

Divisions affected: *Eynsham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023**

### **STANDLAKE: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Standlake and Brighthampton as shown in **Annexes 1 to 3**.

#### **Financial Implications**

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

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

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

#### **Sustainability Implications**

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

#### **Formal consultation**

6. Formal consultation was carried out between 06 July and 28 July 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the

local District Cllrs, Standlake Parish Council, and the local County Councillor representing the Eynsham division.

### Statutory Consultee Responses:

7. Thames Valley Police were the only statutory respondent and re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection.

### Other Responses:

8. 60 online replies were received during the course of the formal consultation (with responses for the hamlet of Brighthampton considered separately), and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Standlake	16 (27%)	13 (22%)	31 (52%)	-	60
Brighthampton	15 (25%)	2 (3%)	35 (58%)	8 (13%)	60

9. Analysis of responses suggests 37 local residents support both proposals with 13 and a single member of the public from Witney objecting to both, and four objecting to one of the proposals. Six local residents either supported or expressed concerns to one or both proposals. The table below totals the objections; many respondents listed several:

Reason	Number
Not Needed / Will Not Be Effective	12
Should Include All the Village ( <u>8 cited the omission of Downs Rd</u> )	10
Waste of Money / Spend on Other Highway Works	10
Local Views Will Not Influence Outcome / Poor Parish Communication	5
No Accident Justification	4
Driver Frustration / Will Increase Accidents	3
There Will Be No Enforcement	3
Need To Make Progress / Public Transport Not a Realistic Alternative	3
Enforce the 30mph Limit Instead	2
Increased Pollution	1
Additional signing Blight Akin to Z Signs Across Russia	1

10. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	11 (18%)
Yes - cycle more	7 (12%)
No	39 (65%)
Other	3 (5%)

11. The responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors.

### Officer response to objections/concerns

12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver’s mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’.
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
14. Several objectors voiced strong calls for the inclusion of Downs Road within the 20 limit proposals. While sections of this route do strictly meet the 20 limit criteria, officers consider the existing 30 limit to be the most effective overall solution, particularly in the face of strong bus operator objections that would arise.

Bill Cotton  
Corporate Director, Environment and Place

Annexes    Annex 1-3: Consultation plans  
Annex 4: Consultation responses

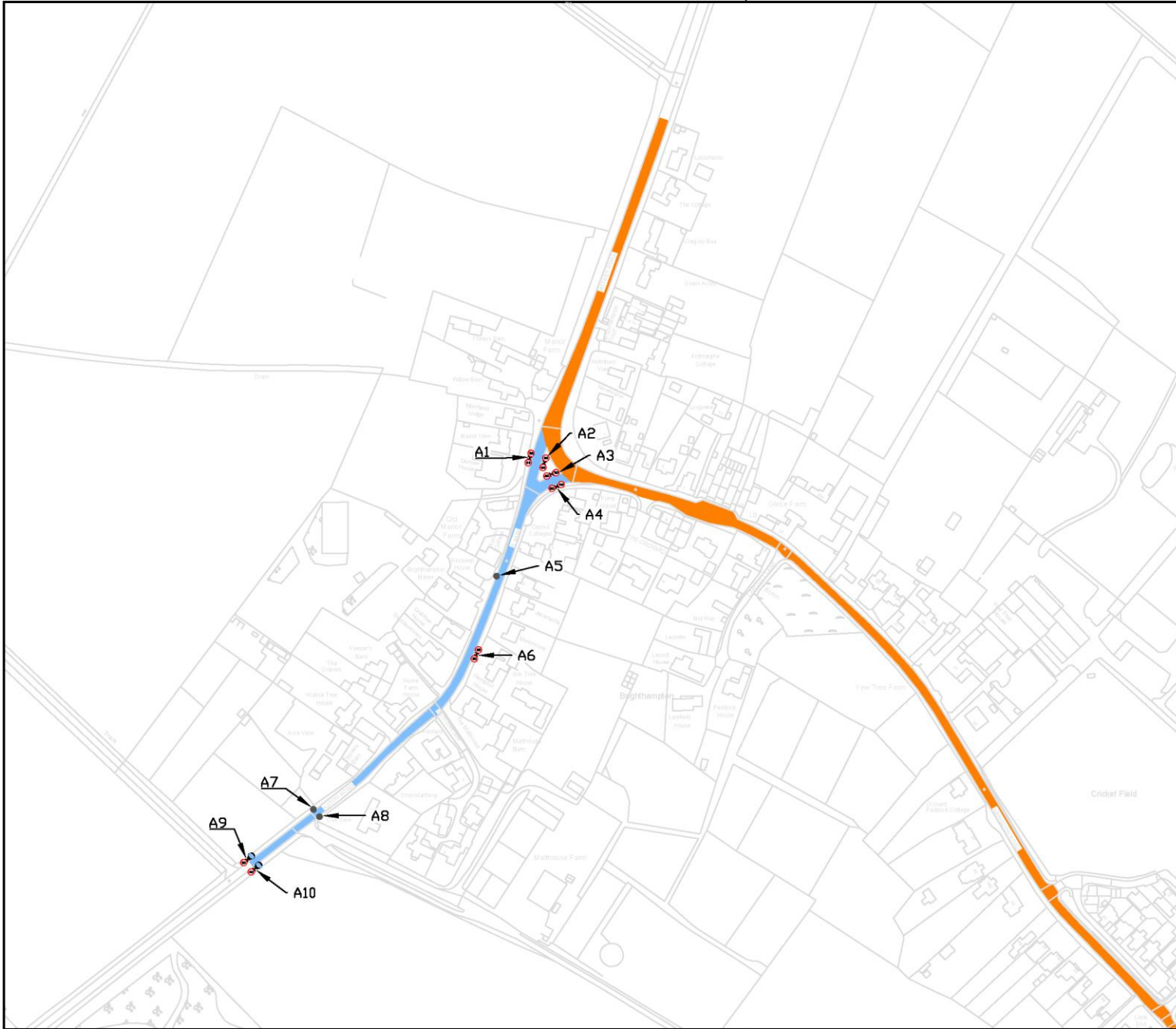
Contact Officers:                          Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

September 2023

Drawing No.

