

*Divisions affected: Jericho & Osney*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –  
23 FEBRUARY 2023**

**OXFORD, BINSEY LANE: PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

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

**Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit along Oxford's Binsey Lane 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 along Binsey Lane by making it safer and more attractive for vulnerable road users.

**Formal consultation**

6. Formal consultation was carried out between 01 December and 06 January 2022. 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, business

representation groups, Oxford City Council, the local City Cllrs, and the local County Councillor representing the Jericho & Osney division.

### **Statutory Consultee Responses:**

7. Six responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits; however, on this occasion they consider their response as 'having *serious* concerns' although still not an outright objection. Stagecoach and Oxford Bus Companies had no objections. The local member, the City Council member, and the Oxford Pedestrian Association all support the proposals.

### **Other Responses:**

8. A further 93 members of the public as well as three groups or businesses expressed support through the online portal. Three members of public expressed concern and a further three objected to the proposals.
9. Concerns from the members of public were the need for traffic signals on the bridge near Botley Road, the inevitable lack of enforcement, and a query over how cyclists would be compelled to comply. Two objections centred around the proposals not being needed with one citing the minimal traffic flow as being a reason. The other objection suggested it was self-enforcing in most places and where it is not a belief that the limit will be ignored, that the existing NSL is wholly appropriate, and that it is expensive for little benefit.
10. Those who responded online (103 received) 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:

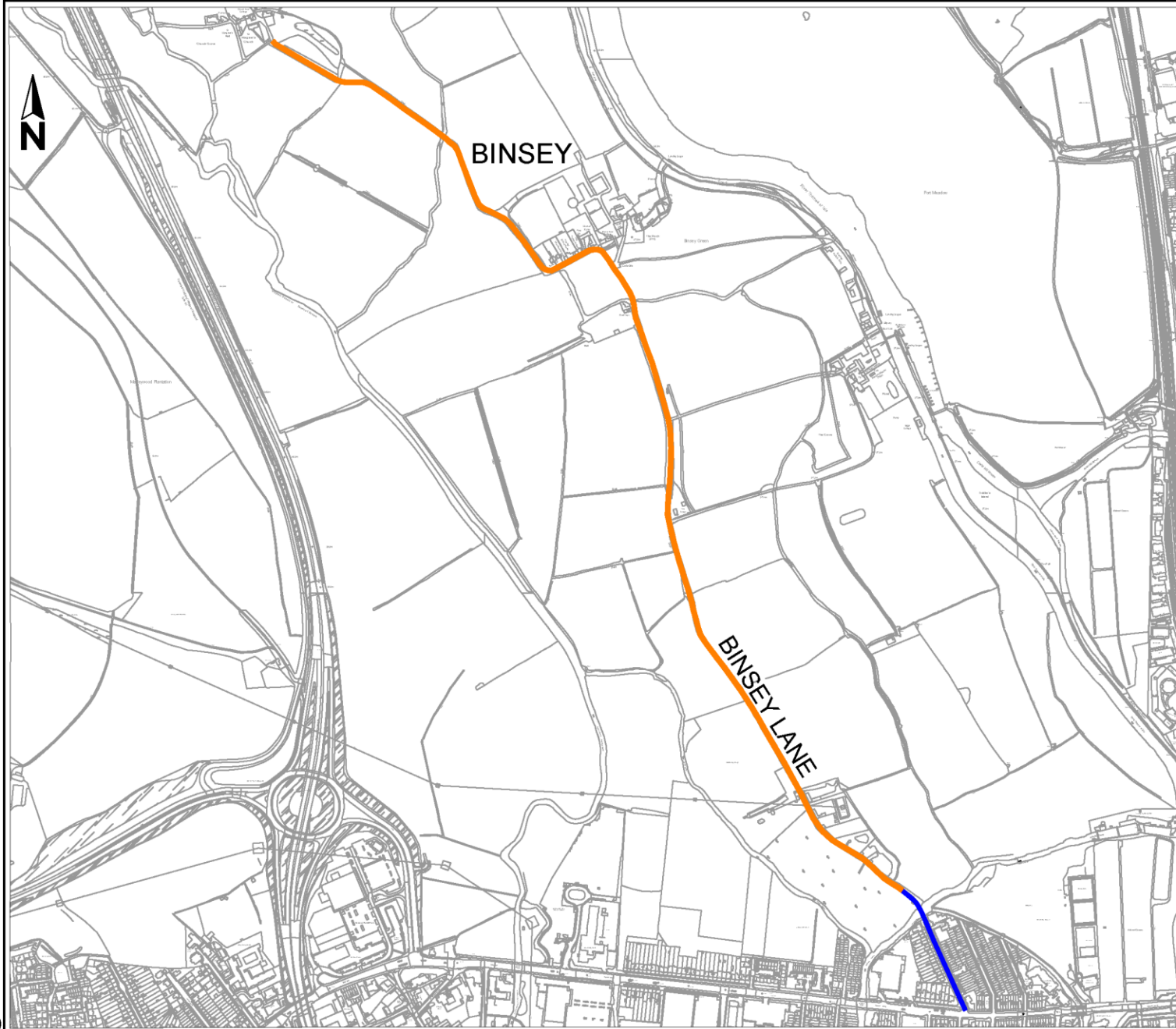
<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	45 (44%)
Yes - cycle more	34 (33%)
No	19 (18%)
Other	5 (5%)

