

Divisions affected: *Kingston & Cumnor*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT –  
14 DECEMBER 2023**

**LONGWORTH: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Longworth as advertised.

**Executive summary**

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

**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 Longworth by making them safer and more attractive.

**Formal consultation**

6. Formal consultation was carried out between 14 September and 06 October 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, Vale of White Horse District Council, the local District Cllrs, Longworth, and Kingston

Bagpuize parish councils, and the local County Councillor representing the Kingston & Cumnor division.

### Statutory Consultee Responses:

7. Thames Valley Police re-iterated views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. Oxford Bus Company offer no objection to the proposals.

### Other Responses:

8. 51 online responses, and a well-considered email were received. 50 were from local residents and one from a member of the public with no opinion. 33 were supportive, six expressed concerns, and 12 had objections.
9. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category:

View/Opinion	Number of responses
Will not be enforced or respected	9
Unnecessary	7
Only needed on some roads in the village	7
Waste of money	4
No safety justification	3
Will not influence travel choice	2
Longer journeys with economic consequences	2
Only during school times / Increase danger as drivers study speedometer / May increase problems / Enforce existing limits instead	1 each

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:

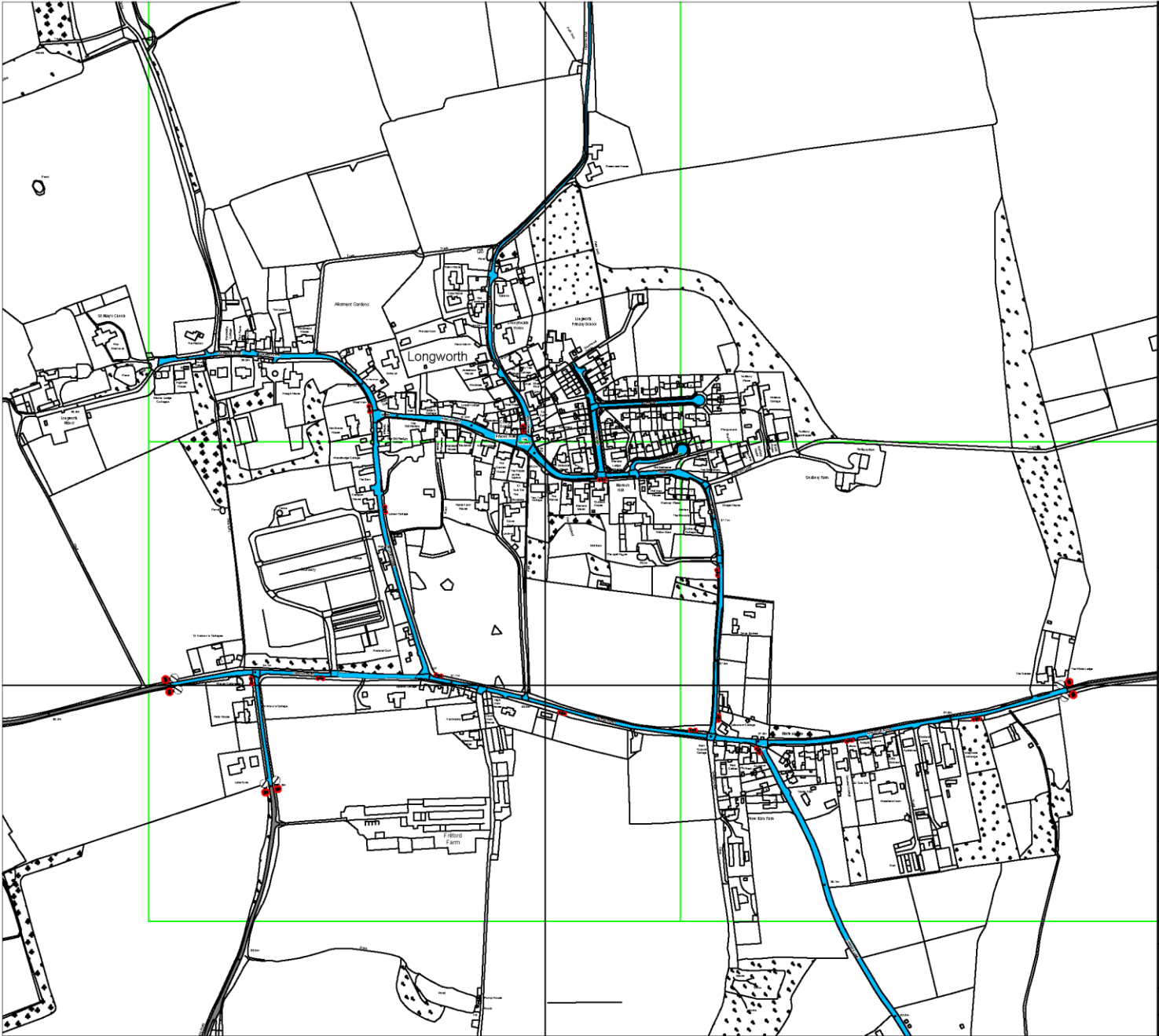
Travel Change	Number
Yes – walk/wheel more	8 (15.5%)
Yes – cycle more	5 (10%)
Yes – scoot more	1 (2%)
No	34 (66.5%)
Other	3 (6%)