Notes:

- Proposed 20mph limit
- Existing 30mph limit



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

Standlake 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 01/03/23	Date checked 06/03/23	Date approved 06/03/23

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- Existing 30mph limit

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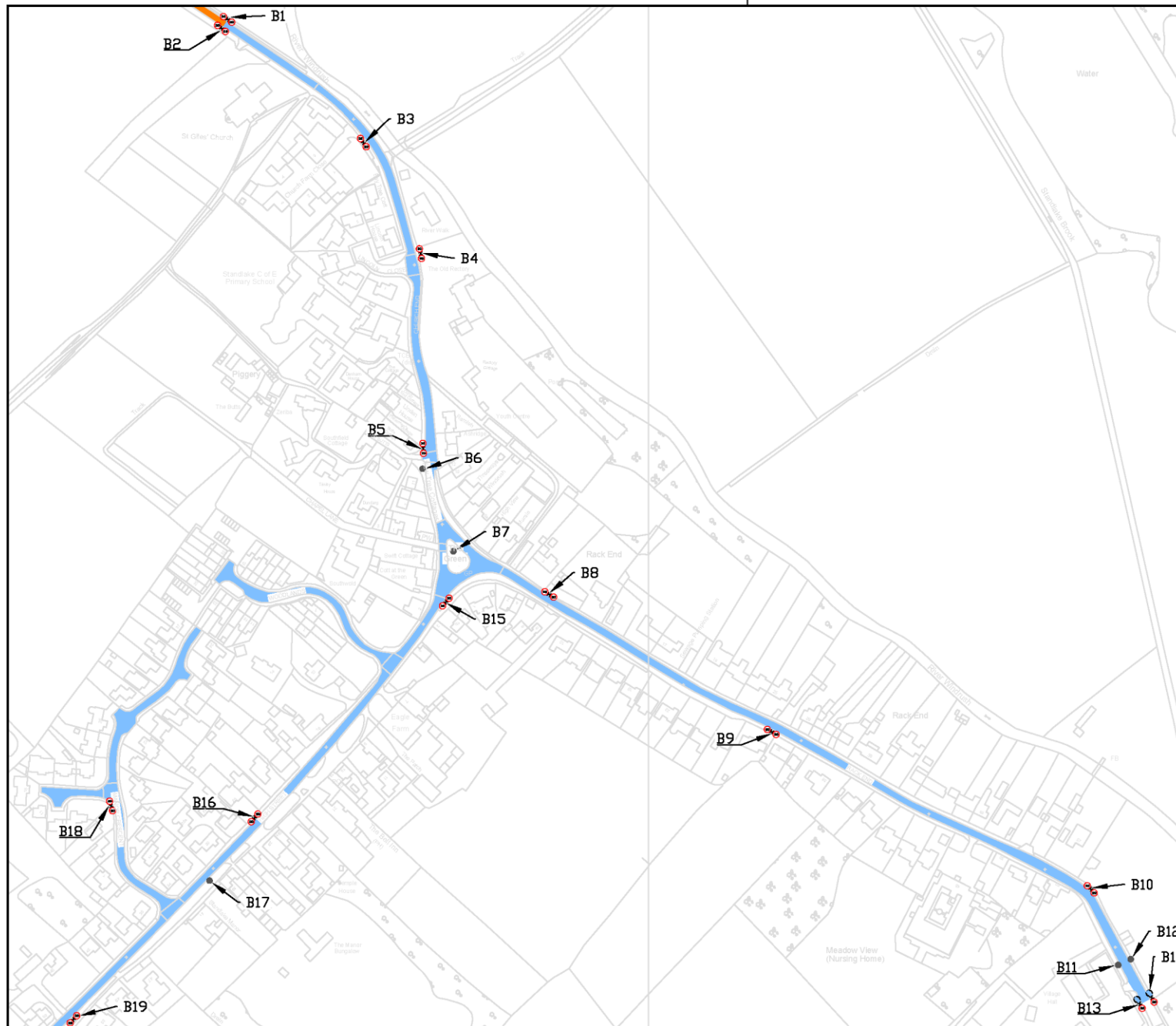
Sheet B