11. The responses are shown in **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

### **Officer response to objections/concerns**

12. The main purpose of the scheme is to improve road safety and 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





Drawing No.		Revision	
		0	
<b>Key</b>			
		Proposed 20mph speed limit in place of existing national speed limit	
		Existing 20mph speed limit	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
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Project title			
PROPOSED 20MPH SPEED LIMIT			
Drawing title			
OXFORD BINSEY LANE			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 11/22	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>(Serious) <b>Concerns</b> – reducing such a road from 60 to 20</p> <p>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>

	<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>
(2) Interim Managing Director, (Oxford Bus Company)	<b>No objection</b> – this one is fine.
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<b>No objection</b> – In line with our general practice, I am again happy to confirm that Stagecoach has no comments or observations to make and offers no objection to these proposals.
(4) County Cllr, (Jericho & Osney division)	<p><b>Support</b> – Many of the local residents I have represented for 27 years are desperate for a speed limit here. It is a narrow and winding road and there are no cycle lanes or even footways, It is heavily used by pedestrians and cyclists, especially in the summer when people go for walks, to the pick-your-own farm, to the pub, to the golf driving range or to Port Meadow for swimming and picnics. The road is really dangerous at present, with cars allowed to drive at 70 mph! Even 30 mph is too fast for this road. Please bring in 20 mph as soon as possible.</p> <p>Please can you also address the problem of enforcement of the new limit? It will be needed, especially at first. Traffic calming, one or two SIDs or VASs and/or other measures will be needed, please.</p> <p>I'm sure others will say that enforcement is a concern. Please don't count such comments as an objection to the proposal.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(5) Local Cllr, (Oxford, Harley Road)</p>	<p><b>Support</b> – Brilliant - will there be speed cameras to enforce it. And if so, please could you consult with local residents about where to put them, to be as sympathetic to the rural feel as possible.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(6) Local group/organisation, (Oxford Pedestrians Association)</p>	<p><b>Support</b> – Oxford Pedestrians Association strongly supports the introduction of a 20mph speed limit on Binsay Lane; we have been concerned about drivers speeding along here for many years. It is highly used pedestrian route with no pavements after the residential part of the lane.</p>
<p>(7) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p><b>Support</b> – Binsey Lane is used by pedestrians and cyclists accessing The Perch and other places on Binsey Lane. Also extensively by Pedal and Post, Oxford's largest cycle-based logistics firm. There is no footway on Binsey Lane, and the road is narrow. High vehicle speeds are not appropriate and unsafe. 20mph would create a safer environment, and as a by product, it would become a more attractive destination.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(8) Local group/organisation, (Cyclox)</p>	<p><b>Support</b> – Cyclox supports a 20 mph speed limit across the city to reduce the severity and frequency of road casualties. This is one of the goals of the Vision Zero campaign.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(9) Local group/organisation, (Oxford Civic Society)</p>	<p><b>Support</b> –</p> <ul style="list-style-type: none"> <li>• Support the proposal but request that any reduced speed limit must be enforced or traffic calming measures put in place.</li> <li>• Binsey Lane is a gateway to Port Meadow and is potentially a wonderful resource for encouraging active travel and recreation. However, there is no pavement and the road is narrow making it feel very unsafe to walk or cycle down, especially with kids.</li> <li>• Top end of Binsey Lane (Botley Road end) is already 20mph but this is not enforced and cars regularly speed very dangerously down this road.</li> </ul> <p>Travel change: <b>Yes - cycle more</b></p>

(10) Local Resident/Member of public, (Moulsford, Ferry Lane)	<p><b>Object</b> – You cannot justify the cost of this project, for so little benefit. Binsey Lane appears to be a single track road for most of its length. A browse with Google Streetview makes it clear that 20mph would be dangerously fast in places, whereas higher speeds may be perfectly safe on other stretches with good visibility. That’s why NSL is appropriate, the road is quite obviously self-limiting. Some drivers will of course drive too fast, and dangerously. But these same individual drivers , for which I’d suggest ‘hooligans’ is a suitable descriptive term, are unlikely to take any notice whatsoever of a 20mph speed limit. Your statement of reasons clarified that the project arose “Following concerns raised by the local county councillor regarding road safety”. It is hard to understand why you would put so much effort and expense into such a project as a result of just one person’s concerns, regardless of whether that person happens to be a councillor.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident/Member of public, (Oxford)	<p><b>Object</b> – there's no need to do this...it's not a fast road anyway, and 30 / 40 would be fine.</p> <p>Travel change: <b>No</b></p>
(12) Local Resident/Member of public, (Oxford, Lamarsh)	<p><b>Object</b> – It is not a thoroughfare. It has very little traffic</p> <p>Travel change: <b>No</b></p>
(13) Local Resident/Member of public, (Botley, West Way)	<p><b>Concerns</b> – How are cyclists going to be enforced to keep to the new speed limit?</p> <p>Travel change: <b>No</b></p>
(14) Local Resident/Member of public, (Oxford, Binsey Lane)	<p><b>Concerns</b> – I have repeatedly asked for a set of timed, automated traffic lights by the bridge on Binsey Lane. This would make potential collisions avoidable at a relatively low cost</p> <p>Travel change: <b>Yes - cycle more</b></p>



