

Divisions affected: *Kingston and Cumnor*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**18 JULY 2024**

### **APPLETON WITH EATON – PROPOSED 20MPH SPEED LIMITS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Appleton & Eaton, as advertised.**

#### **Executive Summary**

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

#### **Financial Implications**

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

#### **Legal Implications**

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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

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

#### **Sustainability Implications**

- The proposals would help encourage walking and cycling within Appleton & Eaton by making them safer and more attractive.

## Formal Consultation

- Formal consultation was carried out between 16 May and 7 June 2024. 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, Appleton with Eaton Parish Council, and the local County Councillor representing the Kingston and Cumnor division.

### Statutory Consultee Responses:

- Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
- The Cabinet Member for Infrastructure & Development Strategy (also the County Cllr responsible for the neighbouring North Hinksey division) submitted their full support for the proposals.
- Oxford Bus Company offered no objection citing that they felt the proposals were a proportionate measure that balances the aims of the County's Vision Zero casualty reduction policy with the need to ensure that the measures are both effective (i.e. self-enforcing) and also do not serve to make bus services substantially less attractive and more costly to run.

### Other Responses:

- 40 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

| Proposal       | Object   | Partially support | Support  | No opinion/ objection | Total |
|----------------|----------|-------------------|----------|-----------------------|-------|
| Appleton 20mph | 14 (35%) | 4 (10%)           | 21 (53%) | 1                     | 40    |
| Eaton 20mph    | 13 (33%) | 1 (3%)            | 18 (45%) | 8                     | 40    |

\* note – all percentages rounded up/down to nearest whole number.

- 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 | 5 (13%)  |
| Yes - cycle more      | 2 (5%)   |
| No                    | 33 (83%) |

\* note – all percentages rounded up/down to nearest whole number.

12. Additionally, a further three emails were received – comprising of two objections, and one partially supporting (requesting an extension to the proposed limit on Eaton Road).

13. The responses are shown in full at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

### **Officer Response to Objections/Concerns**

14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also 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 reduce the County’s carbon footprint. This forms part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’.

15. Requests from two members of the public to apply a 30 or 40mph speed limit, in place of the National Speed Limit, on Oaksmere to the A420 on safety grounds is noted. Whilst this is outside the scope of the current funded project, it could potentially be progressed subject to funding and further consultation.

16. One respondent requested an extension of the 20mph limit along the road from Eaton to Bablock Hythe, and three respondents requested an extension along Eaton Road to the Christmas Barn. These requests are noted; however, officers consider that the proposed terminal positions remain on balance the most appropriate locations. The extensions are not feasible as part of the current scheme consultation but could potentially be progressed subject to support from the Parish Council, as well as funding and further consultation.

17. 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 any specific comments made of this nature in this report.

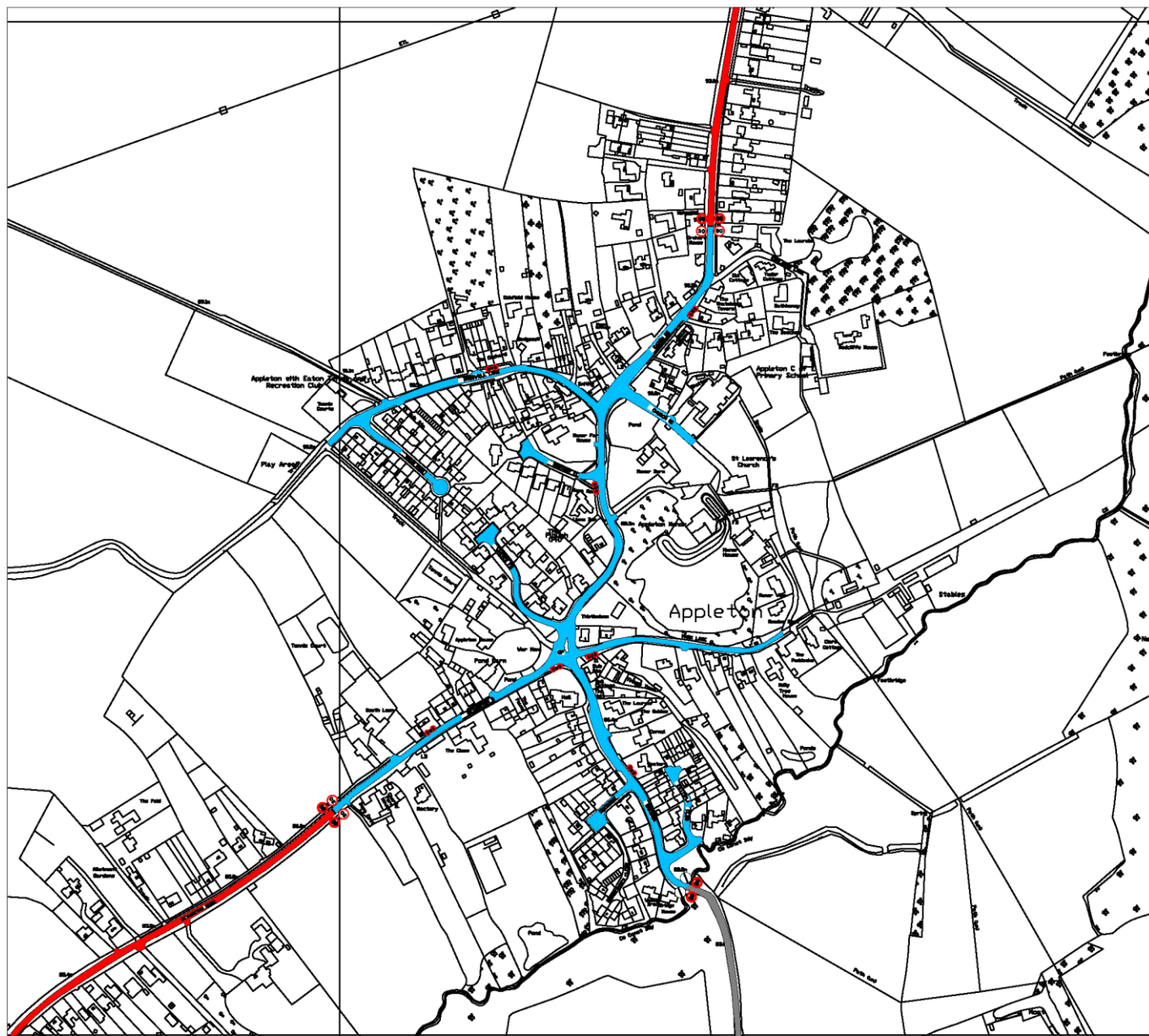
Paul Fermer  
Director of Environment and Highways