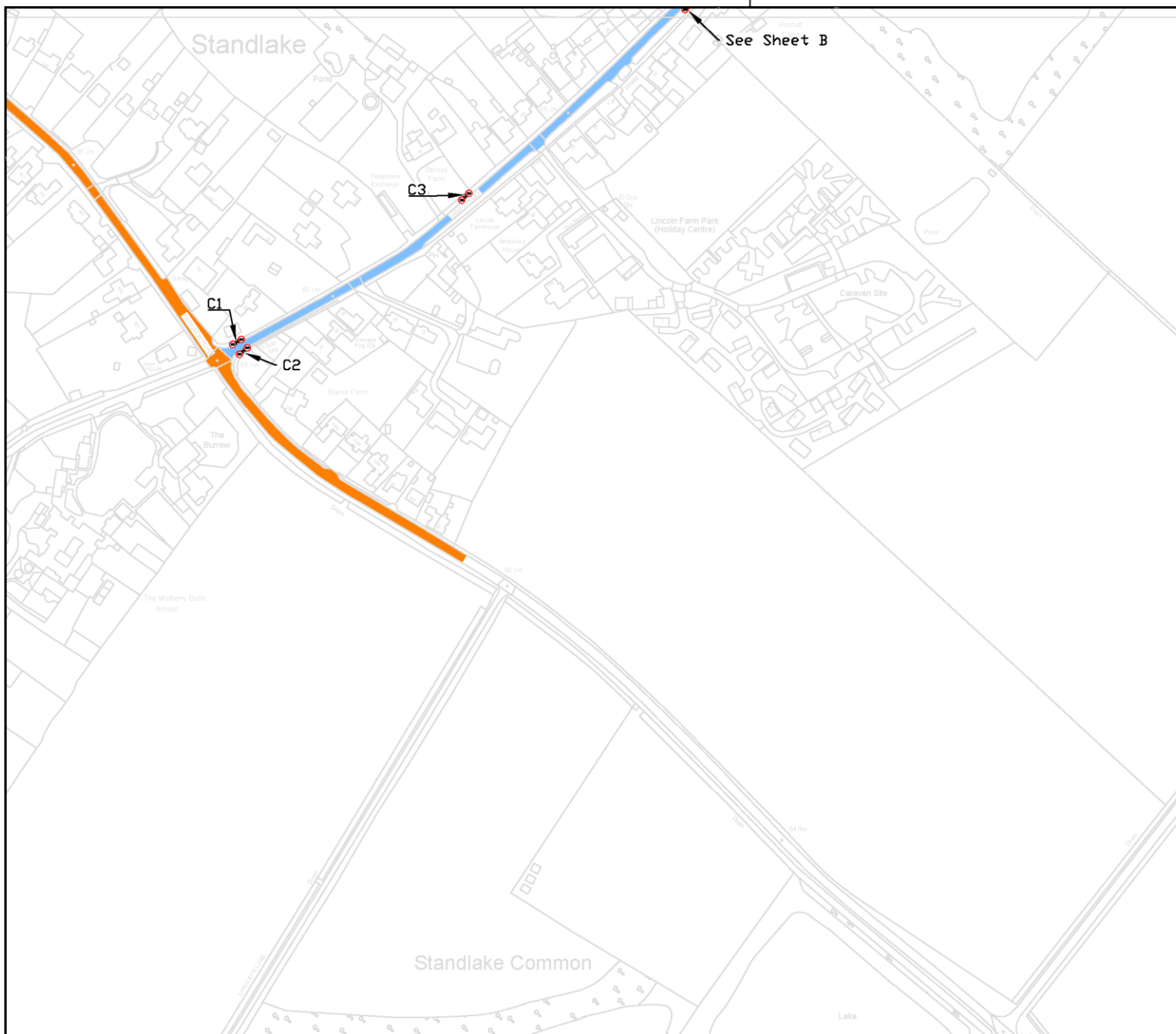
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Drawing No. \_\_\_\_\_

Notes:

- Proposed 20mph limit
- Existing 30mph limit

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**OXFORDSHIRE COUNTY COUNCIL**  
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Project title  
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Drawing title  
 Sheet C

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
<p>(2) Local Resident (Standlake, Abingdon Road)</p>	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>We reject the two proposals put forward on the grounds of safety and not benefitting the whole village.</p> <p>Firstly, we want to say, we totally agree with OCCs 'Vision Zero' to try and eliminate deaths and serious injuries on our roads. We very much want to see a safer environment within our village and would welcome a safer place to walk and cycle within in it. So we would support a 20mph limit throughout ALL of Standlake not just select parts, to make it a 'Safer Place with a Safer Pace'</p> <p>There are many areas of the village that are of a real safety concern for pedestrians and cyclists but most of these have been excluded from these proposals. We are unhappy that Standlake Parish Council (PC) haven't consulted fully with the residents of Standlake and Brighthampton in a thorough and inclusive way.</p> <p>Standlake PC asked for villagers opinions of the village Facebook site 'Standlake People Group'. They gave a relatively short period of time for residents to submit their views (21 days) It was throughout August last year 2022, during the school holidays, when most people could have been away. They made no attempt to repeat this social media consultation and certainly didn't try and reach out to residents in any other way, such as a meeting in the village hall, attend our regular village market or place posters around the village. Unfortunately, it is a fact, that not everyone in the village uses the internet, many of our older/more vulnerable residents do not. If you have an internet connection, you have to sign up for Facebook and the other village email service. Many residents we have spoken to don't sign up to these and didn't know of this proposal. I am in a Book Reading Group within the village and amongst 8 members</p>



present, 6 knew nothing about the 20mph proposal.

We assumed that the next stage of discussion via the parish council would be for them to present a proposal to residents for approval/discussion. Instead what they did, was hold a meeting 6 months later which wasn't broadly advertised to the residents. 6 councillors were present (2 had sent their apologies plus our 2 local district Councillors did not attend) These 6 people discussed and decided the proposals put forward now to OCC. This was despite us emailing the Chairman on two occasions asking for the date when the parish council would be discussing the 20mph proposal. To which he did reply, promising to let us know of the date, but never did.

We are surprised that we didn't get any feedback about the comments we made or any opportunity to discuss this important matter further. The next notification to residents was to say that a proposal had been put forward and invited us to make our comments direct to OCC. Again this was via social media and excluded many residents again. Those that have heard about it are frustrated that they have only just been informed at this late stage and have no opportunity to comment. Many feel it is a waste of time commenting to you as it feels that is it a 'done deal'

We are also aware as stated on the OCC consultation webpage, that schemes will only be considered if backed by the local parish council. We sadly feel that our parish council has blocked us from benefitting from safer roads throughout the village.

Unfortunately, the proposals and the way they have been submitted feels very divisive and caused a lot of bad feeling within the village and division amongst residents, as it appears as if the only areas being proposed for speed reduction/safer roads are in the more affluent areas where the majority of the parish councillors happen to live! It is felt that because they have stopped the proposed 20mph zone halfway along The Downs, they have deliberately excluded the Social Housing and Travellers site where many of the families with children and vulnerable adults live.