<p>(15) Local Resident/Member of public, (Oxford, Hill View Road)</p>	<p><b>Concerns</b> – I am concerned that it will not be enforced so it wibe useful useful</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(16) Local Resident/Member of public, (Oxford, Hill View Road)</p>	<p><b>Concerns</b> – I go up there every day for personal reasons. While it is strictly National, there is an advisory 30 for much of it. I am not sure that a statutory 30 without cameras, etc. will be observed by anybody who ignores the advisory limit. A statutory 30, to be enforceable, will, absent street lighting, require 250 yard repeaters which could cause a great deal of detriment to views and vistas.</p> <p>So I would plump for an advisory 20 without repeaters to send a 'slow down' message, or if possible a 20MPH zone, if that can valid without repeaters.</p> <p>In the summer, parking on the verges around the green forces pedestrians into the road. I would consider some strategically placed humps and perhaps some bollards.</p> <p>I have encountered cattle in the road, we saw 3 pheasant this morning and many are the rabbits in the spring. Some livestock/wildlife hazard markers might slow people down in more picturesque fashion than speed limit repeater signs.</p> <p>The visitors' book at St Margaret's would leave one in no doubt how much a very wide range of all sorts of people value the 'sweet, especial rural scene' thereabouts. It is importance to the world - I was met someone up there who had come all the way from Tasmania.</p> <p>Travel change: <b>No</b></p>
<p>(17) Local Resident/Member of public, (Binsey)</p>	<p><b>Support</b> – It's a narrow lane, with passing places which is used by pedestrians, cyclists, cars and agricultural / service vehicles . The entrance to Binsey lane is already a 20 zone ( I think). I fully support this proposal provided it doesn't involve further urbanisation of this country lane ( pavements, street lights etc) and that signage is kept to a minimum in keeping with the rural ambience of this unique part of Oxford.</p> <p>Travel change: <b>No</b></p>
<p>(18) Local Resident/Member of</p>	<p><b>Support</b> – Many pedestrians and cyclists use the lane. This often includes dogs and children. I would like these more vulnerable road users to have the greater protection of lower vehicle speeds. This seems especially important</p>

<p>public, (Oxford, Binsey Lane)</p>	<p>as the road is both narrow and bendy and has no pavement, so the road effectively functions as a shared space. Lower speeds at night might also protect badgers which I occasionally see on the lane. As a Binsey resident I am sometimes scared by the high speed of cars on the lane and am keen for Binsey lane to be safer for all users. I notice the need particularly when my small grandchildren visit and walk or cycle on the lane. Ideally I'd also like visitors to Binsey to think more carefully about whether they need to drive to the village and I like the idea of making the lane safer, where the approach to Binsey on foot or by bike can be an enjoyable part of the experience of visiting.</p> <p>Travel change: <b>No</b></p>
<p>(19) Local Resident/Member of public, (Oxford, Poplar Road)</p>	<p><b>Support</b> – As a regular cyclist down this road with a 5-year-old child in a seat, the lack of a 20mph speed limit saw many cars going very quickly (40 - 60mph) down Binsey Lane, around blind corners, and getting very close to cyclists as they overtook. A proper, and enforced, speed limit would greatly improve the road for the many cyclists and pedestrians who use it regularly, while being no inconvenience to drivers.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(20) Local Resident/Member of public, (Didcot, Slade Road)</p>	<p><b>Support</b> – Based on the width of the road, the types of usage that it gets, and some frightening experiences that I have had as a pedestrian in other remarkably similar roads in the county where this has not been done.</p> <p>Travel change: <b>Other</b> It would make it more attractive for me for both walking and cycling.</p>
<p>(21) Local Resident/Member of public, (Garsington, Southend)</p>	<p><b>Support</b> – At times the lane is very winding and narrow, and it can be dangerous - for cars, if two are trying to pass each other at once, but especially if there are pedestrians or cyclists in the mix too. 20mph is more sensible for the type of road that it is.</p> <p>Travel change: <b>No</b></p>
<p>(22) Local Resident/Member of</p>	<p><b>Support</b> – My young family and me walk and cycle along this route and at times drivers go far too fast and drive without care and attention.</p>

