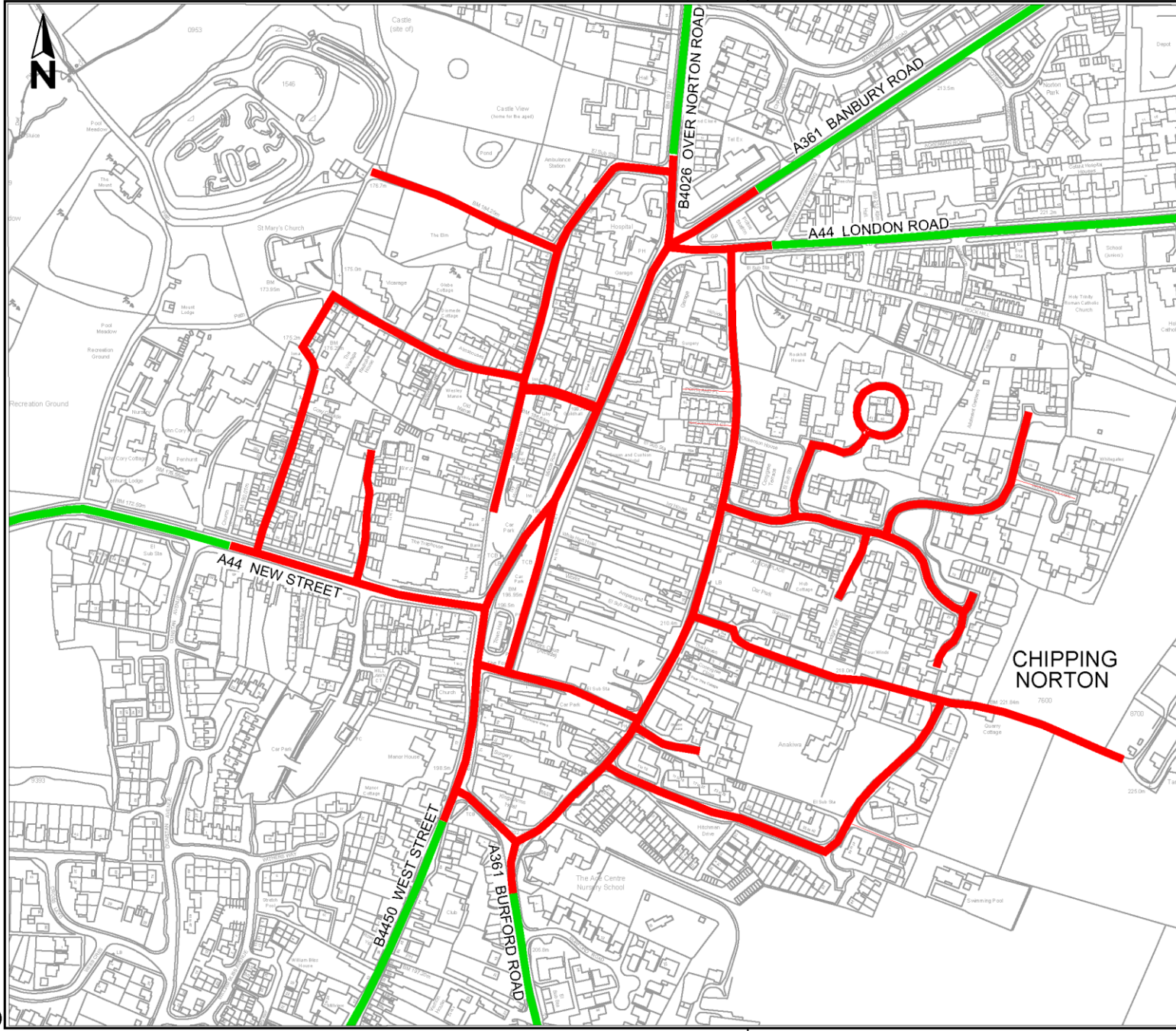
Drawing title
CHIPPING NORTON TOWN CENTRE

Drawing Status

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	Date drawn 08/18	Date checked	Date approved