As for the Exclusion of the whole of the Abingdon Road from both proposals, when asked for their reasons for this decision, they said that 'it is felt it will lead to more aggressive driving' This appears to go against everything that the OCC scheme/trials would suggest. One would have to argue, if they believe this to be true, why would they want a 20mph limit in the areas that they have included in their proposal?

Therefore, we feel that the parish council should be withdrawing its proposal and then resubmit it once it has carried out a thorough and fair consultation with a higher proportion of village residents, as the current proposal received feedback/comments from only 8% of dwellings.

#### SAFETY CONCERNS

We put forward to the parish council in August 2022 these safety points.

Abingdon Road:

This road is lined with houses and driveways on both sides of the road but it only has one narrow footpath which

alternates from one side to the other, and is directly by the road edge. When walking along this very busy road, you feel very vulnerable especially with children and pets. Wing mirrors brush passed very close to you, especially with large lorries. We know that 649 lorries breached the nearby weight limit restriction and so must have travelled along this road. Also there is NO pavement at all in Brighthampton going out of the village towards Witney.

The area at the junction of the Abingdon Road/High Street/Shifford Lane is extremely dangerous to cross, as it is on a slow sweeping blind bend. This junction is used by many residents, staff from the Mulberry Bush School and tourists (staying in the local camp sites) to cross to Shifford Lane/High Street. They are following a publicised local walking trail called The Mosaic Trail or walking their dogs or returning back to the school. It is a very difficult place to see the traffic approaching. We have witnessed many near misses with wild animals and cars, it is only a matter of time before a serious accident occurs. A 20mph limit here would go a long way to help minimise this happening.

Currently in Standlake there are NO STREETLIGHTS. This makes walking and cycling in the winter months and at night VERY challenging. Firstly it doesn't prompt drivers that they are entering a village environment. Secondly as traffic is passing so quickly for the darker conditions, drivers may not see walkers crossing or cyclists along the road. Again, a 20mph zone would really help along this busy Abingdon Road and throughout the village.

#### THE DOWNS/HEYFORD CLOSE/WINDRUSH WAY

To not include the whole of The Downs road does not make any sense at all? As previously stated, this area contains the villages social housing and has potentially a lot of families with children, most of which attend the local village school by walking or cycling – which is located on the same road! We do not understand why this area/road has NOT been included? The Downs is a very straight road that leads onto a 50mph limit, so motorists tend to increase their speed along it. We know of many residents who have lost pets along this stretch of road, again it is only a matter of time before it is a child or vulnerable adult.

If ANY area of Standlake should be 20mph, this should.

If Manor Crescent and Woodlands (both located off the High Street) are to become 20mph zones then Heyford Close,( being a through road) and Windrush Way, definitely should too! We have read many comments on social media since the posting of these proposals stating that the residents here, in the social housing, feel that their children are not as important as the children who live in the wealthier parts of the village (High Street etc)

If this proposal is accepted and implemented, it WILL divide our village!

The parish council are regularly trying to recruit volunteers to join the Speedwatch group and have stated on their own website page 'that speeding is a problem THROUGHOUT the whole of Standlake'. So if there is a need for a Speedwatch group, surely we need slower, safer roads THROUGHOUT the whole village, as stated by the parish council.

	<p>We have objected to these proposals because we would like to see a 20mph limit THROUGHOUT the whole village and do not understand why our parish council are not backing this.</p> <p>Travel change: <b>Other</b>  Under the current proposals we would NOT feel able to walk or cycle. However, we would if our road (Abingdon Road) was reduced to 20mph .</p>
<p>(3) Local Resident  (Standlake, Church End)</p>	<p>Standlake - <b>Object</b>  Brighthampton - <b>Object</b></p> <p>Most people follow the 30mph speed limit and 20mph would be far too slow. For a lot of people cars are the only viable option to get to work so this change would have absolutely no effect on mode of transport. And the public transport options are not good enough.</p> <p>Travel change: <b>No</b></p>
<p>(4) Local Resident  (Standlake, High Street)</p>	<p>Standlake - <b>Object</b>  Brighthampton - <b>Object</b></p> <p>The implementation of 20mph in selected parts of the village is at odds with the implementation of such initiatives elsewhere. Bampton, Aston and Witney to name three have all had limits reduced to 20mph on roads similar or traffic conditions exceeding those on the A415.</p> <p>The limits will not be enforced and do not address the roads which most commonly show issues especially speeding, most notably A415. In the event that the limit is changed there will be little tangible impact to the community for this reason.</p> <p>The money that would be spent on this scheme is far better spent controlling the speed of traffic on the main routes and/or improving surrounding links to reduce the use of the A415 and others making a substantial improvement to both road safety, through a reduction in volume, as well as reduced noise and pollution for those on the main roads. However I am sceptical that, as has been the case in the majority of these surveys, any volume of objections or concerns will result in anything other than the implementation regardless.</p> <p>Travel change: <b>No</b></p>

(5) Local Resident (Standlake, High Street)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>People do not follow the 30hr limit currently - people become annoyed at such slow speeds and will overtake. 30 mph is fine for these areas</p> <p>Travel change: <b>No</b></p>
(6) Local Resident (Standlake, High Street)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>30mph is fine. Repair potholes instead.</p> <p>Travel change: <b>No</b></p>
(7) Local Resident (Standlake, Rack End)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Vehicles consistently ignore the 30mph speed limit so I find it amusing that people think anyone is actually going to follow a 20mph limit. Witney and other villages have adopted this new limit, and I have seen almost zero evidence of any change in drivers behaviour. Please spend our taxes on something more worthwhile that makes a real difference and isn't simply someone's personal 'cause' to boost the achievements section of their CV.</p> <p>Travel change: <b>No</b></p>
(8) Local Resident (Standlake, Rack End)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>It is too slow for most cars to be efficient. A limit of 25 mph would then keep most people under 30 mph which is the real target</p>

