

Divisions affected: Otmoor

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
17 NOVEMBER 2022**

HORTON-CUM-STUDLEY: PROPOSED 20MPH SPEED LIMITS

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 20mph speed limits in Horton-cum-Studley as shown in **Annex 1**.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help encourage walking and cycling within Horton-cum-Studley by making them safer and more attractive.

Consultation

6. Formal consultation was carried out between 01 September and 30 September 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, Cherwell

District Council, the local District Cllrs, Horton-cum-Studley parish council, and the local County Councillor representing the Otmoor division.

7. 53 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/objection	Total
20mph speed limit	6 (11%)	3 (6%)	43 (81%)	1 (2%)	53

8. 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	20 (38%)
Yes - cycle more	9 (17%)
No	22 (41%)
Other	2 (4%)

9. Additionally, two emails were received from: Thames Valley Police, and Stagecoach Bus Company.

Statutory Consultee Responses:

10. Thames Valley Police re-iterate 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 bus operator considers their comments as 'informative' and having concerns; these focus on the need to keep the proposed 20 limits to the core built-up village areas to enable suitable progress on rural routes already struggling financially.

Other Responses:

11. 53 responses were received from members of the public with 43 supporting, 3 expressing concerns, and 6 objectors who all live in the village. 1 objection cites increased fuel use but the remainder were generic and officers consider them irrelevant to this consultation (see para 14).
12. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

13. 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 Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

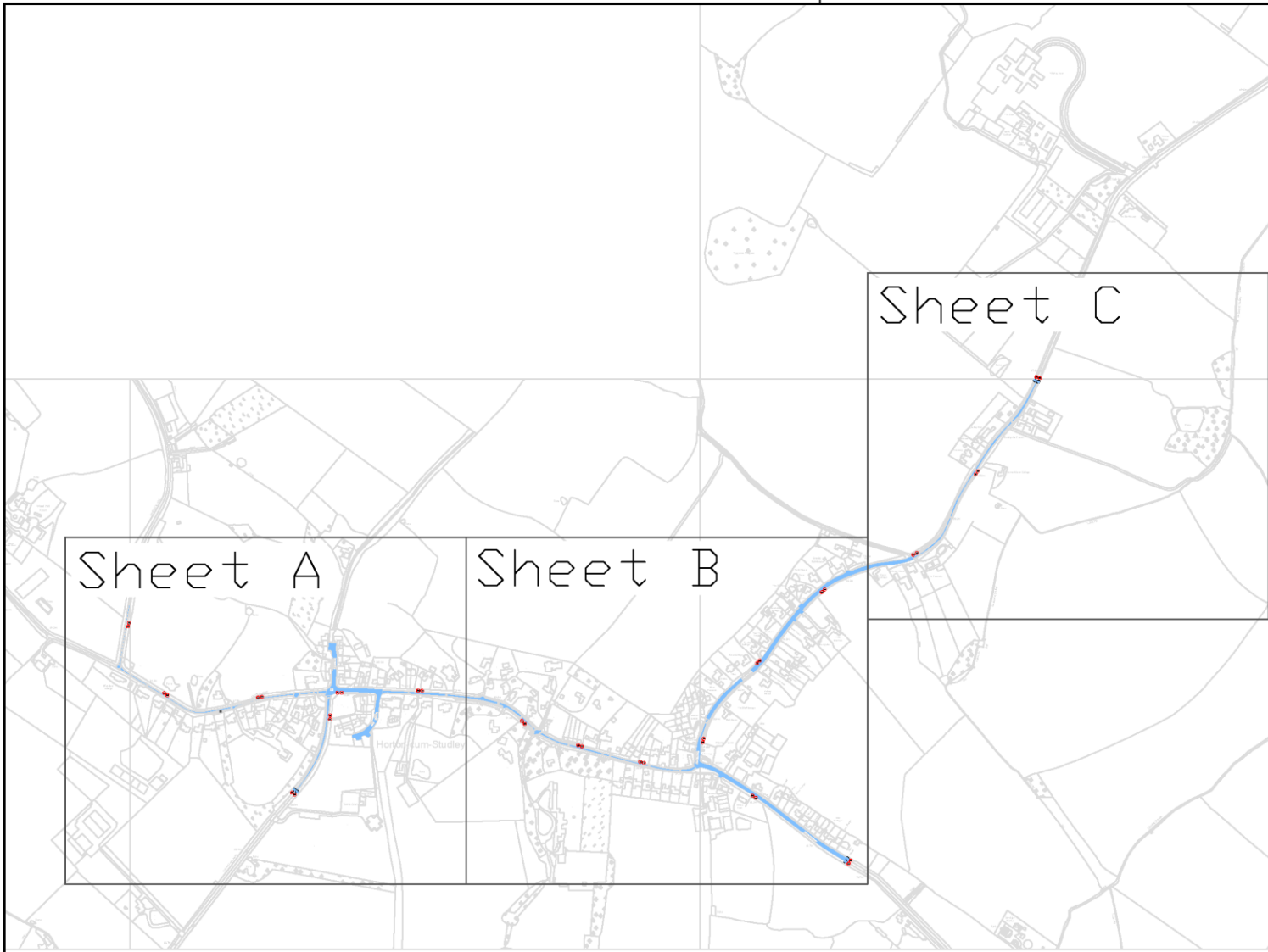
14. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Geoff Barrell 07392 318869