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Drawing No. Revision 0



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RESPONDENT	SUMMARISED COMMENTS
Traffic Management Officer, (Thames Valley Police)	<p>Object - The police stance firmly reflects Department for Transport (DfT) advice that 20 mph limits should be self-enforcing. The speed data provided suggests that most roads included in the proposal would meet the criteria currently not exceeding 24mph (4 mph above the speed limit) accepted upper limit.</p> <p>Thames Valley Police do however have concerns over the A361/A44 being included. These are Principle Strategic through routes with that aim. In the DfT guidelines this is a factor for consideration in terms of road function which sets it apart from local residential roads. The impact and change between the main route and residential sides roads would be compromised with inclusion of all in our view.</p>
Cllr Hilary Hibbert-Biles	<p>No objection - but out of preference would like to see the 20mph limit outside the schools and hospital.</p>
West Oxfordshire District Council	<p>Neither - Please ensure that the proposed reduction of the speed limit to 20mph does not detrimentally affect the air quality in this area. And where possible, improve it in accordance with Paragraph 7.43b (Improvements to the highway network) of our Local Plan and Policy T2 Highway Improvement Scheme.</p>
(22) ACE Centre Nursery School (Chipping Norton)	<p>Support (with concerns) - As the Headteacher of the ACE Centre Nursery School and Teaching School, which is located at the junction of Albion Street and Burford Road, I strongly support the reduction in the speed limit in the town centre. We have approximately 100 under-5's and their families attending the ACE Centre each day and, as we are open from 8am to 6pm, during the winter many of our very young children are coming and going in the dark. Many of the pavements in the town centre are very narrow, a particular hazard for parents holding the hands of their small children or with pushchairs. As we have no on-site parking for families, safety on the roads surrounding the ACE Centre is a particular concern for families, staff, governors and trustees. Only this term, a car lost control on Albion Street and crashed into our front wall opposite the steps which give access to our front entrance. Fortunately, there were no pedestrians on the pavement at the time but this could have been a catastrophic incident had it happened at the beginning or end of our morning or afternoon sessions. A reduced speed limit may reduce the likelihood of similar accidents. It would also improve safety if there could be a barrier, railings or bollards placed along the pavement in front of the ACE Centre to provide greater protection for this area which is used daily by high numbers of our young children and families. I would further strongly support the extension of the reduced speed limit to include the roads</p>

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	adjoining the two Chipping Norton primary schools and the secondary school.
Local Resident, (Chipping Norton)	Object - I don't see how this can be for safety when the major risk of people being hit by cars would be kids and you have only included one of the three schools. surely the money would be better spent elsewhere, such as on road maintenance. Also concerned about effect on fire service response times, and also noted a query on the likely level of enforcement.
Local Resident, (Chipping Norton)	Object - A reduced speed limit in town is unlikely to yield any benefits. When it is busy, it is difficult to progress at more than 20mph anyway. When it is not busy (e.g. at night time) there is little to be gained and vehicles travelling at this speed will be in a lower gear and making emissions worse as they will take 50% more time to cover the same distance. The emissions around Horsefair are already known to be too high and this will make matters worse. It will be a waste of money to erect signs. I would be highly supportive of a 20mph limit near schools on a timed basis rather than a blanket change (i.e. when then open and close).A recent study in Bath has questioned the validity of the policy, citing more incidents following their introduction. I'm sure there are other ways to improve safety in the town centre (landscaping with shared spaces, weaving kerbs etc.).
Local Resident, (Chipping Norton)	Object - We have four schools in this town as follows - the proposed 20 mph limit ONLY covers the Ace Centre and completely ignores the other three schools. Surely a better use of funds would be to install flashing 20 mph signs in the areas around all repeat all schools - I have been given to understand that the cost would be about £3000-£5000 per installation i.e. only slightly more expensive than imposing a 20 mph limit which will not be enforced BUT the flashing localised signs might prevent children getting injured during school times.
Local Resident, (Chipping Norton)	Object - I support the principle of a 20mph zone, but It should at least cover the two primary schools by extending the proposed limit along the A44 to a point east of the junction with Trinity Road and Russell Way and on the b4450 to include the junction with The Green.
Local Resident, (Chipping Norton)	Object – while supportive of the principle, the limit doesn't go far enough especially noting speeds and danger to pedestrians on the B4450. I realise that this would involve extra signage due to junctions but would be more expensive to leave until a later date. Take it to the edge of the town and make the whole area safer and pleasanter for residents and visitors alike.
Local Resident, (Chipping Norton)	Object - I see drivers generally proceeding cautiously in the town centre when it is busy and the cost of signage is unlikely to yield any benefits. At other, quieter times of day, 30mph is no problem - however, at these times the air quality will suffer a hit as vehicles will take half as long again to travel through the centre in a lower gear and yet give off the same emissions. Horsefair is already known to be above national limits. I would also query how this would be