	<p>Rather than changing the speed limit to 20mph all efforts should be to keep those roads that remain 30 mph to the motorists at that speed Spend the money on 30 mph roads with more warning signs and systems like average speed limit through villages like Standlake</p> <p>Travel change: <b>No</b></p>
(9) Local Resident (Standlake, The Downs)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Waste of valuable council funds. Those who are currently exceeding the 30MPH limit will not adhere to the 20 limit. There is no history of incidents or accidents that this measure will address</p> <p>Travel change: <b>No</b></p>
(10) Local Resident (Standlake, The Downs)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Is there evidence of speed related incidents (RTAs) in the proposed areas? I do not believe that lowering the limit in the proposed areas will reduce speeding in the proposed areas, assuming that is the goal, but will likely frustrate drivers who will be more likely to subsequently speed upon rejoining the 30mph limits, particularly on long straights of The Downs. Traffic calming at the entrances of 30mph limits would be far more effective.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident (Standlake)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>I support the reduced speed limit by the primary school but OPPOSE further restrictions on other roads in the village. Is there any proven safety benefit? How much would it cost? How would it be enforced? How much extra air pollution would be created? I believe that drivers who ignore the current speed limit would also ignore a reduced speed limit.</p>

	<p>I feel that there are other more important safety issues in the village such as bad parking and overgrown vegetation that reduces visibility and sight lines</p> <p>Travel change: <b>No</b></p>
(12) Local Resident (Standlake)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Drivers should always procede at asafe speed and distance! 30 does NOT mean drive that speed regardless of conditions.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident (Standlake, Heyford Close)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>The reason the 20mph speed limit is coming in so people will cycle etc, there's no where for people too cycle unless there going toward bampton, Witney, northmoor or southmoor but no one's going to commute that distance on a bike, maybe for recreation and where people do go to cycle are safe lanes which has no vehicle access, I feel like since the crash in Marcham a few villages have dropped there speed limit which is stupid, I understand the accident happened and sadly people died but they were on drugs and driving like idiots. having a reduced speed limit isn't going to stop it, I suggest sorting the roads in the village first so it's safe for people to walk and cycle and then look at doing a speed limit but it won't make an effect on people's speed!</p> <p>Travel change: <b>No</b></p>
(14) Local Resident (Standlake, Manor Crescent)	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>20mph is unnecessarily slow, there is little traffic in these areas.</p> <p>Travel change: <b>No</b></p>

<p>(15) Member of public (Witney, Oxford Hill)</p>	<p>Standlake - <b>Object</b> Brighthampton - <b>Object</b></p> <p>Pleasure to drive through and visit Standlake on a regular basis to not only enjoy the local nature and area. But also to get away from the 20 zones implemented from my local town of Witney. Improves mental wellbeing, visit the local community services and helps retain sanity and escape from the depressing 20 zones littered around that are not fit for purpose and being reminded every 5 yards like Russian Zs in a Russian street (not that anybody cares about putting a stop to it). This is a waste to Council tax payers money that only want to see the roads surfaced and prioritise potholes. It is unacceptable that road surfacing has not been prioritised, leaving this wonderful County a depressing place to live ruined by activists that refuse to accept 30s plenty and allow personal responsibility. All inspired by Covid Lockdowns as per usual. There has not been any accidents or incidents in the Village and has been no increase a risk so don't understand the rationale behind attacking yet another peaceful Village/Town.</p> <p>No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk (nobody cares). There is no good valid reason to change this in such a small community that is fine with the way 30mph is and don't need. Unfortunately though this objection will be ignored like many others. There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda. Signs will be ignored by a significant majority driving through the village and is a main road that has 0 risk to the public. Standlake has been a pleasure to drive through at 27mph reasonably and there is no reason to change the speed limit. I will miss the escape of these stupid signs when it is implemented everywhere and regretably we will see the destruction of our economy when tourists and individuals don't want to visit at all as they are put off with the speed limit restriction and on top of that will go somewhere else where a Town, City or Village does not have signage propaganda about. A real waste of my time here writing this why bother a consultation when it is ignored all the time?</p> <p>Travel change: <b>No</b></p>
<p>(16) Local Resident (Standlake, Church End)</p>	<p>Standlake - <b>Object</b></p>

	<p>Brighthampton - <b>No opinion</b></p> <p>Roads already safe and it's v annoying</p> <p>Travel change: <b>No</b></p>
<p>(17) Local Resident (Standlake, Rack End)</p>	<p>Standlake - <b>Object</b> Brighthampton - <b>No opinion</b></p> <p>I believe the real issue is people not sticking to 30mph, rather than 30mph being too fast. I am not a resident of Brighthampton so don't believe it's my place to object or approve to their proposed zone.</p> <p>Travel change: <b>No</b></p>
<p>(18) Local Resident (Standlake, Heyford Close)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Object</b></p> <p>Brighthampton is a main road, would cause more congestion and pollution. All other roads, and estates should be 20mph due to kids playing especially in Heyford close, Windrush way, The Glebe, Woodlands, and Manor crescent. Seems ridiculous not to include these in the 20mph proposal.</p> <p>Travel change: <b>No</b></p>
<p>(19) Local Resident (Standlake)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Concerns</b></p> <p>I would rather not have a stupid 20 mph speed limit as I think 30 is a safer speed and putting a silly 20 is a waste of time and money and no one will obey it.</p> <p>Travel change: <b>No</b></p>