public, (Grandpont, Marlborough Road)	Travel change: <b>Yes – walk/wheel more</b>
(23) Local Resident/Member of public, (Binsey lane)	<p><b>Support</b> – This is a narrow road in a highly developed residential area leading from the Botley Road and over a narrow bridge to a very narrow road to Binsey. The road is not wide enough for cars to pass each other at any speed, usually one must wait for the other to pass</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(24) Local Resident/Member of public, (Marston, Harberton Mead)	<p><b>Support</b> – Whatever the speed limit should be it definitely shouldn't be 60. The presence of not infrequent pedestrians and no pavement makes it a high risk area. A low limit would alert drivers to the risk and reduce risk of death if contact is made</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(25) Local Resident/Member of public, (New Botley, Lamarsh Road)	<p><b>Support</b> – I cycle and walk on this road which has no pavement so having a 20 mile limit would make safety sense.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(26) Local Resident/Member of public, (Oxford, Riverside)	<p><b>Support</b> – Many people myself included walk and cycle along Binsey Lane and the 20mph speed limit would improve safety, especially on the windier parts where driver vision is limited.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(27) Local Resident/Member of public, (Oxford, Abingdon Road)	<p><b>Support</b> – Binsey lane is a narrow road without footpaths. It connects urban West Oxford ('Botley Road' and environs} with the businesses and homes of Binsey, and with the River Thames and Port Meadow, a major centre for recreation. It is therefore an important route for road users including the most vulnerable - pedestrians and cyclists. A 20mph limit will encourage active travel, and reduce harm to vulnerable road users. The 20mph limit will not materially impact any group. Therefore I strongly support the change, and would encourage OCC to progress similar changes elsewhere at scale and at pace.</p>

	Travel change: <b>Yes - cycle more</b>
(28) Local Resident/Member of public, (Oxford, Alexandra Road)	<b>Support</b> – Finally!! It's been a death trap for years and it shouldn't have taken this long! Travel change: <b>Yes - cycle more</b>
(29) Local Resident/Member of public, (Oxford, Alexandra Road)	<b>Support</b> – I walk and run here and speeding traffic is both frightening as well as polluting. Also dangerous for animals. Travel change: <b>Yes – walk/wheel more</b>
(30) Local Resident/Member of public, (Oxford, Alexandra Road)	<b>Support</b> – Binsey Lane is an important walk for Oxford residents, and for visitors to Oxford, leading to Medley Manor Farm pick your own and to the amenities at Binsey Village, including the Perch and St Margaret's Church. The countryside walk itself provides health and well being benefits. This is significantly hampered by the fact that there is no safe pathway for pedestrians, and I believe that the current speed limit is 60 mph. There are several bends in the road which impair visibility and exacerbate the danger to pedestrians. I consider that a 20 mph speed limit is essential. Travel change: <b>Yes – walk/wheel more</b>
(31) Local Resident/Member of public, (Oxford, Alexandra Road)	<b>Support</b> – It makes sense to make this 20 Travel change: <b>Yes – walk/wheel more</b>
(32) Local Resident/Member of public, (Oxford, Alexandra Road)	<b>Support</b> – My family often cycle down Binsey Lane and cars drive way too fast down there. It's a narrow road and the speed really should be limited for safety reasons. There is also no pavement for pedestrians. Travel change: <b>Yes - cycle more</b>
(33) Local Resident/Member of	<b>Support</b> – Sensible speed limit for narrow road - would make it safer for disabled access to Binsey too

public, (Oxford, Bartlemas Road)	Travel change: <b>No</b>
(34) Local Resident/Member of public, (Oxford, Binsey Lane)	<p><b>Support</b> – We live along Binsey Lane, and walk along it frequently. During the Covid lockdowns, it provided an essential means to get fresh air and exercise. During good weather, we use the Lane regularly to access the river, Portmeadow, and Jericho. A member of our household and several of our neighbours jog along the Lane.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(35) Local Resident/Member of public, (Oxford, Binsey Lane)	<p><b>Support</b> – I live on Binsey Lane, and cycle my bike often on the road. On more than a few occasions I've had cars pass dangerously close to me going far too fast</p> <p>Travel change: <b>Yes - cycle more</b></p>
(36) Local Resident/Member of public, (Oxford, Binsey Lane)	<p><b>Support</b> – Lived in the lane since 1997 and it has been a death trap particularly between Botley Rd and the small bridge. It is a straight stretch and people speed dangerously and force pedestrians and people moving cars to get out of the way quickly. People get impatient on the Botley Rd and then put their foot down once they see a clear piece of road. There are a lot of kids on the street. The more rural part of Binsey Lane is dangerous for pedestrians and cyclists as people speed and do not give way to oncoming traffic.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(37) Local Resident/Member of public, (Oxford, Binsey Lane)	<p><b>Support</b> – No pavements and lane is used by walkers and pushchairs and cyclists. Road is also very narrow. Need calming measures and cameras too to enforce 20mph.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(38) Local Resident/Member of public, (Oxford, Binsey Lane)	<p><b>Support</b> – Currently vehicles disregard all speed limits on this road and as line of sight is restricted and entrances into the lane are hard to spot it makes sense for vehicle drivers to be aware of the dangers and restrict their speed limits.</p> <p>Travel change: <b>No</b></p>