Annexes                                    Annexes 1 & 2: Consultation plans  
    Annex 3: Consultation responses

Contact Officers:                        Roger Plater (Senior Officer – Vision Zero)

Matt Archer (Portfolio Manager - Programme Delivery)

July 2024



**Appleton 20mph** Revision 1.0

| Legend             |                                      |
|--------------------|--------------------------------------|
| Proposed 20        | <span style="color: blue;">█</span>  |
| Existing 30        | <span style="color: red;">█</span>   |
| Existing NSL       | <span style="color: grey;">█</span>  |
| Not Public Highway | <span style="color: black;">█</span> |

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| Rev. | Date     | Purpose of revision | Drawn | Checked | Approved |
|------|----------|---------------------|-------|---------|----------|
| 1.0  | 20.10.23 | Proposed 1          | C.R.  |         |          |

**OXFORDSHIRE COUNTY COUNCIL**  
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 County Hall  
 100 High Street  
 Oxford  
 OX1 1ND  
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Project title: Appleton-with-Eaton 20mph Scheme

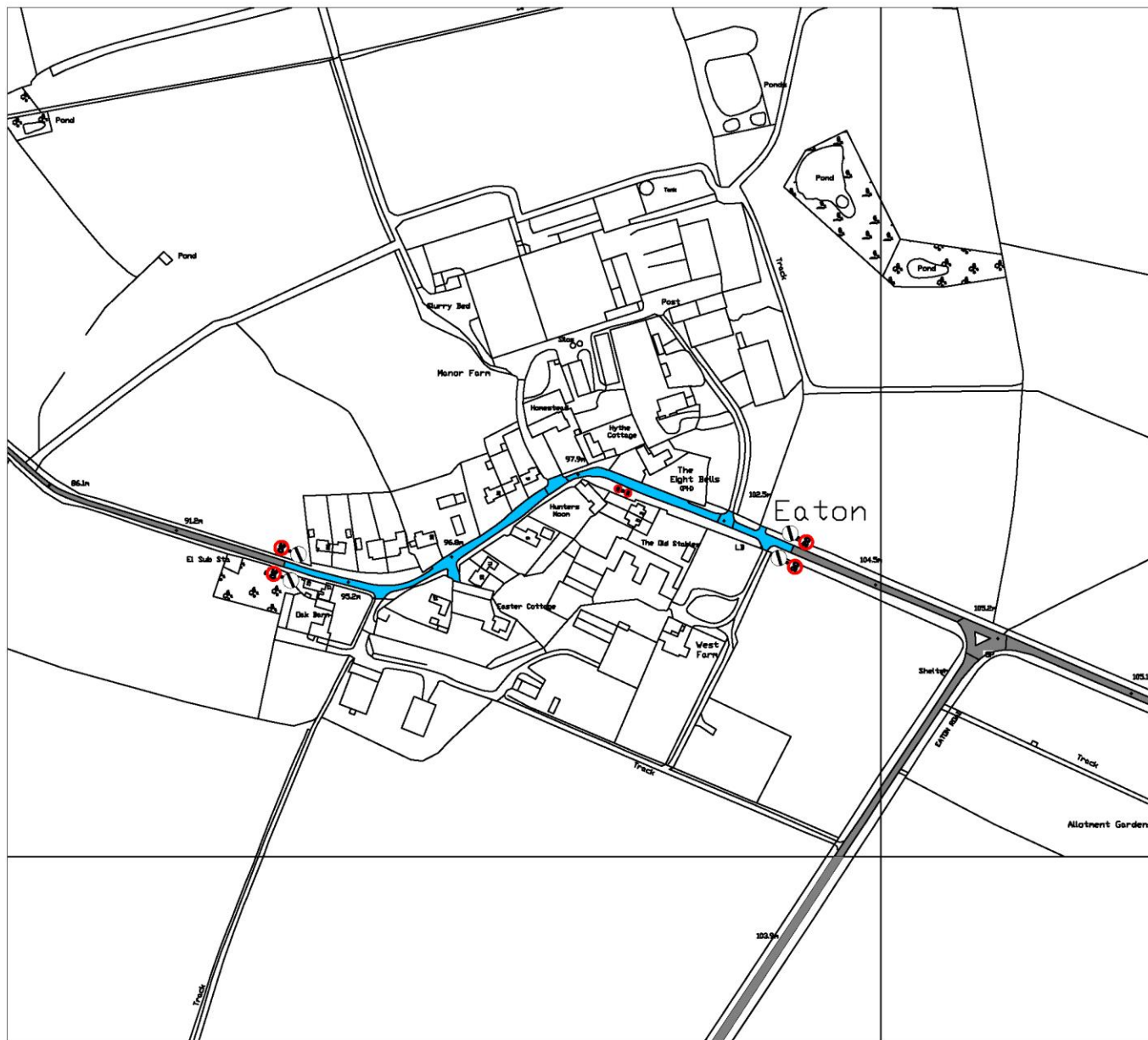
Drawing title:  
 Appleton 20mph Scheme Overview