<p>(20) Local Resident (Standlake, Abingdon Road)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Concerns</b></p> <p>While I support the move to 20 mph, the proposal doesn't go far enough. The residents of Abingdon road and the Downs road should also benefit from the 20 mph speed limit. These are the busiest and most dangerous roads in the village. The houses on the Brighthampton side of the a415 have their garden wall knocked down by speeding motorists on an almost annual basis. Many children live on these roads and walk or cycle to school. They should be protected just as much as those children closer to the school who will benefit from the new 20mph zone. How can the current proposal be deemed fair to them? I suggest those people who believe these roads don't require 20 mph signs should cycle down them one morning rush hour. They wouldn't want their kids doing it.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(21) Local Resident (Standlake, Church Mill Close)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p> <p>The 20mph is due to finish just after the church. Having lived along The Downs area for 20 years this makes absolutely no sense. Drivers start to speed up past the church as it is a long straight road. Drivers also do not slow down upon entering the village from the Witney end either. The majority of vehicles do not travel at 30 mph. I am sure our local speedwaych group can provide figures of their findings. High Street is pretty impossible to speed over 30 due to the amount of parked vehicles and traffic. I can honestly say I have never seen a speeding car along that part of the road.</p> <p>It just doesn't make sense to have missed one of the main hotspots for speeding. Are our children and animals not as important as others ?</p> <p>Travel change: <b>No</b></p>
<p>(22) Local Resident (Standlake, The Downs)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p>

	<p>Our address is The Downs Standlake so as the proposed 20mph speed limit doesn't cover The Downs do we not live in the village of Standlake any more? We can assure you that the 30mph speed limit on The Downs is broken everyday of the week even by the buses. In our opinion a chicane is needed as well as the 20mph speed limit on The Downs as well. Or please inform us the name of the new village we live in.</p> <p>Travel change: <b>No</b></p>
<p>(23) Local Resident (Standlake, Windrush Way)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p> <p>Splitting the village in two, you either make it all 20mph or none of it. why are families that live in heyford close, windrush way, the downs, less worthy than those in the rest of the village. there's already a social divide and this will make it worse. The paths of the high street are away from the road already and so safer for children to walk to school, the path on the downs is right next to the road, often overgrown and pushing children into the road, the road is also pretty straight which encourages people to speed up.. Why are our children from the downs area less important than those of the high street?? The families of the furlong don't even have the privilege of a path for the first part of their journey. Why are the estates at this end of the village any different from those at the other end of the village? there's badly parked cars everywhere due to lack of space and children playing on bikes, even if the downs itself is not reduced, why are the estates not being reduced? I dont see that its right to miss out my end of the village.</p> <p>People who already break the 30mph speed limit will continue to break the 20mph speed limit anyway. Money would be better spent on traffic calming measures that force traffic to slow down.</p> <p>Travel change: <b>Other</b> Well it would if the 20mph was implemented on the downs. the main road that my children travel on to get to school but is being ignored.</p>
<p>(24) Local Resident (Standlake, Church End)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p> <p>Generally in support - village roads with pedestrians and cyclists, including many young children, are safer with lower speed limits. I am concerned about leaving Heyford Close and the Glebe out of the proposals. These areas have high numbers of children and a play area and should be prioritised for safe traffic considerations.</p>

	<p>Travel change: <b>No</b></p>
<p>(25) As a business (Standlake, Windrush Way)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p> <p>Splitting the village by only proposing to give 20mph to one part of the village. You may as well put the village gates at the church as your ignoring the downs and the roads off of the downs. It should be all or nothing, not splitting the village further.</p> <p>Travel change: <b>Other</b> No difference because my children are in the proposed area to not change. As a childminder, we do not walk the downs, it's not safe, we drive to school.</p>
<p>(26) Member of public (Witney, Harvest Grove)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>No opinion</b></p> <p>Any observer will see that few people keep to 30mph on the stretch of the A4095 through Standlake. Reducing it to 20 needs to be accompanied by some form of enforcement.</p> <p>I would prefer to see more pedestrian crossings, such as humped zebra crossings, as that will make it more convenient for pedestrians.</p> <p>Travel change: <b>No</b></p>
<p>(27) Local Resident (Standlake, A415 Abingdon Road)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Support</b></p> <p>I find it extraordinary that the proposals do not address the major safety problem in Standlake - that of constant excessive speed on the A415 - which is a residential road, with a school at the junction with Shifford Lane, bus stops, narrow footpath on one side only. I accept that it is a busy road, but there is no control over speeding. The infrequent visits from the camera van are useless as, when it does appear, it has no effect on the long stretch from Golden Balls</p>

	<p>corner to the village exit towards Newbridge. Whilst I support the 20mph throughout the village, I find it unacceptable that the proposals do nothing for the safety of the residents on the A415. We do not even have a safe crossing point. OCC are clearly putting the interests of commuting vehicles before that of the safety of residents.</p> <p>Travel change: <b>No</b></p>
<p>(28) Local Resident (Standlake, Heyford Close)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Support</b></p> <p>I support the 20mph but feel it should be extended to include all of the Downs Road and side streets (Heyford Close &amp; Windrush Way)</p> <p>Travel change: <b>No</b></p>
<p>(29) Local Resident (Standlake, The Downs)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Support</b></p> <p>I am extremely unhappy that no change in speed limit is proposed for the Downs - despite the fact that there is a 20 mile an hour limit being proposed for the rest of Standlake - as there is no logical reason why this would be excluded. This is heavily used by pedestrians, cyclists as well as school children walking to school at the end of the road. The cars at the moment go at a great speed down this road and if the speed limit for the rest of the village were to be reduced to 20 mph would amongst other things result in motorists going even faster down this stretch of road - causing even more casualties that are happening at the moment with domestic pets, wildlife and eventually a human being - no doubt.</p> <p>Travel change: <b>No</b></p>
<p>(30) Local Resident (Standlake, Abingdon)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Support</b></p> <p>30 mph needed along The Furlong and 20 mph along the Downs and Heyford Close</p>