A B

1

2



Longworth 20mph Overview

Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	09.08.23	Proposal 1	C.R		



**OXFORDSHIRE COUNTY COUNCIL**  
 Owen Jenkins  
 Director for  
 Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 01845 310 1111

Project title: Longworth 20mph Scheme

Drawing title:  
Longworth 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 09.08.23	Date checked: 10.08.23	Date approved: 10.08.23

Oxfordshire Project No. & File Ref	
Drawing No. 1.0	Revision 1.0

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> </ul>

	<ul style="list-style-type: none"> <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>
(2) Business Development and Partnerships Manager, (Go Ahead Group)	<p><b>No objection</b> – Longworth is served by Thames Travel 63/63S which operates to and from Oxford five times a day on Monday to Friday. The 63S caters for the movement of scholars to and from Mathew Arnold School. The service also provides a link to Southmoor and Kingston Bagpuize where it is possible to connect with Stagecoach service S6 service to Faringdon, Swindon or Oxford or Pulhams Coaches service 15 to Abingdon or Witney. Longworth is also served by the Richard Wellesley Memorial Community Minibus service T01 which provides a return trip to Faringdon on Tuesdays and Fridays.</p> <p>Given the narrowness of the roads and that the current 30mph limit is just that, a limit and not a target, it seems unlikely that a change to a 20mph limit will have much impact on the actual average speed of vehicles in the village. However, given the wider Council policy on 20mph speed limits we do not object to the proposed 20mph speed limits being introduced in Longworth.</p>
(3) Email response, (unknown)	<p><b>Object</b> – I am writing to express my partial objection to the proposed 20mph speed restrictions for Longworth.</p> <p>I do not object to the 20mph restriction in the village itself, namely Rectory Lane, Church Lane, the High Street, Tucks Lane, Sudbury Lane, Cow Lane and Harriss’s Lane. In practice this is where the bulk of the pedestrian and cycle traffic is, and where there would be the greatest benefit to a reduced speed limit.</p>

	<p>I object to the proposal to restrict the speed limit to 20mph along the Appleton Road on three grounds.</p> <ul style="list-style-type: none"> <li>• The claimed purpose of promoting alternative modes of transport for local travel will not be achieved by restricting the speed limit along the Appleton Road. Little if any of the traffic along this route is intra-village. For travel from further afield, it seems quite unrealistic to suppose that reducing the speed limit in Longworth will encourage more pedestrian and cycle traffic between, say, Hinton Waldrist and Longworth, or between Longworth and the junction with the A415 because there are stretches outside the villages where the national speed limit applies and which will thus remain a significant disincentive to travel on foot. In addition there are alternative routes between Hinton and Longworth from one end of Longworth to the other which avoid the Appleton Road.</li> <li>• No evidence has been presented that suggests the restriction is economically justified. Neither the number of accidents or fatalities that will be avoided, nor the costs of introducing the measures (which include lost productivity through longer journey times and changed signage) have been presented. Without a proper economic cost benefit analysis there is no rational basis for this decision.</li> <li>• It is plain that there are plenty of violations and precious little enforcement of the existing 30mph speed limit. It is implausible to suggest that restricting the speed further will reduce the number of violations – indeed, the contrary seems more likely. In the absence of adequate enforcement, the reduced limit becomes optional, leaving those who chose to ignore it unchecked, those who chose to obey it inconvenienced and neither pedestrians nor cyclists safer.</li> </ul> <p>While I have your attention, you may wish to consider the junction of Pinewoods Road and the A420 and the other side leading to the Charney Road. That is well-established to be dangerous no matter from which direction it is approached. There has to my knowledge been at least one fatality and numerous accidents over the years. A safer arrangement there is long overdue.</p>
(4) Local resident, (Abingdon, Appleton/Hinton Road)	<p><b>Object</b> – Waste of time as the present 30mph speed limit is regularly well exceeded 50-60mph by residents with big cars.</p> <p>Travel change: <b>No</b></p>
(5) Local resident, (Hinton Waldrist, High Street)	<p><b>Object</b> – People already respect the speed limit and drivers will be so focused on looking at their speedometer it will be dangerous.</p>