Drawing Status

|            |                      |                        |                         |
|------------|----------------------|------------------------|-------------------------|
| Scale @ A3 | Drawn by: C.R.       | Checked by: E.J.B.     | Approved by: G.J.B.     |
|            | Date drawn: 20.10.23 | Date checked: 24.10.23 | Date approved: 24.10.23 |

Oxfordshire Project No. & File Ref

Drawing No. 1.0 Revision 1.0



| <b>Eaton 20mph</b>  |                      | Revision 1.0           |                         |         |              |             |  |              |  |                    |
|---|----------------------|------------------------|-------------------------|---------|--------------|-------------|--|--------------|--|--------------------|
| <table border="1" style="margin: auto;"> <tr> <th colspan="2">Legend</th> </tr> <tr> <td style="width: 20px; height: 10px; background-color: #00AEEF; border: 1px solid black;"></td> <td>Proposed 20</td> </tr> <tr> <td style="width: 20px; height: 10px; background-color: #808080; border: 1px solid black;"></td> <td>Existing NSL</td> </tr> <tr> <td style="width: 20px; height: 10px; background-color: #FFFFFF; border: 1px solid black;"></td> <td>Not Public Highway</td> </tr> </table> |                      |                        | Legend                  |         |              | Proposed 20 |  | Existing NSL |  | Not Public Highway |
| Legend  |                      |                        |                         |         |              |             |  |              |  |                    |
|   | Proposed 20          |                        |                         |         |              |             |  |              |  |                    |
|   | Existing NSL         |                        |                         |         |              |             |  |              |  |                    |
|   | Not Public Highway   |                        |                         |         |              |             |  |              |  |                    |
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| Rev.  | Date                 | Purpose of revision    | Drawn                   | Checked | Approved     |             |  |              |  |                    |
| 1.0   | 20.03.24             | Proposed 1             | C.R.                    |         |              |             |  |              |  |                    |
| <div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;">             Owen Jenkins<br/>             Director for<br/>             Infrastructure Delivery<br/>             Communities<br/>             Oxfordshire County Council<br/>             County Hall<br/>             100 High Street<br/>             Oxford<br/>             OX1 1ND<br/>             Tel: 0845 310 1111           </div>  |                      |                        |                         |         |              |             |  |              |  |                    |
| Project title: Appleton-with-Eaton 20mph Scheme   |                      |                        |                         |         |              |             |  |              |  |                    |
| Drawing title:<br>Eaton 20mph Scheme Overview   |                      |                        |                         |         |              |             |  |              |  |                    |
| Drawing Status  |                      |                        |                         |         |              |             |  |              |  |                    |
| Scale @ A3  | Drawn by: C.R.       | Checked by: E.JB       | Approved by: G.JB       |         |              |             |  |              |  |                    |
|   | Date drawn: 20.03.24 | Date checked: 18.08.23 | Date approved: 18.08.23 |         |              |             |  |              |  |                    |
| 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> <li>• existing traffic speeds</li> </ul> |

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|  | <ul style="list-style-type: none"> <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) Head of Strategic Development and the Built Environment, (Oxford Bus &amp; Thames Travel)</p> | <p><b>No objection</b> – Oxford Bus Co. operates the 63 and 63S services running through Appleton and close to Eaton, on behalf of the County Council. In their latest iteration, these are relatively recently introduced, and are funded through non-mainstream funding sources. However, it is relevant to recall that the village had been consistently served for very many years before Summer 2016, when Oxfordshire County Council eliminated its budget for uncommercial bus services, by services including a 63, and variants of the 66. It is not unreasonable to conclude that it might prove possible to sustain the 63 in the longer term subject to ongoing public funding being available, as the policy basis for it could be reasonably strong. We see meaningful use of the service.</p> <p>That said, service 66 is available at the Appleton Turn stops on the A420 about 900m walk from the southern edge of the village. This runs frequently, seven days a week and as many as 20 hours in 24. Modest but significant numbers of residents make the walk, or cycle, down an unlit lane to take advantage of this.</p> <p>The proposals look to reduce speed limits along a 800m section in the core of the village of Appleton. Here the village is much more built up, with a Primary School and a number of important local facilities including the village shop and a number of businesses including the pub, at various points along it. The built form is far from intimate. However, the footways are narrow and generally found only on one side of the carriageway. Nor are they lit. Forward visibility is quite limited in a number of places. As such the attractiveness and safety of walking and cycling within the village will demonstrably substantially benefit from a 20mph limit, and credibly could encourage more use of walking and cycling within the village, especially since there are no wider local highway links offering parallel alternatives for pedestrians and cyclists to the main street through what is a substantial and quite extensive settlement.</p> |