(39) Local Resident/Member of public, (Oxford, Binsey Lane)	<p><b>Support</b> – Will make it safer for walkers and cycling</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(40) Local Resident/Member of public, (Oxford, Binsey Lane)	<p><b>Support</b> – I live on Binsey Lane and have young children who like to cycle and walk between Botley Road and Binsey. I fear for their safety due to cars driving at high speed, both at the Botley Road end with residential housing and the countryside part of the road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(41) Local Resident/Member of public, (Oxford, Binsey lane)	<p><b>Support</b> – Safety - too much speeding currently</p> <p>Travel change: <b>Yes - cycle more</b></p>
(42) Local Resident/Member of public, (Oxford, Botley Road)	<p><b>Support</b> – I am a local resident, and I frequently walk along Binsey Lane. I strongly support a 20mph speed limit to make the road safer. I would like to use the road more but I am sometimes discouraged by the traffic. Incidentally, there is a badger corpse alongside the road at the moment, that seems to have been run over by a car.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(43) Local Resident/Member of public, (Oxford, Botley Road)	<p><b>Support</b> – I regularly walk along Binsey Lane and it is a lane that is shared by all kinds of road users - walkers, cyclists, scooter users, and car drivers. With the increased use of Port Meadow for wild swimming and walking by the local public, the lane is being used more often. However, some cars can drive too quickly down the lane and there are bends and corners which can be hard to see round. A 20 mph speed limit would make the road more safe and more able to be shared by all road users. I would feel more confident walking along Binsey Lane and I would do so more regularly if there was a safe and consistent speed limit of 20 mph all the way along.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(44) Local Resident/Member of public, (Oxford, Boulter Street)	<p><b>Support</b> – I have cycled on Binsey Lane many times to get to both The Perch and Port Meadow. I always thought it was odd that for such a popular cycle and walking route that the national speed limit applied. I also think that the 20mph speed limit will give the right messaging to drivers about cyclist awareness and a reminder of safety. It is such a beautiful road and there is no reason we can't all use it safely!</p> <p>Travel change: <b>Other</b> It won't change the frequency of my usage (I always cycle as I have no car or driving licence) but I will feel safer knowing I am not going to be overtaken at 40mph on a single track road in the dark.</p>
(45) Local Resident/Member of public, (Oxford, Boundary Brook Road)	<p><b>Support</b> – The old limit of 60mph is insanely high for such a narrow lane that lacks pavements.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(46) Local Resident/Member of public, (Oxford, Boundary Brook Road)	<p><b>Support</b> – I like to walk and sometimes cycle up to St Margaret's at the top of Binary Lane and it's unsafe when people bomb it down the lane.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(47) Local Resident/Member of public, (Oxford, Bridge Street)	<p><b>Support</b> – Great idea, safer for pedestrians and cyclists, road is often narrowed due to big puddles making it dangerous at present.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(48) Local Resident/Member of public, (Oxford, Bridge Street)	<p><b>Support</b> – I find it dangerous to walk or cycle on Binsey Lane, because of the speed of the cars.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(49) Local Resident/Member of public, (Oxford, Bullingdon Road)</p>	<p><b>Support</b> – There is no safe place for people to walk along this lane and the current speed of drivers poses a risk to pedestrians and people on bikes. 20mph here would support the county council to achieve it's vision zero goals.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(50) Local Resident/Member of public, (Oxford, Cowley Road)</p>	<p><b>Support</b> – because it's a narrow lane with no footway, and not enough room for drivers to overtake cyclists at a safe speed and distance. I would support some further traffic calming devices on this lane too.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(51) Local Resident/Member of public, (Oxford, Crescent Road)</p>	<p><b>Support</b> – This will make it safer for pedestrians and cyclists.</p> <p>Travel change: <b>Other</b> It would make me feel more confident to walk/cycle there.</p>
<p>(52) Local Resident/Member of public, (Oxford, Dale Close)</p>	<p><b>Support</b> – I don't feel safe walking or cycling with my grandchildren. They live in Binsey Lane (Botley Rd end) and on hot days we don't go to Port Meadow to enjoy the water and space as it's too dangerous. What is really needed is a separate pedestrian/cyclist lane. Also the 20mph needs to be enforceable.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(53) Local Resident/Member of public, (Oxford, Duke Street)</p>	<p><b>Support</b> – We gave up our car when we moved to Oxford. At night, and in winter when the Thames Path can be treacherous, the road is our only route for walks to and around Binsey, and to The Perch. It is terribly dangerous, especially for my husband who is blind.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(54) Local Resident/Member of</p>	<p><b>Support</b> – Strongly support. There are no pedestrian or cycling facilities on Binsey Lane — these vulnerable users share the road space with cars, without any form of protection or segregation at all. Many pedestrians and cyclists use</p>