	Travel change: <b>No</b>
(6) Local resident, (Longworth, Appleton Road)	<b>Object</b> – There have been no accidents in the village and it is an unnecessary cost to impose a speed limit reduction  Travel change: <b>No</b>
(7) Local resident, (Longworth, Bowbank)	<b>Object</b> – We are a rural village where you have to drive to the nearest shop because it is across an A road. Lowering the speed limit is not going to make people walk or cycle more here until there is a safe cycle route along the A420 (please can we have that?). The problem of speed within the village is not people driving at 30 instead of 20mph: it's people ignoring the 30 limit and driving far too fast past walkers and children.  Changing the limit would not affect the people who decide they will not drive considerately and may even be counterproductive. We need enforcement of speed limits (sleeping policemen? A camera?) not a change to a limit.  Travel change: <b>No</b>
(8) Local resident, (Longworth, Cow Lane)	<b>Object</b> – On the whole people respect the 30mph limit in the village as it is hard to even reach it. 20mph just creates more opportunity for people to be prosecuted.  Travel change: <b>No</b>
(9) Local resident, (Longworth, Hinton Road)	<b>Object</b> – This is an unnecessary, economically unjustified proposal with unproven benefits which would only increase journey times.  Travel change: <b>No</b>
(10) Local resident, (Longworth, Rectory Lane)	<b>Object</b> – 20mph limits have their uses eg near schools, but in general they are unrealistically low, and widespread introduction will simply lead to abuse.



	Travel change: <b>No</b>
(11) Local resident, (Longworth, Lodge Lane)	<p><b>Object</b> – 20 mph should be brought in around school hours only</p> <p>Travel change: <b>Other</b> I would drive around the village on the 415/420 to avoid such a low speed limit.</p>
(12) Local resident, (Longworth, Tucks Lane)	<p><b>Object</b> – Through the village should be 20 perhaps due to the school and narrow lanes but not Appleton Road. There is no need to reduce to less than 30. There have been no accidents involving people along that road and the speed limit through such areas according to the Highway Code is 30mph. OCC is right to consider pedestrians and cyclists but they need also consider the drivers that drive responsibly and safely and respond accordingly when speed needs to be reduced. Whatever the speed limit there will be drivers who drive too fast.</p> <p>Travel change: <b>No</b></p>
(13) Local resident, (Longworth)	<p><b>Object</b> – Do not consider 20 mph. appropriate for every road currently 30 mph. in village.</p> <p>Travel change: <b>No</b></p>
(14) Local resident, (Longworth, Bow Bank)	<p><b>Object</b> – I don't think that the people who currently drive at speed and without consideration to other road users will take any notice and it will effect those who do drive with care and attention and at speeds in relation to the roads and conditions.</p> <p>I think drivers should be taught more about driving safely and be required to have refresher tests. The buses that come through the village are far to big and are usually fairly empty. They are dangerous and we would be safer and better served with smaller, more frequent buses. This would encourage people to leave their cars at home.</p> <p>The cost of implementing these 20mph zones, and in some cases it seems to dismantling them must be costing a fortune which could be spent on other issues.</p>