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|  | <p>The village exhibits a strongly linear form, with significant ribbon development extending the built frontage to the north east and south west, quite substantially. This wider extent of the village is already under a 30mph limit, over a much longer 1800m stretch between Millway Lane and Appleton Christmas Barn. We note positively that a 1000m extent of the outer extents of the currently restricted area is to remain at this speed.</p> <p>We consider that this is a proportionate measure that balances the aims of the County's Vision Zero casualty reduction policy, including the 20mph initiative, with the need to ensure that the measures are both effective (i.e. self-enforcing) and also do not serve to make bus services substantially less attractive and more costly to run in their current form.</p> <p>We thus offer no objection to these proposals.</p> |
| (3) Cabinet Member for Infrastructure & Development Strategy, (North Hinksey division) | <p><b>Support</b> – In full support.</p>   |
| (4) Local resident, (Appleton)   | <p><b>Object</b> – I am writing to you to state my absolute disapproval of the above proposal, I have lived in this village all of my life and cannot remember any accidents due to speeding traffic through the village.</p> <p>I understand that this proposal is to persuade villagers to use other forms of transport (ie cycling and walking) if you took the time to walk through our village you would see that the state of the roads makes it extremely dangerous to venture out on your bicycle.</p> <p>So in conclusion I would much rather you use our money to make our village roads safer to use, than spending millions of pounds on reducing the 30mph to 20mph, I would love to know how much has been spent on this throughout the county.</p>  |
| (5) Local resident, (Appleton)   | <p><b>Object</b> – Oxfordshire County Council states it wants to make our built environments safer and more attractive places to walk and cycle. 20 mph speed limit does not necessarily do this.</p> <p>OCC has not stated how the suggested proposal will achieve the desired impact.</p>  |

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|  | <p>OCC has only proposed one solution to achieve the stated objective- why have OCC not offered alternative approaches to the issue?<br/>Does OCC lack the imagination of alternative approaches?</p> <p>OCC are proposing a linear solution to systems problem and as such will get an inferior solution.</p> <p>Having just spent 2 weeks in Singapore can I suggest an alternative solution to making the "environment safer and more attractive" along with helping sequester carbon at the same time.</p> <p>If OCC planted trees every 100 - 200 meters in the road way on one side of the road they are wanting to make "Safer and more attractive" then this would naturally slow vehicles down - cars already park along the road anyway , making a lot of Appleton village single track anyway - which slows cars down. It would also make the place more attractive as well help the UK sequester more carbon to reduce the impact of climate change.</p> <p>Putting up 20 mph signs will not necessarily make the place any safer, vehicles can still exceed the speed limit, will not make the place any more attractive and will not help the planet sequester more carbon.</p> <p>I hope OCC will consider seriously this alternative approach and may be use Appleton as a trial site to see how it works - for everyone.</p> <p>We need better ideas and thinking for the various challenges that society is facing.</p> |
| <p>(6) Local resident,<br/>(Appleton, Netherton)</p> | <p>Appleton 20mph – <b>Object</b><br/>I object to these proposals because they fail to address the areas in the village where speeding primarily occurs. The areas that have been left as 30mph "buffers" are the areas where village surveys have shown that most speeding occurs. The areas that are being converted to 20mph in the centre of the village see slower speeds due to the narrower roads and the presence of parked cars which serve as a natural limit to speed. This proposal does not address the safety of people and pets in the so called "buffer zones". The establishment of 20MPH in the middle of the village will have little practical impact on changing speeds that are driven, while leaving the 30MPH buffer zones fails to address the areas that truly need a lower speed limit for safety reasons.</p> <p>Eaton 20mph – <b>No objection</b><br/>As i live in Appleton I will leave it to the residents of Eaton to speak to what is best for their streets.</p>  |

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|  | Travel change: <b>No</b>  |
| (7) Local resident,<br>(Appleton, Netherton Rd)  | <p>Appleton 20mph – <b>Object</b><br/>The proposed area only covers the centre of the village where it is only possible to drive at 20mph due to sharp turns and parked cars. Where speeding occurs on the Eaton and Netherton Roads no concession is being made to reduce speed limits.</p> <p>Eaton 20mph – <b>No objection</b><br/>It is for the residents of Eaton to decide if they agree to the speed limit proposals</p> <p>Travel change: <b>No</b></p>   |
| (8) Local resident,<br>(Appleton, Badswell Lane) | <p>Appleton 20mph – <b>Object</b><br/>Do not see a need for the new limit<br/>20MPH zones seem to cause more issues and friction than they solve</p> <p>Eaton 20mph – <b>Object</b><br/>As stated in the previous answer</p> <p>Travel change: <b>No</b></p>  |
| (9) Local resident,<br>(Appleton, Badswell Lane) | <p>Appleton 20mph – <b>Object</b><br/>The proposed 20 MPH zone in Appleton, included a short section of the road through the village which due to the residents parking and school time parking makes it almost impossible to reach 20 MPH let alone the 30 MPH which it is at the moment. also it includes two cul de sac's and one no through road which has many parked cars slowing the traffic.</p> <p>Also as a past member of the parish council I was in charge of the village speed sign and it's data. In most areas of the village 90% - 92% of the traffic is under the 30 MPH limit, the few people who break the 30MPH limit will NOT keep to the 20MPH limit ( the worst speeding in on the outskirts of the village which is not covered by the proposed 20 MPH zone.)</p> <p>If the proposed 20 MPH zone is imposed, It will be a waste of time and money as NO ONE WILL ENFORCE IT.</p> |