<p>public, (Oxford, Earl Street)</p>	<p>this route to reach Port Meadow, and it's currently unsafe. As a result, people are encouraged to use cars instead, which is highly problematic. 20mph is more than enough; I'd even say 15mph is desired here.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(55) Local Resident/Member of public, (Oxford, Eynsham Road)</p>	<p><b>Support</b> – Binsey Lane is a rural lane that is - or should be - an appealing route for people on foot or on bikes. The one thing that reduces its appeal, is fast traffic. Allowing cars to travel at speeds above 20mph is a major discouragement to vulnerable road users, especially families with children, who should have the right to travel on this public highway without fears for their safety.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(56) Local Resident/Member of public, (Oxford, Harley Road)</p>	<p><b>Support</b> – The lower speed limit would prevent accidents as it is a very narrow road with pedestrians and cyclists</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(57) Local Resident/Member of public, (Oxford, Harley Road)</p>	<p><b>Support</b> – Binsey Lane is a popular walking/cycling track. Reducing the speed of heavy vehicles will improve safety of more vulnerable road users.</p> <p>Travel change: <b>No</b></p>
<p>(58) Local Resident/Member of public, (Oxford, Hayfield Rd)</p>	<p><b>Support</b> – Offers safety for cyclists</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(59) Local Resident/Member of public, (Oxford, Helen Road)</p>	<p><b>Support</b> – I regularly run on Binsey lane as our house backs onto it or walk to the farm with my children. Cars often drive very fast and it can be hard to avoid them.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(60) Local Resident/Member of public, (Oxford, Helen Road)</p>	<p><b>Support</b> – I regularly walk with my children along Binsey Lane and cars constantly drive far too fast and dangerously for a narrow lane with no pavement</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(61) Local Resident/Member of public, (Oxford, Henry Road)</p>	<p><b>Support</b> – Binsey Lane is regularly used by pedestrians and there is no pavement. There is therefore a significant road safety risk if there are not strict speed limits. The risks are of course greatest in the dark which may also be when the pub (The Perch) has heavy traffic.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(62) Local Resident/Member of public, (Oxford, Henry Road)</p>	<p><b>Support</b> – Safety for children cycling on this road</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(63) Local Resident/Member of public, (Oxford, Henry road)</p>	<p><b>Support</b> – Cyclists and walkers often on the road and no pavement</p> <p>Travel change: <b>No</b></p>
<p>(64) Local Resident/Member of public, (Oxford, Hill View Road)</p>	<p><b>Support</b> – This is a narrow country lane with no foot path, which ends in a dead end, if the speed limit was lowered it would make it safer for walkers and cyclists</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(65) Local Resident/Member of public, (Oxford, Hollybush Row)</p>	<p><b>Support</b> – Its a very dangerous road for pedestrians as it is. There is little pavement / if any. And there are plenty of blind corners. The current speed limit is far too high.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(66) Local Resident/Member of public, (Oxford, Kennedy Close)</p>	<p><b>Support</b> – I find it extremely dangerous cycling down this narrow lane when cars are speeding along. To reduce their speed to 20 mph would make me feel a lot safer. However just sticking up 20mph signs will be almost useless. There also needs to be traffic calming measures such as speed bumps and/or chicanes.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(67) As a business, (Oxford, Kingston Road)</p>	<p><b>Support</b> – Safety!</p> <p>Travel change: <b>No</b></p>
<p>(68) Local Resident/Member of public, (Oxford, Marlborough Court)</p>	<p><b>Support</b> – Posting a speed reduction isn't enough -- it must be enforced in some way. My family and I walk down Binsey Lane all the time, and as a gateway to Port Meadow it should be a safe, community resource that promotes travel and recreation. Please no more Range Rovers speeding down the lane going 40!</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(69) Local Resident/Member of public, (Oxford, Marston Road)</p>	<p><b>Support</b> – I have been nearly killed whilst walking on this road multiple times. There are no pavements and it has heavy use by pedestrians, runners, and cyclists. Drivers currently like to hurtle down this road at 40 or even 50. Reducing the limit to something sensible will not be perfect but will at least improve matters.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(70) Local Resident/Member of public, (Oxford, Monmouth Road)</p>	<p><b>Support</b> – I have a boat moored at Boosoms boat yard and so regularly drive and cycle down binsey lane - it is narrow and drivers often drive too fast to be safe.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(71) Local Resident/Member of</p>	<p><b>Support</b> – Because I cycle that route with my family multiple times per year and the change in speed limit would completely alter the mentality of car drivers, making their behaviour much safer for us.</p>