	<p>Travel change: <b>No</b></p>
<p>(15) Local resident, (Longworth, Bow Bank Close)</p>	<p><b>Concerns</b> – I would like to know how the new speed limit will be enforced. People already drive above 30 mph on Hinton Road. Through the village, there are so many bends, narrow roads and cars parked that I don't think it's possible to go over 20mph anyway. Hinton Road is the problem.</p> <p>Travel change: <b>No</b></p>
<p>(16) Local resident, (Longworth, Cow Lane)</p>	<p><b>Concerns</b> – I think 20mph should be the limit in the main part of the village (Cow Lane, High Street, Church Lane and Rectory Road, but it should remain at 30 for most of the Appleton Road.</p> <p>Travel change: <b>No</b></p>
<p>(17) Local resident, (Longworth, Pine Woods Road)</p>	<p><b>Concerns</b> – I am a regular user of the roads concerned. My house is within the proposed area of the reduced limit</p> <p>Travel change: <b>No</b></p>
<p>(18) Local resident, (Longworth, Appleton Road)</p>	<p><b>Concerns</b> – I live on the Appleton Road in the 30 mile an hour zone. Whilst I believe the speed awareness sign does make a difference to drivers coming into the village there are still many who do not take any notice of the 30 mile an hour speed limit. I do not feel that a 20 mile an hour speed limit will be effective with few people taking notice of it along the Appleton road.</p> <p>20 mph may be a good idea around the school and in the centre of the village. I feel without any form of enforcement this will not be effective to calming traffic and may be possibly the opposite. Speed watch at 30 mph had to be discontinued due to aggression and abuse from some drivers, including some longworth residents. I worry about what would happen and if this would make any real difference.</p> <p>Travel change: <b>No</b></p>

<p>(19) Local resident, (Longworth, Church Lane)</p>	<p><b>Concerns</b> – The proposed 20mph limit is supported, but only for Longworth streets with no pavement. All other streets should retain existing limit.</p> <p>A blanket 20mph limit invites criticism of yet more Green Claptrap and should be avoided at all costs.</p> <p>Travel change: <b>No</b></p>
<p>(20) Local resident, (Longworth, Tucks Lane)</p>	<p><b>Concerns</b> – The bottom road is not really part of the village proper and is the main road from Appleton the Hinton. 20 mph here on a relatively unpopulated country road is not necessary and will lead to frustration from drivers trying to get from A to B, particularly delivery drivers and buses which have schedules to adhere to. 20mph in Longworth Village is fine</p> <p>Travel change: <b>No</b></p>
<p>(21) Local resident, (Abingdon, Church Lane)</p>	<p><b>Support</b> – Better safety for children and walkers particularly with school runs to the village school. Lots of speeding cars go through the village endangering the pedestrians and people walking to school or for exercise.</p> <p>Travel change: <b>No</b></p>
<p>(22) Local resident, (Hinton Waldrist, Lamb Lane)</p>	<p><b>Support</b> – I support this through Cow Lane, High Street, Rectory Road etc...main part of village. Not sure a 20 is necessary through Appleton and Hinton Road. I would like to see the Hinton Road from Longworth to Hinton made perhaps into a 40 zone though! 60 is much too fast for a Road where many people walk.</p> <p>Travel change: <b>No</b></p>
<p>(23) Local resident, (Kingston Bagpuize, Rimes Close)</p>	<p><b>Support</b> – 20mph is fast enough.</p> <p>Travel change: <b>No</b></p>

<p>(24) Local resident, (Longworth, Appleton Road)</p>	<p><b>Support</b> – We live on the Appleton rd and have a lot of people speed past our house.</p> <p>Travel change: <b>No</b></p>
<p>(25) Local resident, (Longworth, Appleton Road)</p>	<p><b>Support</b> – I walk my dogs along these roads every day. Many vehicles ignore the current 30mph limit on Appleton Road. Whereas I am supportive of the proposal it needs to be in conjunction with reducing the national speed limit currently in force on Appleton Road from the start of the village to the A415.</p> <p>Walking along this road can be terrifying with vehicles seeming to think the national speed limit is a target to be achieved rather than a maximum. Also is it realistic/achievable to put a 20mph speed limit immediately after a 60mph speed limit? Perhaps introducing a 40mph speed limit along this stretch of road in place of the 60mph would ensure vehicles arrive at the village boundary at a more reasonable speed?</p> <p>Travel change: <b>No</b></p>
<p>(26) Local resident, (Longworth, Appleton Road)</p>	<p><b>Support</b> – I support the 20mph restrictions but not for Appleton road towards Hinton</p> <p>Travel change: <b>No</b></p>
<p>(27) Local resident, (Longworth, Appleton Road)</p>	<p><b>Support</b> – The roads in and around Longworth and specifically the through road connecting Hinton Waldrist to the A415 is heavily used by commercial vaqns and local traffic as such speeding in and around the environs is common place, this is substantiated by data from the current 30 mph speed indication sign which at the last analysis of data showed average speed at 37 mph for vehicles along the Appleton Road within the built up current 30 mph area</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(28) Local resident, (Longworth, Appleton Road)</p>	<p><b>Support</b> – Appleton Road is narrow with no white line, meaning vehicles often need to slow down to go around people walking, parked cars, cyclists etc. Reducing the limit will ensure drivers can do this safely and people are safer when walking along the road which has no footpath.</p>