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|   | <p>Eaton 20mph – <b>Object</b><br/> The Village of Eaton is too small and narrow to need a 20MPH limit as it's impossible for cars to travel at 30MPH. Also as in Appleton NO ONE WILL ENFORCE IT.</p> <p>Travel change: <b>No</b></p>   |
| <p>(10) Local resident,<br/> (Appleton, Englands Lane)</p>  | <p>Appleton 20mph – <b>Object</b><br/> The current speed limit of 30 miles an hour is fine. 20 miles an hour is unnecessarily slow,</p> <p>Eaton 20mph – <b>Object</b><br/> The current speed limit of 30 miles an hour is fine. 20 miles an hour is unnecessarily slow.</p> <p>Travel change: <b>No</b></p>   |
| <p>(11) Local resident,<br/> (Appleton, Netherton Road)</p> | <p>Appleton 20mph – <b>Object</b><br/> A 20mph limit is not required. As far as I am aware there have been no recorded injury accidents involving motor vehicles in this village within the 30mph area.<br/> It is impossible to even drive a vehicle at 30mph in the heart of the village due to the sharp, blind bends; especially at school opening and closing times due to all the cars parked in the area of the school.<br/> The only areas where the 30mph limit seems to occasionally be exceeded is in the Netherton Road, between the 30mph signs and the pond, and the Eaton Road, between the 30mph signs and the area with dwellings both sides of the road.<br/> If thought necessary a simple chicane should be sufficient in both these areas to ensure adherence to the 30mph limit without the necessity to have a proliferation of extra signs through the village.</p> <p>Eaton 20mph – <b>Object</b><br/> I cannot believe vehicles are driven at speeds of over 30mph in Eaton. Both Appleton and Eaton are pretty villages which won't be enhanced by having extra signs put up.</p> <p>Travel change: <b>No</b></p> |

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| <p>(12) Local resident,<br/>(Appleton, Town furlong)</p>            | <p>Appleton 20mph – <b>Object</b><br/>No need for it, 30 mph is excessively slow and leads to potential for more traffic accidents , road rage etc. in centre of village speed is more or less self governing due to parked vehicles and road layout snywsy</p> <p>Eaton 20mph – <b>Object</b><br/>20mph is too slow for road vehicles. Drivers can judge safe speeds up to 30 now. Those that don't won't obey any new limits snyway</p> <p>Travel change: <b>No</b></p> |
| <p>(13) Local resident,<br/>(Appleton, Badswell Lane)</p>           | <p>Appleton 20mph – <b>Object</b><br/>This will not make the roads safer. Spend the money on repair the atrocious road surfaces in and into the village, these are more dangerous</p> <p>Eaton 20mph – <b>Object</b><br/>It is limited in speed by its narrow construction. Dont waste the money on adding unnecessary signs.</p> <p>Travel change: <b>No</b></p>   |
| <p>(14) Local resident,<br/>(Appleton, Fettiplace close)</p>        | <p>Appleton 20mph – <b>Object</b><br/>3/4 of the roads that you are proposing to make 20 mph are small residential areas where cars can't and won't ever be able to travel any faster than 10/15 miles so would be a massive waste of time and money putting sighs up</p> <p>Eaton 20mph – <b>Object</b><br/>See last response</p> <p>Travel change: <b>No</b></p>  |
| <p>(15) Local resident,<br/>(Appleton Oxon,<br/>Netherton road)</p> | <p>Appleton 20mph – <b>Object</b><br/>20 mph restriction outside school very acceptable but not in the rest of the village</p>  |

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|   | <p>Eaton 20mph – <b>Object</b><br/>As comment on last question</p> <p>Travel change: <b>No</b></p>  |
| <p>(16) Local resident,<br/>(Appleton &amp; Eaton, Park Lane)</p>         | <p>Appleton 20mph – <b>Object</b><br/>1. Through most of the village of Appleton, the speed has to be lower than 30mph due to parked vehicles. Thus to have signs of 20mph is a waste of time. 2. There is little monitoring of the speed limit and I am sure that will continue to be the case. 3. Cyclists already use Appleton as a cycling route. 4. Appleton already has footpaths along the Eaton and Netherton Roads.</p> <p>Eaton 20mph – <b>Object</b><br/>1. Waste of money.</p> <p>Travel change: <b>No</b></p>  |
| <p>(17) Local resident,<br/>(Appleton Oxfordshire,<br/>Badswell Lane)</p> | <p>Appleton 20mph – <b>Object</b><br/>I objected to the original consultation about 20 mph in the parish carried out by Appleton with Eaton Parish Council and I now object to the formal consultation by OCC.<br/>I object to 20 mph in general in rural areas, they are not enforced by anyone so people see no need to adhere to them. The suggested 20mph sections of the village it would be difficult to go beyond 20mph, due to natural bends and parked cars. The side roads marked are mainly short cul de sacs where 20mph is difficult to achieve let alone 30th. 20 mph in Appleton with Eaton Parish is a waste of money and adds unnecessary Street furniture into a rural area. The area of the village that desperately needs a reduction in speed limits as referenced in our Neighbourhood Plan is Oaksmere from the A420 to Oaksmere bridge. Instead of National Speed Limit it needs to be 40mph. This road has no footpath and is used regularly by people accessing the S6 bus on the A420 there have been a number of near misses. Money would be better spent here but OCC have so far refused to do this on a number of occasions - how many deaths need to occur before this gets addressed?</p> <p>Eaton 20mph – <b>Object</b><br/>As referenced in my previous comment due to natural bends Eaton is difficult to travel at more than 20mph. Rather the straight road that goes down to Bablochythe from Eaton could well be reduced to 20mph. Many walkers use this road and take their lives in</p> |