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	<p>policed, given that we have cars along Churchill Road (for example) travelling at some 40mph in a 30mph zone, despite it being a popular walking route to the local primary school. Bath and North-East Somerset Council (BANES) reported an increase in incidents in most areas where lower limits were imposed. Perhaps pedestrians are more likely to feel a false sense of security and be less alert? I would, however, be very supportive of introducing timed 20mph zones near the schools (London Road, Burford Road, Churchill Road, The Green, top of Walterbush Road etc.) i.e. timed for the periods that the schools start and close.</p>
Local Resident, (Chipping Norton)	<p>Object - I feel all the outer limits of the proposed 20 mph limit need to be extended to the derestriction signs. Cars speed along west street onto the Churchill road out of town in particular. I feel on this road and on the London road where schools are nearby should be included.</p>
Local Resident, (Chipping Norton)	<p>Object - The general speed of traffic in the CENTRE of Chipping Norton is slow already due to the congestion, poor road quality, zebra crossing and road markings confusion. However, many of the arterial roads (New Street, West St, West End, Churchill Road, Burford Road etc) suffer from much faster and more dangerous traffic. Several of the schools are also on these roads. These roads would benefit greatly from any traffic calming measures. You can specify whatever speed limit you want in the town centre but if it is not enforced, as is currently the case, nothing changes.</p>
Local Resident, (Chipping Norton)	<p>Object - The air pollution in the Town Centre already exceeds guidelines. To slow down traffic even more will cause this pollution to increase. There is no need to slow down traffic to improve pedestrian safety as there are ample safe crossing points. Given the proposed number of new homes to be built within the Town in the next decade the traffic flow speed will be reduced due to the increased number of vehicles. Thames Valley Police time would be better used trying to catch people responsible for rural theft rather than enforcing an unnecessary speed limit.</p>
Local Resident, (Chipping Norton)	<p>Object - While I support the idea of 20mph limits in the town I am appalled that the boundaries of the proposed 20mph zones on the 5 main exit roads fall short of major safety risk areas just outside (a matter of metres) beyond the proposed boundaries. It is well known from similar imposed limits elsewhere that outgoing traffic immediately speeds up when the 20 mph limit ceases, with motorists 'released' to speed - often then going faster over 30 mph. In almost all the main roads affected, a short way beyond the proposed limits are critical potential safety zones, including the A44 London Road by Holy Trinity primary school , A44 New Street - by the entrance to a large care home ,A361 Banbury Road - a busy entrance off the main road to the very busy Aldi supermarket, A361 Burford Road - astonishingly just 100 metres past The Green leading to St Mary's Primary School, B4026 Over Norton Road - the next 200 yards of Over Norton Road has parking all done one side ;B4450 West Street amazingly just 50 metres further the road narrows with no pavement on one side - people walk in the road and 150 yards further is where St Mary's Primary school children cross this busy road and a lollipop service no longer works there. Also there was no publicity or advertising of this consultation in Chipping Norton -this was a pretence at a proper consultation of the Chipping Norton public - have you for example discussed this with any of the schools and the parent teacher associations involved! At a minimum you should extend the consultation period by another month and organise proper informing of the public</p>