public, (Oxford, Morrell Avenue)	Travel change: <b>Yes - cycle more</b>
(72) Local Resident/Member of public, (Oxford, North Hinksey Lane)	<b>Support</b> – To improve safety of walkers using Binsey Lane. Travel change: <b>Yes – walk/wheel more</b>
(73) Local Resident/Member of public, (Oxford, North Hinksey Lane)	<b>Support</b> – Safer for pedestrians/cyclists/drivers Travel change: <b>Yes – walk/wheel more</b>
(74) Local Resident/Member of public, (Oxford, Oatlands)	<b>Support</b> – It will allow people to use the road without fear of injury. It is extremely dangerous now and cannot safely be used by pedestrians or cyclists. Travel change: <b>Yes – walk/wheel more</b>
(75) Local Resident/Member of public, (Oxford, Oatlands Road)	<b>Support</b> – Binsey Lane is a short road with a high level of pedestrian and cyclist traffic, no footpath and restricted visibility. Travel change: <b>Yes – walk/wheel more</b>
(76) Local Resident/Member of public, (Oxford, Oatlands Road)	<b>Support</b> – We live nearby and often walk or cycle on Binsey Lane with our children. Some drivers are careful and considerate, but others drive much too fast. The nature of the road is such that no one should be driving faster than 20mph anyway. Travel change: <b>Yes - cycle more</b>
(77) Local Resident/Member of	<b>Support</b> – Used a lot by pedestrians and cycles and vehicles drive too fast

public, (Oxford, Oatlands Road)	Travel change: <b>Yes - cycle more</b>
(78) Local Resident/Member of public, (Oxford, Oatlands Road)	<p><b>Support</b> – I regularly use Binsey Lane (I live on one of the nearby roads off the Botley Road) both walking up there and cycling. The current speed limit makes it a dangerous prospect especially when cycling as you cannot just step up onto the verge to get out of the way. If the speed limit were lower I would use it more.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(79) Local Resident/Member of public, (Oxford, Plantation Road)	<p><b>Support</b> – Great idea. Do it.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(80) Local Resident/Member of public, (Oxford, Plater Drive)	<p><b>Support</b> – Small lane with pedestrians, cyclists and runners. It's in town. 60 mph in centre of town is absurd.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(81) Local Resident/Member of public, (Oxford, Riverside)	<p><b>Support</b> – We walk/run/bike down Binsey Lane and it does not feel safe when cars go past at the speed they currently do. The lane is narrow and windy and visibility is sometimes poor</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(82) Local Resident/Member of public, (Oxford, Riverside Road)	<p><b>Support</b> – I often cycle down Binsey Lane and fear being knocked off because cars fly down the road, way too fast for a road that so many adults and children walk and cycle on.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(83) Local Resident/Member of	

<p>public, (Oxford, Southfield Park)</p>	<p><b>Support</b> – Binsey Lane is currently unsafe for pedestrians and wheelchair users, because there are no pavements or other safe spaces to avoid fast vehicles. It is currently unsafe for cyclists, because there is not enough room for vehicles to overtake safely at 60 mph. The 20 mph speed limit is well understood across Oxford and will not impose a significant delay on motorists, but it will make this road safe for families visiting the village, the church, and the pub.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(84) Local Resident/Member of public, (Oxford, Springfield Road)</p>	<p><b>Support</b> – Safer for walkers and cyclists</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(85) Local Resident/Member of public, (Oxford, Stanley Close)</p>	<p><b>Support</b> – I use this road to cycle to/from Binsey</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(86) Local Resident/Member of public, (Oxford, Thames Street)</p>	<p><b>Support</b> – I use this road as a pedestrian and as a cyclist. It's a popular route to the Perch (despite the lack of a pavement). Given the high likelihood of pedestrians walking on this road, a 20 mph speed limit seems very sensible.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(87) Local Resident/Member of public, (Oxford, West street)</p>	<p><b>Support</b> – Safety for pedestrians and cyclists. Also it is 1mile Botley Road to the Perch so difference 60mph and 20mph is 2mins but in reality you can't drive at 60 anyway so realistically it will probably only make around 1min difference to most journeys.</p> <p>Travel change: <b>No</b></p>
<p>(88) Local Resident/Member of public, (Oxford, West Street)</p>	<p><b>Support</b> – Drivers (inc taxi drivers going to the pub) drive far too fast down this country lane which cyclists, runners and walkers inc families and young people use.</p>