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|   | Travel change: <b>No</b>  |
| (18) Local resident,<br>(Appleton with Eaton,<br>Park Lane) | <p>Appleton 20mph – <b>Object</b><br/>The cost of setting this up is useless, as it is difficult to go at speed through the village, parked cars, school and cyclists.</p> <p>Eaton 20mph – <b>Object</b><br/>waste of money, do the potholes instead. Potholes are more of a hazard.</p> <p>Travel change: <b>No</b></p>   |
| (19) Local resident,<br>(Eaton, Bablock Hythe<br>Road)      | <p>Appleton 20mph – <b>Object</b><br/>There have been no incidents or accidents provided on the linked map within the proposed area. There have been only 2 incidents, within the parish - end of Eaton Straight and Besselsleigh but there is no indication in what time periods these incidents were recorded. There are far more incidents including fatal ones on the A420 Oxford - Swindon road. Driving more slowly reduces the engine efficiency and as such increases air pollution. OCC have not mentioned any of the negative implications of reducing the traffic speed from 30 to 20 MPH. As such the presentation is biased and leads to poor decision making. May be OCC should instruct all vehicles to have a person walking in front of a vehicle waving a red flag. The OCC could better use its limited financial resources in other ways to improve overall road safety. Slow driving is also hazardous as it promotes road rage and impatience.</p> <p>Eaton 20mph – <b>Object</b><br/>There is no need for expense to change road signs as the road structure already slows cars down as it is difficult to go any faster anyway. The money would be better spent ensuring that the pot holes through Eaton and Appleton were repaired in a timely ma</p> <p>Travel change: <b>No</b></p> |
| (20) Local resident,<br>(Appleton, Netherton<br>Road)       | Appleton 20mph – <b>No objection</b>  |

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|  | <p>However, a regular, 7-day a week, bus service to Oxford within the village is mandatory. At the moment, there is bus 63 but it's infrequent and the schedule is really aimed at ensuring transport for the kids who to to Mathew Arnold during school days and hours.<br/>Should we decide to take that bus, it often leaves us trapped in town for hours or with no bus on a Sunday or Saturday.</p> <p>Eaton 20mph – <b>Object</b><br/>There is nearly no traffic on the two roads Bablock Hythe &amp; Bessesleigh road. Applying a 20mile per hour limit would only inconvenience drivers along Eaton Road between the end of Appleton and the beginning of Cumnor.<br/>I say, the speed limit there should</p> <p>Travel change: <b>No</b></p>   |
| (21) Local resident,<br>(Appleton, Eaton Road) | <p><b>Partially support</b> – We are very concerned to note that the proposed 20mph speed limit doesn't start until just before Englands Lane. We very strongly feel that it should start by the Christmas Barn where the existing 30mph speed limit starts, as vehicles approaching the village by the Barn continue to speed along past our houses on the Eaton Road not even keeping to the 30mph limit and only slowing down when they come to the bend by Englands Lane. There numerous houses along this part of the road, many with young children. Over the 56 years we have lived in Appleton we have had numerous cats killed on our road and it is only a matter of time before a much more serious accident occurs.</p> <p>We hope you will give favourable consideration to our request.</p> |
| (22) Local resident,<br>(Appleton, Netherton)  | <p>Appleton 20mph – <b>Partially support</b><br/>Don't turn my house into a buffer zone</p> <p>Eaton 20mph – <b>No objection</b><br/>Not relevant to me</p> <p>Travel change: <b>No</b></p>   |



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| <p>(23) Local resident,<br/>(Appleton, Netherton Road)</p> | <p>Appleton 20mph – <b>Partially support</b><br/>It's unclear the effect on the National speed limit on Eaton Rd between Appleton, Eaton and Cumnor. The 30mph of Appleton village can easily go down to 20mph but any change to the National speed roads is infeasible.</p> <p>Eaton 20mph – <b>No objection</b><br/>I don't go into Eaton</p> <p>Travel change: <b>No</b></p>  |
| <p>(24) Local resident,<br/>(Appleton, Town Furlong)</p>   | <p>Appleton 20mph – <b>Partially support</b><br/>Support 20 mph for core built up areas but not as far as roads out of village as per previous survey/proposals.</p> <p>Eaton 20mph – <b>Partially support</b><br/>Support 20 mph for core built up areas but not as far as roads out of village as per previous survey/proposals.</p> <p>Travel change: <b>No</b></p>   |
| <p>(25) Local resident,<br/>(Appleton, Eaton Road)</p>     | <p>Appleton 20mph – <b>Partially support</b><br/>I am dismayed to see that the new 20mph speed limit is proposed for only the centre of the village.<br/>I can only comment on Eaton Road, but my experience is that a number of vehicles are driven very fast along here and are still exceeding the speed limit when they reach the proposed point that the new 20mph limit will start.<br/>I would like to see the 20mph limit start further along Eaton Road, where the existing 30mph starts, in the hope that this will reduce speeding through the residential area. This same principle should apply throughout the village - ie the 20mph limit should start before all residential areas.</p> <p>Eaton 20mph – <b>Support</b><br/>I see that in Eaton the 20mph limit will encompass all residential areas and would like to see the same in Appleton.</p> <p>Travel change: <b>No</b></p> |