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Local Resident, (Chipping Norton)	Object - This will cause utter mayhem in an already congested town, in my opinion if the reduced limit were being imposed for genuine reasons of safety, I'd expect it be a close to at least one of the schools in town, but it isn't. It is therefore abundantly clear that this is simply a very lazy attempt at reducing emissions through the town, by encouraging drivers to use alternative routes. So why not improve the alternative routes instead, to make them more viable?
Local Resident, (Chipping Norton)	Object - I am concerned that the proposed speed restriction area does not cover any of the schools and day nurseries in Chipping Norton. The speed of traffic in the centre of town is already restricted by the congestion that exists during the daytime. The main value of 20mph restrictions is to reduce serious injury or even death involving young children.
Local Resident, (Chipping Norton)	Object - it would almost certainly be impossible to exceed 20mph in most of the side roads currently proposed, so the limit here is more or less pointless. Where the new limit is required, however, is on the main routes to the town's three schools, i.e. along the A361 Burford Road ideally up to the new housing development opposite the Rugby Club, along West End as far as the current 30mph limit goes (i.e. just beyond Hailey Road) and along London Road A44 as far as the Health Centre. In addition, the Green between West Street and Walterbush Road is not currently included which is bizarre since this is where St Mary's Primary School is located.
Local Resident, (Chipping Norton)	Object - I've never considered there to be a problem with excessive speed. In addition, drivers would be liable for prosecution > 23mph in such zones and it is rather difficult to concentrate on keeping a vehicle at this speed. Therefore, it is doubtful that these limits would have any safety benefit, which may explain the lack of any statistical evidence provided by the council
Local Resident, (Chipping Norton)	Object – I am reading more and more that the evidence that a 20mph speed limit leads to safer roads is a fallacy. So is the expense of introducing a 20mph speed limit to a rural market town where the likelihood of a saving 1mph of speed coupled with and no guarantee that accidents will reduce actually worth tax-payers money. I completely concur with 20mph restrictions around schools. The Chipping Norton Council could also be using this proposal as an additional aid for their 'air quality' problem, but there seems to be a lot of conflicting evidence that speed reducing measures help with air quality.
Local Resident, (Chipping Norton)	Object - nobody can do over 20 with the number of cars parked on the roads - waste of money. Traffic lights on the top of New Street would be a better use of the money
Local Resident, (Chipping Norton)	Neither – but some concerns (unspecified) -

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<p>Local Resident, (Chipping Norton)</p>	<p>Object - I am in favour of a 20mph speed limit, however your boundaries do not go far enough. and stop short of all 3 schools in the town, a serious omission. West Street (the B4450) has particularly narrow pavements, cars leaving town tend to speed up as soon as they have passed the mini roundabout at the bottom of the Burford Rd (the A361). I would suggest a 20mph limit for the whole of Chipping Norton, not just the town centre. Finally, I would like to point out that your consultation period is woefully inadequate, not only is it an extremely short time frame but it has not been sufficiently publicised. It has hardly been designed to invite comment.</p>
<p>Local Resident, (Chipping Norton)</p>	<p>Support (<u>with concerns</u>) - I am writing as a resident and Town Councillor to support the proposed 20 mph speed limit, but must say that the proposals do not go nearly far enough; the whole of West Street and West End should be included as it is an extremely busy road, especially at peak times, with vehicles speeding. Also pavements are very narrow, in places running to nothing where pedestrians have to walk in the road in West Street. These roads are used by very many children going to and from St Mary's and Chipping Norton Comprehensive. Roads near schools need a 20mph speed limit.</p>
<p>Local Resident, (Chipping Norton)</p>	<p>Object – it is utter madness to stop these short so they do not continue past the town's schools. Where a 20 mph limit changes to 30 mph, drivers naturally increase speed, which in this case will be at the most dangerous point (for pedestrians) of the road. If the proposed plan is implemented, I suspect it won't be long (probably triggered by a near accident) before it will be felt necessary to extend these limits beyond the schools. Has anyone calculated the difference in the total cost of implementing the new limit in two phases (current likely plan) and the total cost of implementing extended limits in the first place?</p>
<p>Local Resident, (Chipping Norton)</p>	<p>Support (<u>with concerns</u>) - A speed limit of 20 mph in the town is fine but what is the point of a limit if it is not enforced. We have a 30-mph restriction on the B4450 approaching from Churchill and the speed of some vehicles has to been seen to be believed. You literally have to hold your breath when joining the main road from side roads such as Tilsley Road, Lords Piece Road, The Leys and Leys approach which have restricted views.</p>
<p>Local Resident, (Chipping Norton)</p>	<p>Support (<u>with concerns</u>) - I agree with this completely, though I think along London Road it should extend to the primary school there (Holy Trinity) as it is a busy and active edge.</p>
<p>Local Resident, (Chipping Norton)</p>	<p>Support (<u>with concerns</u>) - Whilst we are delighted that the proposal to reduce the speed limit in Chipping Norton town centre is under discussion, we feel very strongly that the proposed parameters should most certainly include West Street and Burford Road where there are schools. We live on West Street and as soon as the traffic clears the congested area, speed is swiftly increased. This is the very point where children cross. There is also a reduced kerb</p>