	<p>Travel change: <b>No</b></p>
<p>(31) Local Resident (Standlake, Church Mill Close)</p>	<p>Standlake - <b>Concerns</b> Brighthampton - <b>Support</b></p> <p>It is essential that 20mph starts at the entrance to Standlake at the top of the road/hill. It is a straight road and people drive well over 40mph and can then speed up! This area of the village has one of the highest proportion of children and elderly, the most vulnerable. It is an accident waiting to happen. There is no pavement beyond Heyford Close and people from Hardwick caravan campsite walk on the road.</p> <p>Travel change: <b>No</b></p>
<p>(32) Local Resident (Brighthampton, Aston Road)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I have concerns that the proposed 20mph speed limit on the B4449 Aston Road stops too early and should carry on to the lane leading to the Three T's. Both the lane on the righthand side (A9 on sheet A) and the three T's lane are used by many walkers and the link between them on the A4449 is currently a 60 mph limit and there is no footpath. The grass verge is high and difficult for walkers to use which means they have to walk along the road with the fast moving traffic.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(33) Local Resident (Brighthampton, Aston Road)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>As the coordinator for the local speedwatch group I have seen first hand how much the existing speedliits are abused. The number of people walking in the area has increased considerably and with very limited footpaths on the A and B roads that run through the villages their safety is a concern.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(34) Local Resident (Brighthampton, Aston Road )</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I and my family have lived in Brighthampton on the B4449 since 2003. Because of my increasing concerns over the speed of traffic on this and other surrounding 30mph roads, I have become an active member of the Standlake &amp; Brighthampton Speedwatch group which attempts to educate, drivers to comply with the existing limit. But every day we record multiple cars and vans that are exceeding the 30mph limit - often in those sections that have limited or no pavement for pedestrians and/or restricted visibility when trying to exit driveways safely. I fully support the introduction of the 20mph limit along with any other initiative that will make our local roads safer for all its users and pedestrians.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(35) Local Resident (Brighthampton, Witney Road)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Firstly, there doesn't seem to be a proposal for the 20mph limit on The Downs, which is wrong, the limit should be extended to the whole area to protect all residents.</p> <p>But we do all know the real issue with speeding traffic through Standlake and Brighthampton is on the A415. So there is no proposal to extend the 20mph limit to this area - so what is the proposal? To completely ignore it until there is a fatality? It cannot be allowed to continue as it is, that is just completely unacceptable. I understand that there are concerns that a 20mph limit through Witney Road and Abingdon Road might cause more aggression - but it might actually reduce the speed to 30 mph. This has happened in Witney where there is a 20mph limit in industrial areas. It hasn't stopped the speeding, but people are now driving at 30mph, in stead of 40mph. That possibly could be the case on the A415 - it would at least have some effect. If there is no proposal to reduce the speed limit on the A415, then what is the proposal - everyone agrees it is the most problematic road in Standlake for speeding, so if there is no reduction, and no alternative it will be ignored and the problem will remain - surely that is just not acceptable.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(36) Local Resident (Brighthampton, A415)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p>

	<p>Whilst agreeing with the 20 mph speed limit suggested, the worst accident black spot at the junction of the A415 and the B4449 has not been addressed. Luckily no pedestrian or animal has been injured or killed yet, but the law of averages says that they will eventually meet as it has footpaths all around it, and it is constantly used by people exercising and walking dogs.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(37) Local Resident (Brighthampton, Aston Road)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Slowing traffic will reduce risk of accident when entering/exiting driveway. Taking daily exercise will be less stressful if vehicles are forced to slow down by law. Traffic calming on entrance to Brighthampton from Aston, would help slow vehicles as done in Bampton and other villages.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(38) Local Resident (Brighthampton, Malthouse Lane)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>The roads leading in and out of Standlake and Brighthampton are fast roads, so we get a high proportion of cars speeding in the village. The pavements are narrow, and it's very dangerous for pedestrians. However, there would need to be some traffic calming in place to enforce the new, lower limit e.g. on Aston Road, where cars are leaving a national speed limit road to enter Brighthampton. Please could we have a single file traffic calming measure installed (like you have going into Bampton) to slow traffic coming in from that end? 9 out of 10 cars enter and leave Brighthampton too fast. Thanks.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(39) Local Resident (Standlake)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p>

	<p>The High Street, Church End and Rack End are used by families and children, going to the post office, school, church, village hall and playground with many parked cars. A 20 MPH would make them safer</p> <p>Travel change: <b>No</b></p>
<p>(40) Local Resident (Standlake, Abingdon Road)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Car speed along Abingdon road and other areas of the village is too great and, with narrow sidewalks , very dangerous for pedestrians. It feels like only a matter of time before there is a serious accident if something is not done.</p> <p>Travel change: <b>No</b></p>
<p>(41) Local Resident (Standlake, Abingdon Road)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I live on Abingdon Road, I'm very concerned about the speed of cars, especially at night.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(42) Local Resident (Standlake, Abingdon Road)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Increased safety when walking near these roads. A415 should be 20mph, footpath is closet to the road and the most dangerous for walkers</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(43) Local Resident (Standlake, Abingdon Road)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p>



	<p>As an ex parish councillor I am pleased to see this proposal put forward. For the two years as a Parish Councillor speeding through our village was one of the most raised topics and this is a positive action to further reduce speeding to make the village safer/the educe the risk of an accident.</p> <p>Travel change: <b>No</b></p>
<p>(44) Local Resident (Standlake, Chape Lane)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>10 mph slower could easily save someone's life</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(45) Local Resident (Standlake, High Street)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>It's a narrow section of road and a reduction would be sensible</p> <p>Travel change: <b>No</b></p>
<p>(464) Local Resident (Standlake, High Street)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Welcome slower vehicles</p> <p>Travel change: <b>No</b></p>
<p>(47) Local Resident (Standlake, Rack end)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p>