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| <p>(26) Local resident,<br/>(Appleton, Netherton Road)</p> | <p>Appleton 20mph – <b>Support</b><br/>I support the existing proposal but would like to see the 30mph limit on Oaksmere extended towards the A420 as the existing sign is too close to the village and a sharp bend/narrow bridge. There have been several incidents at this point with traffic travelling into the village and the increase in heavy goods and farm vehicles.</p> <p>Eaton 20mph – <b>No objection</b><br/>No particular reason but cyclists and walkers are at risk on a narrow road.</p> <p>Travel change: <b>No</b></p> |
| <p>(27) Local resident,<br/>(Appleton, Oaksmere)</p>       | <p>Appleton 20mph – <b>Support</b><br/>Traffic on Oakmere is too fast, particularly large tractors.</p> <p>Eaton 20mph – <b>No objection</b><br/>I live in Appleton, so have no objection to speed limits in Eaton</p> <p>Travel change: <b>No</b></p>   |
| <p>(28) Local resident,<br/>(Appleton, Town Furlong)</p>   | <p>Appleton 20mph – <b>Support</b><br/>The stretch of road from the former Thatched Tavern pub to approximately 100m beyond the pond is frequently single lane owing to parked cars</p> <p>Eaton 20mph – <b>No objection</b><br/>I do not live in Eaton and do not have a full understanding of potential issues</p> <p>Travel change: <b>No</b></p>   |
| <p>(29) Local resident,<br/>(Appleton, Badswell Lane)</p>  | <p>Appleton 20mph – <b>Support</b><br/>Cars speed through village after coming along straight roads from 2 main ways in</p> <p>Eaton 20mph – <b>No objection</b></p>   |

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|  | <p>The traffic is slow through Eaton any way</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>  |
| (30) Local resident,<br>(Appleton, Eaton Road) | <p>Appleton 20mph – <b>Support</b><br/>In this previously safe and quiet village where there are many walkers, children and older people I am greatly disturbed by speeding drivers who are putting us at risk. In addition there are individuals who park very dangerously and selfishly blocking the vision of those of us trying to leave our driveways</p> <p>Eaton 20mph – <b>Support</b><br/>Given the layout of the narrow roads and several bends it makes absolute sense to have a 20mph speed limit</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>                                   |
| (31) Local resident,<br>(Appleton, Eaton Road) | <p>Appleton 20mph – <b>Support</b><br/>Traffic increasing at peak times as more new housing near Kingston Bagpuize takes detour from A420 at peak times. Traffic free coincides with school traffic. As a walker see the dangers of fast traffic which often doesn't respect 40mph so reducing it will encourage lower speeds. Also see benefit in other areas of Oxon.</p> <p>Eaton 20mph – <b>Support</b><br/>As a walker dangerous and will encourage drivers to take a slower journey on a narrow road</p> <p>Travel change: <b>No</b></p>   |
| (32) Local resident,<br>(Appleton, Eaton Road) | <p>Appleton 20mph – <b>Support</b><br/>There is a school on the main road and a really dangerous T junction opposite the village hall (which is used for numerous village functions, has a baby and toddler group etc. Vehicles travel down the main road (Eaton Rd) at high speeds as the village is largely a ribbon development and the speed limit increases to 60 at each end. Cars rarely slow to 30mph, especially at the village ends.<br/>A 20mph zone for the ENTIRE length of the current 30mph zone might go some way to preventing vehicles speeding through this residential village</p> |

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|   | <p>Eaton 20mph – <b>Support</b><br/> Eaton is tiny; a reduction of speed to 20mph will barely impact drivers, whilst making it safer for pedestrians, cyclists and horse riders who use the hamlet</p> <p>Travel change: <b>No</b></p>  |
| <p>(33) Local resident,<br/> (Appleton, Netherton Road)</p> | <p>Appleton 20mph – <b>Support</b><br/> A lot of traffic in the proposed zone cannot travel at 30mph due to the bends in the road near the pub. Having a 20mph near the school is a positive move. Tractors that travel fast through the village might slow down.</p> <p>Eaton 20mph – <b>Support</b><br/> Support this is speed reduction in this residential area.</p> <p>Travel change: <b>No</b></p>  |
| <p>(34) Local resident,<br/> (Appleton, Netherton Road)</p> | <p>Appleton 20mph – <b>Support</b><br/> Health and safety</p> <p>Eaton 20mph – <b>Support</b><br/> Health and safety</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>   |
| <p>(35) Local resident,<br/> (Appleton, Oakesmere)</p>      | <p>Appleton 20mph – <b>Support</b><br/> The speed of a vehicle has a massive impact on both the number of accidents and the severity of accidents. Driving slowly through a residential area makes it a much safer place to be. I have lived in Appleton for many years now and I am a driver, keen cyclist and walker so get to see the village from many perspectives. Many cars drive at speed through the village with little thought about the impact they have on others. Cars are often parked along the side of the road through the centre of the village and along Eaton road and in places there are sharp bends, restricting sight lines and reducing the available road space, which many drivers treat as some kind of F1 challenge, accelerating out of bends and down straights, with little thought to what might be ahead, never mind the wear and tear on their own car.</p> |