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	<p>which tapers at the beginning of West Street after the Memorial gardens which means pedestrians have to walk on the road, unless they cross to the other side. One of our elderly neighbours in Bell Yard has a mobility scooter and because she cannot use the pavement along West St as there isn't one, is now too frightened to use the scooter as the speed of the traffic is so great. Not only do we believe the speed reduction should cover West St, we also believe a new pavement and traffic calming measures at that specific point should be addressed - but we can save that one for another day!</p>
Local Resident, (Chipping Norton)	<p>Object - I have no objections to a 20mph limit to keep us safe and to ensure children's safety but on review of the proposed areas why are the roads that are directly adjacent to schools namely London Rd (Holy Trinity Primary) and Burford Rd (Chipping Norton School) not covered by the proposed new speed limit? Surely this is important for our future generations and their safety?</p>
Local Resident, (Chipping Norton)	<p>Support (with concerns) however it should extend further down New Street, as far as the children's playground. This ends up being very dangerous with traffic accelerating down the hill (and round the blind bend) leaving Chipping Norton on the non-obstructed side of the road, with cars overtaking the parked cars on the playground side of the road (and ending up on the wrong side of the road). Since very large lorries use this route very heavily, this is a difficult section of road to negotiate. The 20mph section would then also include the road in front of the retirement complex development, so would be safer for older people crossing the road.</p>
Local Resident, (Chipping Norton)	<p>Support (with concerns) - I am told that the police do not enforce 20mph speed limits - I am assuming that there will be no OCC money to enforce and that CN will have to rely on future S106 money from developers with all the housing that WOD and OCC are inflicting on this modest settlement. The extent of these measures will need to be significant if we are to see any value from the combined use of a list AND traffic calming measures. I am also concerned that motorists may accelerate to beyond the 30- mph limit (as they frequently do now) as they exit the 20-mph zone with traffic calming measures. This last point is particularly true with the roundabout at the bottom of the Burford Road where the pedestrian crossing at the bottom of the Burford Road frequently sees "hard stops" as cars and heavier vehicles rapidly brake and this is outside the ACE Childrens' Centre! Amazingly, the scheme as proposed does not embrace two school areas and therefore wonder what the purpose of this whole scheme is! A 20-mph limit won't address the narrow section on the A44 between the Blue Boar pub and the old Harpers site where lorry wing mirrors are a hazard. While I support the idea of 20 mph limits but think that the scheme is short of ambition of coverage, and does not include the necessary and complementary traffic calming measures.</p>
Local Resident, (Chipping Norton)	<p>Support (with concerns) - would like more done to slow cars down at the edges of town. In particular, Burford road is awful! I live on the new Bellway development and although the road is supposed 30 going into 40 outside the rugby club, cars go incredibly fast and it's so dangerous.</p>
Local Resident, (Chipping Norton)	<p>Support (with concerns) - the extent of the zone is not sufficient to restrict vehicle speeds along roads where young pedestrians are most vulnerable, namely in the vicinity of both primary schools and the secondary school and also along a section of West Street where the footpath is extremely narrow and is entirely missing in part. I therefore urge you to reconsider the extent of the proposed zone and in particular to extend the West Street zone to the junction with</p>