	<p>The fast cars travelling through the village, often disrupt the tranquility. A great many young children live in the village, and particularly on the Abingdon Road it is simply not safe for children. There are often cars parked on the roads, and pets can often run out. Personally, I know of one dog which was killed on the Abingdon Road, but I'm sure there are more. If a 20 zone is to be put in, which I fully support, it is imperative that the road is redesign slightly, including potentially trees, or other infrastructure, such as speed bumps to make the road feel intuitively like a 20 zone rather than a 30 zone which has a 20 limit.</p> <p>Travel change: <b>No</b></p>
<p>(48) Local Resident (Standlake, Rack End)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>There are so many cars and motorbikes speeding through our lovely village, I would be very pleased to see a 20mph as long as it is well enforced and suitable signage.</p> <p>Travel change: <b>No</b></p>
<p>(49) Local Resident (Standlake, Rack End)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I feel that the current limits are too fast for the area. There are not wide pavements and they are not on both sides causing people to cross the road, sometimes close to blind corners.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(50) Local Resident (Standlake, Rack End)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>There are many children, elderly residents and dogs in the village so I support the 20mph limit as a means to slow traffic down. However, this will not be policed so it will only work in addition to physical traffic calming measures.</p>

	Travel change: <b>Yes - cycle more</b>
(51) Local Resident (Standlake, The Downs)	Standlake - <b>Support</b> Brighthampton - <b>Support</b>  I live on the Downs and people do not even adhere to the 30 mph speed limit. Children and parents walk and cycle to school and cross at the church. Reducing the speed limit to 20mph, should make the road safer for all users.  Travel change: <b>No</b>
(52) Local Resident (Standlake, Abingdon Road)	Standlake - <b>Support</b> Brighthampton - <b>Support</b>  I am in support of the 20mph speed limit proposal, however I would like to challenge why only part of the village is included? I am a resident on the Abingdon road and my children walk to get the bus to school along the Abingdon road. It's terrifying how quickly the traffic passes through there. The A4095 on the Woodstock road in Witney is an A road and that is a 20mph so why can't the same be done to the Abingdon road?  Travel change: <b>No</b>
(53) Local Resident (Standlake, Abingdon Road)	Standlake - <b>Support</b> Brighthampton - <b>Support</b>  I live on the Abingdon Road where cars fly past. Our cat was killed on this road. I have young children & just crossing the road can feel quite dangerous due to the high speed some drivers feel it's ok to drive on this road.  Travel change: <b>Yes – walk/wheel more</b>
(54) Local Resident (Standlake, Abingdon Road)	Standlake - <b>Support</b> Brighthampton - <b>Support</b>

	<p>Fearful of how traffic drive through Standlake</p> <p>Travel change: <b>No</b></p>
<p>(55) Local Resident (Standlake, Heyford Close)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Needs to be speeding measures, especially on the estates where children play.</p> <p>Travel change: <b>No</b></p>
<p>(56) Local Resident (Standlake, Rack End)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Improve safety for residents. Make it safer for children to walk to school. Make the village a more pleasant place to live. The 20mph speed limit should be accompanied by speed bumps, chicanes, painted roads, etc.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(57) Local Resident (Standlake, Rack End)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>Residents and visitors are encouraged to walk rather than use cars. At present this can be dangerous, as there are not always pavements or they are narrow, leading in some places to having to cross roads. Anything which slows traffic will be safer and will encourage walking. Even if vehicles do not adhere to a 20mph limit, I believe that the presence of such a limit will lead to lower speeds than is currently the case.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(58) Local Resident (Standlake, Rack End )</p>	<p>Standlake - <b>Support</b></p>

	<p>Brighthampton - <b>Support</b></p> <p>I've submitted a previous response but omitted to say that Standlake's 20mph limit should include the section of Downs Rd that's within the current 30mph limit and include all side roads (Heyford Close, Windrush Way, the Glebe etc).</p> <p>The 30mph limit on the Downs Rd should be extended to beyond The Furlong, with the construction of a footway leading to the village.</p> <p>At present, pedestrians from The Furlong and Hardwick Park are forced to walk in the road in a 60mph zone! This is not safe and could lead to a serious accident.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(59) Local Resident (Standlake, The Downs )</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I wish to indicate that I object to northern downs remaining at 30mph as the downs is the area of worst offence in regards speeding. The inner village isn't the worst effected area. It should be a blanket 20mph and not a point of encourager speed increase at the downs. We live on the downs and cars pass at well over 70mph</p> <p>Travel change: <b>No</b></p>
<p>(60) Local Resident (Brighthampton, Lancott Lane)</p>	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>We live off the Abingdon road (Lancott Lane) in Brighthampton.</p> <p>The Abingdon road has many properties along with Lancott lane that has limited visibility when joining it.</p> <p>There daily occasions when pulling out onto a clear road traffic has come out of nowhere due to the speed.</p> <p>In addition the foot path is very narrow with lots of large vehicles &amp; heavy traffic travelling very close to pedestrians on the path.</p> <p>Notwithstanding regular vehicles travelling in excess of 30mph.</p> <p>Reducing the speed limit to 20 would at least reduce the likelihood of incidents.</p> <p>To have a 20mph limit on Station lane in Witney and not in Standlake is bizarre.</p>

	Travel change: <b>Yes - cycle more</b>
(61) Local Resident (Brighthampton, Witney Road)	<p>Standlake - <b>Support</b> Brighthampton - <b>Support</b></p> <p>I generally feel that 30 mph is adequate through the village, but the 30mph signs do need to be moved at the ends of the village. Motorists see the 50mph going out and speed up way before the sign, when coming into the village motorists only slow down after going past the 30 mph signs, not before them. The straight road (Witney Road) also lends itself to overtaking which happens regularly often resulting in near accidents. Could the road have double white lines to discourage overtaking?</p> <p>Travel change: <b>No</b></p>