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|  | <p>20mph can feel slow at first but you soon get used to it and the extra seconds it might add to your journey can add up to years on someones life if you do have an accident. There is no need to go fast through a rural residential area.</p> <p>Eaton 20mph – <b>Support</b><br/>It's a dead end, narrow road, with many bends through a quiet hamlet, where are you hurrying to? 20 mph is plenty and brings benefits in terms of safety and reduced severity of accidents. On nice days many congregate outside the pub and there are often ch</p> <p>Travel change: <b>No</b></p> |
| (36) Local Cllr (Appleton, Oaksmere)                 | <p>Appleton 20mph – <b>Support</b><br/>I believe that a lower limit will make the village roads safer. As drivers move into the area with the 20mph limit, their attention will be drawn to the fact that they are entering a residential area and they need to significantly reduce their speed. There is a village school in Appleton and I want to make their environment as safe as possible.</p> <p>Eaton 20mph – <b>Support</b><br/>The reduced limit would improve road safety in Eaton.</p> <p>Travel change: <b>No</b></p>   |
| (37) Local resident, (Appleton, Park Lane, Appleton) | <p>Appleton 20mph – <b>Support</b><br/>Safety</p> <p>Eaton 20mph – <b>Support</b><br/>Safety</p> <p>Travel change: <b>Yes - cycle more</b></p>  |
| (38) Local resident, (Appleton, Eaton Road)          | <p>Appleton 20mph – <b>Support</b><br/>Safety and noise</p> <p>Eaton 20mph – <b>Support</b></p>   |

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|   | <p>Safety for residents and less noise</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>   |
| <p>(39) Local resident,<br/>(Appleton, Eaton road<br/>Appleton)</p> | <p>Appleton 20mph – <b>Support</b><br/>Speeding cars on our road<br/>3 cats killed<br/>I was nearly hit in my car coming out of drive as speeding car came round corner .<br/>I know how fast cars are going before they brake for the speed monitor as I watch from<br/>Our window !</p> <p>Eaton 20mph – <b>Support</b><br/>Cars speed</p> <p>Travel change: <b>No</b></p>  |
| <p>(40) Local resident,<br/>(Appleton, Oaksmere)</p>                | <p>Appleton 20mph – <b>Support</b><br/>1 . Traffic is too fast on Oaksmere and near the school 2. The roads are relatively narrow 3. There are some<br/>large/agricultural vehicles for which 30mph is too high</p> <p>Eaton 20mph – <b>Support</b><br/>The roads are very narrow</p> <p>Travel change: <b>No</b></p>   |
| <p>(41) Local resident,<br/>(Appleton, Netherton<br/>Road)</p>      | <p>Appleton 20mph – <b>Support</b><br/>Heavy traffic through the village using this route as a rural rat run. Walkers, cyclists and children use this route<br/>continuously and crossing roads difficult at times because of parked vehicles.</p> <p>Eaton 20mph – <b>Support</b><br/>Heavy traffic used this route through the village as a rural rat run. Walkers, cyclists and children use this route<br/>regularly. Parked cars on pavements make crossing roads difficult.</p> |

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|   | Travel change: <b>Yes – walk/wheel more</b>   |
| (42) Local resident,<br>(Appleton with Eaton,<br>(Bablock Hythe Road) | <p>Appleton 20mph – <b>Support</b><br/>I strongly support any slowing of traffic in both Appleton and Eaton on grounds of cyclist and pedestrian safety, especially safety of children</p> <p>Eaton 20mph – <b>Support</b><br/>Narrow road, limited visibility, several driver distractions</p> <p>Travel change: <b>No</b></p>   |
| (43) Local Cllr (Appleton<br>with Eaton Parish council,<br>Park lane) | <p>Appleton 20mph – <b>Support</b><br/>The 20mph speed limit will make the roads in the centre of the village a lot safer for everyone as collisions at this speed are less likely to cause serious injury compared with in a 30 mph zone.</p> <p>Eaton 20mph – <b>Support</b><br/>This will make roads in Eaton where there is no pavement a lot safer for all users</p> <p>Travel change: <b>No</b></p> |
| (44) Local resident,<br>(Appleton, Badswell Lane)                     | <p>Appleton 20mph – <b>Support</b><br/>The 20 limit will improve the environment of the village, and it should go further along Eaton road as the speeds along there are much higher because it is very straight</p> <p>Eaton 20mph – <b>Support</b><br/>i dont think it will make much difference as the bend already slows traffic down</p> <p>Travel change: <b>No</b></p>                             |

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| <p>(45) Member of public,<br/>(Cumnor, Faringdon<br/>Road)</p> | <p>Appleton 20mph – <b>Support</b><br/>The roads concerned are such that 20mph is about the maximum safe driving speed. I live just outside the parish but am frequently driving in Appleton and I find 20mph to be about the maximum speed that feels safe. These proposals are therefore just common sense.</p> <p>Eaton 20mph – <b>Support</b><br/>The road concerned is such that 20mph is about the maximum safe driving speed. I live just outside the parish but am frequently driving in Eaton and I find 20mph to be about the maximum speed that feels safe. These proposals are therefore just common se</p> <p>Travel change: <b>No</b></p>  |
| <p>(46) Local resident,<br/>(Eaton, Eaton)</p>                 | <p>Appleton 20mph – <b>Support</b><br/>Other road users will be encouraged by slower cars and trucks, so more cyclists and pedestrians will be able to use the roads. The surfaces are generally poor, so slower traffic will prevent too much further degradation. Lower speeds will also make less noise and lower levels of emissions</p> <p>Eaton 20mph – <b>Support</b><br/>Other road users will be encouraged by slower cars and trucks, so more cyclists and pedestrians will be able to use the roads. The surfaces are generally poor, so slower traffic will prevent too much further degradation. Lower speeds will also make less n</p> <p>Travel change: <b>Yes - cycle more</b></p> |