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	Churchill Road, the Burford Road section to beyond Chipping Norton School, the London Road section to beyond Holy Trinity School.
Local Resident, (Chipping Norton)	Support (with concerns) - I have just finished reading the consultation regarding a 20mph speed limit through the main part of Chipping Norton. I agree that cars do speed through the town, often though it is not in the centre of the town (as more often than not a traffic jam in the centre) but on the roads leading into Chipping Norton. We live just off the Burford Road on the new Bellway homes development. In the last two years we have seen four cars which have crashed into the neighbouring field and only on Saturday our neighbour's cat was killed. The cars do not obey the speed limit along this stretch of road at all. The majority, if not all, of the new homes on the estate are occupied by families who walk along the Burford Road to get to the schools and nurseries etc. As a parent it is quite nerve wrecking walking along the road with young children and I feel that a reduced speed limit on this road would be highly beneficial. On the Burford Road itself there is a nursery, school, two care homes and a leisure centre - all of which are used by vulnerable members of society- I feel a 20mph limit here or other traffic calming measures such as one way passing places would slow the traffic down and make it a much safer environment for all road users.
Local Resident, (Chipping Norton)	Object - I support the proposal to introduce 20mph speed limits in Chipping Norton, in the interests of public safety. My only objection is that I would like the proposed 20mph limit to cover a wider area of Chipping Norton's roads. In particular, I believe it should cover roads commonly crossed by children on their way to and from school. For example, many children head towards St Mary's Primary School and Holy Trinity Secondary School along the B4450 West Street. My son was knocked over by a car on this road five years ago, on a dark winter morning.
Local Resident, (Chipping Norton)	Support (with concerns) - Whilst I fully support the 20mph zone, it would appear that not much forethought has gone into this proposal as the proposed zone ends on London road, West street and Burford road before the schools situated on each. It would be far better if the zone extended beyond the schools or their applicable access roads in the case of the West street zone this would mean going past the Green. Introducing a 20- mph zone for safety in the town should take into consideration the schools.
Local Resident, (Chipping Norton)	Support (with concerns) - the proposed zone does not go far enough; it should be extended as follows - Banbury Road- extend to beyond the entrance to Cromwell Park; London Road - extend to beyond Russell Way, and the entrance to Chipping Norton Health Centre. (Would this include Holy Trinity Primary, and the new mini shopping centre; Burford Road - extend to beyond the pedestrian crossing outside Chipping Norton School and Leisure Centre. West Street - extend to beyond the junction with The Green (this would improve safety for children attending St Mary's Primary School. I would also like to see the whole of The Green included, again for the safety of children.
Local Resident, (Chipping Norton)	Object - although supportive in principle I am horrified to learn that the proposed areas stop stunningly short of our schools, especially Holy Trinity and St Mary's especially as enforced 'slow driving' motorists are more likely to speed up inappropriately. I am aware that, particularly on motorways, accidents often happen after motorists have been

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	forced to slow
Local Resident, (Chipping Norton)	Support - This will benefit us by reducing air and noise pollution and vibrations in what is one of highest in the Country and by protecting our children when crossing the busy New Street roads.
Local Resident, (Chipping Norton)	Support - <i>No comment</i>
Local Resident, (Chipping Norton)	Support - I am really looking forward to this change, for the safety of the elderly, our children and all of us. We need to start making a change and I believe this will make Chipping Norton a more civilised and more pleasant town to live in.
Local Resident, (Chipping Norton)	Support - <i>No comment</i>
Local Resident, (Chipping Norton)	Support - Either install 20mph signs or preferably a larger, more regular police presence to catch the number of lorries and cars exceeding the current 30mph is needed - especially on New Street
Local Resident, (Chipping Norton)	Support - A weight limit on the lorries that are allowed through town would also help enormously
Local Resident, (Chipping Norton)	Support – however should be extended along West Street where the pavement is especially narrow and traffic goes by very fast; also, the very narrow space opposite the old Harpers store. We live just off New Street and often experience traffic driving very fast down the hill.
Local Resident, (Chipping Norton)	Support - Area should be extended to include the town's three schools (Holy Trinity, St Mary's and Chipping Norton School).
Group/Organisation, (Chipping Norton)	Support - I strongly endorse this proposal but would like to see the 20mph limit further extended to include the schools and along West Street. I hope that this scheme is just the beginning of raising awareness of pedestrians, especially children, using the Town Centre and outside the schools. I am very sad and somewhat peeved that this very important

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	consultation was not better advertised within the town of Chipping Norton
Local Resident, (Chipping Norton)	<p>Support - Concerned that the limit is not extensive enough. Limit should include the A44 west beyond the common, the A44 past Holy Trinity school plus toward Churchill through West Street, West End and Churchill Road.</p> <p>How is the limit to be enforced? The 30-mile limit on the A44 west is often broken by cars and lorries speeding down the hill from the town centre.</p>
Local Resident, (Chipping Norton)	Support - With the ridiculous number of yet more houses being built alongside the entry/exit roads to our town, a reduction from 30 mph to 20 mph is essential!
Local Resident, (Chipping Norton)	Support - Given all traffic has to pass through the middle of the town (including a lot of heavy vehicles), and this is a route a lot of children walk to school there is no doubt that a lower speed limit would be more appropriate.
Local Resident, (Chipping Norton)	Support - however A361 Banbury Rd - 20 limit should begin at Aldi.A44 London Rd - 20 limit should begin at Health centre turn.
Local Resident, (Chipping Norton)	Support - I am writing to express my strong support for the proposal for a new speed restriction of 20mph through Chipping Norton. As a resident of New Street, I have been alarmed over the past few years at how fast the traffic speeds down our road. Cars race and lorries hurtle down the hill, making our old Victorian cottages (built with no foundations) shake. I would however urge you to consider taking it further on the A44 New Street / Worcester Road - ideally as far as the turning to Bliss Mill.
Local Resident, (Chipping Norton)	Support – However many minor town centre roads are often very congested with parked cars (for example Distons Lane and Church Lane). In practical terms, one could never drive above 20mph and therefore the application of the reduced limit seems unnecessary, but the proposals fail to include the two primary schools or the narrow section of the B4450 West Street especially as the school crossing patrol on West Street/West End is sometimes absent.