	<p>We live on Appleton Road and cars, and other vehicles, regularly speed through the village with often no attempt to slow down as they go from the national speed limit area into the 30mph zone; will they slow for a 20mph? The segment of road from the 30 sign at the start of the village up to the A415 is currently national speed limit despite it being narrow with blind corners and no footpath. Cars often come along at excessive speed and it is very frightening walking along there. Ideally this Road would be 40mph from the crossroads which would then lead better into the 20mph zone</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(29) Local resident, (Longworth, Bow Bank Close)	<p><b>Support</b> – Some drivers already ignore the 30mph limits so reducing this to 20mph might increase road safety for the villagers their children, pets and general safety.</p> <p>Travel change: <b>No</b></p>
(30) Local resident, (Longworth, Bowbank)	<p><b>Support</b> – A 20mph limit would hopefully reduce the speed of the faster drivers, especially when they are approaching awkward junctions. (End of cow lane, for example).</p> <p>Travel change: <b>No</b></p>
(31) Local resident, (Longworth, Church Lane)	<p><b>Support</b> – Because I live in the village and vehicles speed down the Appleton road. If the speed limit is 20mph maybe people will slow down to 30 instead of doing about 50mph</p> <p>Travel change: <b>No</b></p>
(32) Local resident, (Longworth, Church Lane)	<p><b>Support</b> – Probably now more than ever in the village there are loads of little children. Keeping them safe is paramount. Reducing the speed limits will just increase their wellbeing</p> <p>Travel change: <b>No</b></p>

<p>(33) Local resident, (Longworth, Cow Lane)</p>	<p><b>Support</b> – Narrow roads through Longworth and I feel a 20 limit will mean people not adhering to speed limits will likely to do about 30 in reality vs 40+</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(34) Local resident, (Longworth, Cow Lane)</p>	<p><b>Support</b> – I support the proposal. The bottom line is that it saves lives. Driving in a 20mph zone in Witney has shown me that it is much safer. You have more time to react to unexpected events. I thought I would find it very tiresome to be travelling so slowly. But, for the small inconvenience of arriving a minute or two later, it really is a safer and easier driving experience. Other benefits of course should mean less noise and pollution.</p> <p>Travel change: <b>No</b></p>
<p>(35) Local resident, (Longworth, Harris's Lane)</p>	<p><b>Support</b> – People fly through the village, there are children playing in the road and I'm hoping this will make a difference but unfortunately I'm not sure it will.</p> <p>Travel change: <b>Other</b> Unfortunately I am disabled so have to use my car to get to work and anywhere I need to go.</p>
<p>(36) Local resident, (Longworth, High Street)</p>	<p><b>Support</b> – To minimise risk of speeding traffic to other road users, pedestrians, cyclists and animals.</p> <p>Travel change: <b>No</b></p>
<p>(37) Local resident, (Longworth, High Street)</p>	<p><b>Support</b> – Have been keen to have a 20mph limit in Longworth for years -in the village there are narrow roads , sharp bends , narrow (or non existent) footpaths and cars driving too fast, in particular along the Appleton Road and the High Street.</p> <p>Increasing numbers of vehicles have not helped. I walk and cycle in Longworth and this is frequently a hazardous experience. The 20 mile limit should begin further east along the Appleton Road at the junction of Draycot Road/Draycot Moor Farm; that short stretch of narrow high banked road (with a bend and a blind rise has no foot path and no speed restriction at all) is often used by walkers and cyclists.</p>