	Travel change: <b>No</b>
(89) Local Resident/Member of public, (Oxford, Woodstock Road)	<p><b>Support</b> – Makes sense. Please do it.</p> <p>Travel change: <b>No</b></p>
(90) Local Resident/Member of public, (Oxford, Abbey Road)	<p><b>Support</b> – Many people - including children - cycle and walk down that road and so cars need to drive slowly.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(91) Local Resident/Member of public, (Oxford, Alexandra Road)	<p><b>Support</b> – Binsey Lane is narrow and winding, has no pavements, and is used by lots of pedestrians, runners and cyclists. It's never likely to be safe to do 30 mph down it and since it's not a through route, it's an obvious candidate for a 20 limit.</p> <p>Travel change: <b>Other</b> I will feel safer running and cycling down it, which I do regularly.</p>
(92) Local Resident/Member of public, (Oxford, Belvedere road)	<p><b>Support</b> – For the safety of all road users. The road is too narrow (and busy) to have such a fast limit. Terrifying to walk down</p> <p>Travel change: <b>Yes - cycle more</b></p>
(93) Local Resident/Member of public, (Oxford, Binsey Lane)	<p><b>Support</b> – Binsey Lane is a gateway to Port Meadow. Active travel such as walking and cycling should be encouraged and made safe. It is a wonderful resource for getting people out and active supporting physical and mental health. Reducing the speed limit will help. However, if it is not enforced or appropriate calming put in place then it will be fruitless. The top part (Botley Road end) of Binsey Lane is already 20mph but cars zoom down here way faster than 20mph.</p> <p>Travel change: <b>Other</b></p>

	I want to say yes my family and I would definitely walk and cycle more, but ONLY IF it is actually enforced or traffic calming physically put in place to ACTUALLY make it safer. The priority needs to shift from car to bike/pedestrians. Drivers need consta
(94) Local Resident/Member of public, (Oxford, Binsey Lane)	<b>Support</b> – To make walking down Binsey Lane safer  Travel change: <b>No</b>
(95) Local Resident/Member of public, (Oxford, Binsey Lane)	<b>Support</b> – As a local resident regularly using the lane with my young family to walk, cycle and run as well as access port meadow, and someone who lives right next to the bridge in Binsey Lane, I can see huge before to this reduction extending to the length of the road. Principally I foresee an increase in safely but also reduction in pollution and noise. Bit I do worry that the new limit will be ignored.  Travel change: <b>Yes - cycle more</b>
(96) Local Resident/Member of public, (Oxford, Circus Street)	<b>Support</b> – I run and bike on this lane and it is narrow and unsafe for cars to be traveling more than 20mph.  Travel change: <b>Yes – walk/wheel more</b>
(97) Local Resident/Member of public, (Oxford, Harley)	<b>Support</b> – It will mean less pollution and encourage walking and cycling.  Travel change: <b>No</b>
(98) Local Resident/Member of public, (Oxford, Helen Road)	<b>Support</b> – No pavement on lane frequently used by children and other vulnerable people to access binsey and Thames path. Speed limit would mitigate dangers.  Travel change: <b>Yes – walk/wheel more</b>
(99) Local Resident/Member of	



<p>public, (Oxford, Henry Road)</p>	<p><b>Support</b> – The Lane is regularly used by pedestrians - often with children or dogs - and by runners and cyclists. It's an obvious candidate for a 20 mph speed limit, especially as it's narrow and has poor visibility as you approach the bridge</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(100) Local Resident/Member of public, (Oxford, Meadow Lane)</p>	<p><b>Support</b> – It needs to be safer but I think it also needs traffic calming measures like speed bumps for cars but not bikes.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(101) Local Resident/Member of public, (Oxford, Wytham Street)</p>	<p><b>Support</b> – I have used this road to walk to Binsey with children, and felt unsafe due to cars coming around bends at speed. The limit would be great for pedestrian safety, given there is no footpath along the road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(102) Local Resident/Member of public, (Summertown, Woodstock Road)</p>	<p><b>Support</b> – No comments.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(103) Local Resident/Member of public, (West Oxford, Binsey Lane)</p>	<p><b>Support</b> – People drive way too fast down Binsey particularly visitors to the Perch . There are families with young children to consider</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(104) Local Resident/Member of public, (West Oxford, Harley Road)</p>	<p><b>Support</b> – I cycle to the meadow or to Jericho or the wolvercote via binsey lane at least 2-3 x per week. Sometimes with children. I can't believe how fast cars and vans are allowed to drive down such a narrow road and feel very intimidated and worried for my children using this road which is otherwise very quiet. It's such a short and dead end road - is there anything to lose by lowering the speed limit? I don't think so. Such an obvious benefit to all for the limit to be lowered to 20mph.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(105) Local Resident/Member of public, (Wolvercote, St Peter's Road)	<p><b>Support</b> – Binsey Lane is something part of my running route linking Port Meadow to Botley Road and I would be more comfortable and safer if the speed limit was reduced on this road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(106) Local Resident/Member of public, (Botley)	<p><b>Support</b> – Many local walkers and cyclists use Binsey lane esp when as now and every year the riverbanks are flooded. Cars to the pub drive too fast and may be too young and cheerful to allow for pedestrian hazards. They will not stick to 20 mph but it may keep them down to 30-ish</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(107) Local Resident/Member of public, (Bridge Street)	<p><b>Support</b> – All roads within the ring road should be limited to 20mph</p> <p>Travel change: <b>No</b></p>