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Local Resident, (Chipping Norton)	Support - I am resident on the short section of A361 from A44 to Kings Arms roundabout. This section contains 3 major town bus-stops, a parking zone, several shops, restaurants and pubs. There are often long vehicles unloading. These factors contribute to significantly reducing the effective road width and visibility; a 20-mph speed limit could be very effective
Local Resident, (Chipping Norton)	Support - Having moved to the new Cotswold Gate development nearly a year ago and regularly walking into the town centre with two children, the speed of some vehicles through the narrow streets particularly in the centre of town is of frequent concern. A well signed 20mph limit will encourage drivers to think about their speed and take greater care to rescue the risk to pedestrians, encouraging a greater sense of community and a safer environment.
Local Resident, (Chipping Norton)	Support - strongly support the proposed 20 mph speed limit - the road is regularly crossed by people including many elderly citizens and small children with risks in particular caused by speeding lorries. The noise pollution and potential damage to our houses as residents.
Local Resident, (Chipping Norton)	Support - I wholeheartedly agree that we should have a 20mph speed limit on all main roads within and leading out of Chipping Norton. Additional measures might include signalling the A44 New Street / A361 west street junction; a Ring Road would be a luxury, and I would say a necessity as the A44 runs through the centre of the town causing damage to properties due to vibration from the road, let alone, noise and CO2 pollution which is really unpalatable for pedestrians and residents.
Local Resident, (Chipping Norton)	Object - Any sensible driver already keeps to about that speed while driving through the narrow section of Horsefair, and I think those who go faster at present will ignore 20mph signs. There is some evidence that 20mph zones have failed to reduce speeds or accidents elsewhere in the country. The money that I feel would be wasted on 20mph signs would be better spent on other measures. These could include a second zebra or pelican crossing on the High Street at or around the Blue Boar pub, where it is often difficult to cross the road at present, or speed indicator signs at the edge of Chipping Norton's 40mph or 30mph zones, such as on Banbury Road.
Local Resident, (Chipping Norton)	Support (with concerns) - I welcome the principle of the proposal, the Town Council has not published its evidence or has engaged local people on the proposal. As a result, the proposed road coverage misses three of the most obviously dangerous road stretches in the town with no explanation for their exclusion. Children are the most vulnerable to excessive traffic speeds on narrow roads/pavements with many HGV etc movements and the peak school hours in the

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	<p>morning and afternoon highlight the main problems, namely:</p> <ul style="list-style-type: none"> • London Road, between Albion Street and Holy Trinity Primary School (not limited but exacerbated by the parked vehicles on one side) • West Street, between Burford Road and Cross Leys (the pinch points in highway width are especially dangerous as average car sizes increase) • Burford Road, between Albion Street and Chipping Norton School (most notably at the Walterbush Road junction but a misleading narrow highway for the most part). <p>My other concern is that if the above extensions to the 20mph zone are excluded from the proposal, then their traffic speeds may increase, as drivers accelerate from the new zone.</p>
<p>Online Response, (Woodstock)</p>	<p>Support - County-wide default 20mph limits are overdue in Oxfordshire's historic town and village centres where walkers and cyclists share road space with HGV's and cars.</p>
<p>Online Response, (York)</p>	<p>Support - 20mph limits are safer, cleaner, greener, better for community, well supported by 7/10 adults in all surveys and reduce noise, particulate pollution, diesel fumes. They are the ideal public health intervention. Please extend 20mph limits to all urban and built up areas in Oxfordshire, and please include an education campaign for drivers</p>
<p>Group/Organisation Member, (Tunbridge Wells)</p>	<p>Support - The experience of having 20mph in the town centre in Tunbridge Wells has been positive and it is proposed to be expanded to include further streets in the near future. 20mph is an appropriate speed where people work, live, shop or play, is supported by international organisations such as WHO and is in accordance with the DfT's guidance on setting local speed limits.</p>