	Travel change: <b>Yes - cycle more</b>
(38) Local resident, (Longworth, Pine Woods Road)	<p><b>Support</b> – We live on the edge of the village and walk into school every day with our two small children. The 30 mph limit is already often breached by many driving through. We would like our walk to be safer - especially as half of the route is along a road with no footpath.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(39) Local resident, (Longworth, Pinewoods)	<p><b>Support</b> – I walk my daughter through the village daily to school and regularly encounter speeding cars. We live at the beginning of the 30 limit into the village and people regularly pass our house at well over 30mph. Reducing to 20mph would further stress the importance of adherence.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(40) Local resident, (Longworth, Rectory Lane)	<p><b>Support</b> – Many vehicles pass through the village at high speed much above 30, and it's dangerous (and frightening) when you're walking a dog, cycling, etc, especially as we don't have many footpaths, and even more so at night. I think people (usually small vans) will stop going through the village at 50+ if the speed limit is 20. I also think it will help prevent the large number of pet deaths that have occurred on the Appleton-Hinton road over the last year.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(41) Local resident, (Longworth, Tucks Lane)	<p><b>Support</b> – People speed through the village despite there being young children playing, dog walkers and people riding horses</p> <p>Travel change: <b>No</b></p>
(42) Local resident, (Longworth, Tucks Lane)	<p><b>Support</b> – There are many pedestrians in Longworth and no pavements. Increased traffic, especially delivery vans makes a 20mph limit very desirable. Only issue will be enforcement.</p>

	Travel change: <b>No</b>
(43) Local resident, (Longworth, Appleton Road)	<b>Support</b> – There are no pavements in the Appleton Road or Cow Lane : if there pavements I would not feel the 20mph to be advisable.  Travel change: <b>Yes - cycle more</b>
(44) Local resident, (Longworth, Appleton Road)	<b>Support</b> – I am supporting this. We live on Appleton road and although we have a slow down electronic speed sign, it makes no difference to cars speed. There are no paths until you reach the main village so walking the dog or taking the kids to school can be treacherous.  Travel change: <b>Yes – scoot more</b>
(45) Local resident, (Longworth, Bowbank)	<b>Support</b> – The lack of pavements around much of the village mens that there are often pedestrians in the road. A 20mph limit would make this safer for pedestrians and cyclists  Travel change: <b>No</b>
(46) Local resident, (Longworth, Bowbank)	<b>Support</b> – In a busy village with narrow roads plus cars parked on verges no one should be traveling more than 20mph  Travel change: <b>Other</b> I enjoy running and would feel safer than I do at the moment.
(47) Local resident, (Longworth, Church Lane)	<b>Support</b> – Improve road safety, especially for dog walkers, particularly along Appleton / Hinton Rd  Travel change: <b>No</b>



<p>(48) Local resident, (Longworth, High Street)</p>	<p><b>Support</b> – Safety of those walking and travelling around the narrow roads</p> <p>Travel change: <b>No</b></p>
<p>(49) Local resident, (Longworth, Hinton Road)</p>	<p><b>Support</b> – I am very much in favour of a 20mph speed limit. I live in Hinton Road and cars constantly pass at a higher speed than 30mph and it may help to reduce this. I have lived there for a year and a half and four pet cats have been killed by speeding cars during that period. I have a cat and I worry about her getting out in to the road.</p> <p>I walk with my granddaughter to Hinton Waldrist to the farm shop and I constantly have to pull her to the side to avoid passing cars. I feel more priority needs to be given to residents, pedestrians and cyclists. I have not used my bike since moving to Oxfordshire from London as I feel there is no safe provision for cyclists and slowing the traffic is one of the best ways of improving this situation although it needs to be enforced with electronic speed signs or cameras where possible.</p> <p>I also feel slowing traffic will help reduce the number of wild animals killed on the road. There are too many badgers, foxes, deer and birds being hit by car. I fully support a 20mph scheme throughout the village and would especially not want Hinton Road and Appleton Road excluded from this as this is where most speeding occurs.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(50) Local resident, (Longworth, Hinton Road)</p>	<p><b>Support</b> – To improve safety, for all Road users. Increase freedom of movement for children and elderly. Improve health to encourage cyclists and walkers. Also the road can be narrow and in some places poor visibility with difficulty pulling out of side roads.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(51) Local resident, (Longworth, Hinton Road)</p>	<p><b>Support</b> – If drivers do not slow down and drive more carefully along the Hinton Road, it is a question of time only before someone is hit and at the very least seriously injured.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(52) Local resident, (Longworth, Pinewoods Road)</p>	<p><b>Support</b> – Our children go to the village school and we like to use our bikes to get to a school, it is frightening the speed of the cars on our tiny village roads, anything that can make it safer gets my vote.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(53) Local resident, (Longworth, Appleton Road)</p>	<p><b>Support</b> – I live in Longworth and live on the main Appleton road. Car's do not stick to 30 currently and this poses a huge risk when walking to school with our children!</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(54) Member of public, (unknown)</p>	<p><b>No opinion</b></p> <p>Travel change: <b>No</b></p>