November 2022



Drawing No.		Revision			
<p>Notes:</p> <div style="display: flex; align-items: center; margin-top: 5px;"> <div style="width: 20px; height: 10px; background-color: #00aaff; margin-right: 5px;"></div> Proposed new 20mph </div>					
© Crown Copyright and Database rights 10023943 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 5px;"> <p>OXFORDSHIRE COUNTY COUNCIL Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p> </div>					
Project title					
Horton-cum-Studley 20mph Limit					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
	ER				
Date drawn	Date checked	Date approved			
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - 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 (www.gov.uk)) 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"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<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) Stagecoach Bus Company, (Head of Strategic development & the Built Environment)</p>	<p>Concerns – The following comments should be received as informative rather than as a formal objection. We recognise and respect the decision of the Parish Council to progress this on behalf of the community.</p> <p>This village is unserved by bus services, though Stagecoach has seriously considered it as a possible route in the past, between Lower Arcott and Headington, on a longer route between Bicester and Oxford serving the hospitals and employment in the Headington area. The very poor standard of the route north of the Village (much in Buckinghamshire) was the main reason we elected not to pursue this option.</p> <p>We note that the extent of the proposed limit is for about 2km, much of it through area towards the north east on Brill Road that lie somewhat beyond what could be described as having a village or built-up area character. This particular road is not lit either.</p> <p>The approach taken here seeks to maximise the length of 20 mph limits. If this logic is applied to localities where buses currently or might more regularly operate, have a very substantial negative impact on the ability to operate a cost-effective and relevant bus service.</p> <p>Outside the village core, we also wonder how enforceable this could be. There will be an immediate transition form the national sped limit (derestricted) to 20 mph as well and to fully comply with this would require a substantial length of road along which a vehicle should be decelerating in advance of the 20 mph limit. There are no visual cues, formal or informal, that would have this effect as currently proposed. There is a strong argument that outside the village on its approaches, progressive speed reduction measures should be investigated.</p>

	We have made these points to Council officers in broad terms - this however is another relevant exemplar
(3) Member of public, (Horton-cum-Studley, Horton Hill)	Object - Unnecessary considering the current 30mph speed limit is NOT enforced after 14years in this village. Simply enforcing this 30mph limit would be more benefital than causing disruption to existing traffic. Travel change: No
(4) Member of public, (Horton-cum-Studley, Brill Road)	Object - There is a 30mph limit in place already. Restricting further on the steep Horton hill road will lead to fuel waste and unnecessary brake wear going downhill and dangerous issues uphill with rolling back when the road is icy in the winter. There is simply no need to change the existing 30mph limit! Travel change: No
(5) Member of public, (Horton cum Studley, Horton Hill)	Object - The present speed limit is more than adequate. We have no schools or public facilities which warrant a 20 mile speed limit Travel change: No
(6) Member of public, (Horton-cum-Studley, Main Street)	Object - Much more important to make motorists obey the existing 30mph speed limit. I don't think that reducing limit to 20mph will improve drivers' observance of limit. Not enough pedestrians in the village to warrant 20mph, but the impact of vehicles travelling well above 30mph is horrendous. Travel change: No
(7) Member of public, (Horton cum Studley, Priory Close)	Object - Driving at 20mph up Horton Hill will generate more emissions and noise than at 30mph. Travel change: No

<p>(8) Member of public, (Horton-cum-Studley, Horton Hill)</p>	<p>Object - Pointless when existing speed limit is not enforced. 20mph will NOT work, especially going down a steep hill at ~20% gradient. This will not increase local transport use either, and most buses or transport vehicles will not abide to 20mph limit either.</p> <p>Travel change: No</p>
<p>(9) Member of public, (Horton Cum Studley, Forge Close)</p>	<p>Concerns - Its unenforceable when drivers won't stick to the current limit, traffic calming would be a better solution</p> <p>Travel change: No</p>
<p>(10) Member of public, (Horton cum Studley, Priory Close on Horton Hill Road)</p>	<p>Concerns - Concern about vehicles safely negotiating a steep hill, at a lower speed this would create more noise as you would be in a lower gear. Also I really do not want any more speed bumps to contend with.</p> <p>Travel change: No</p>
<p>(11) Member of public, (Horton-cum-Studley, Mill Lane)</p>	<p>Concerns - Believe a 20 MPH speed limit will have little or no affect and therefore a waste of money, better signage and traffic calming that doesn't require street lights would be better as well as more traffic/speed controls.</p> <p>Travel change: No</p>
<p>(12) Member of public, (Horton-cum-Studley, The Old Post Mews on Horton Hill)</p>	<p>Support - There is terrible and very frequent speeding in the village at the same time as there are a growing number of elderly and young children residents, as well as pets and wildlife. With a lower speed limit I hope it would actually make people think and slow down. I've seen an elderly neighbour have to wildly gesture to a car to slow down whilst escorting his frail wife across the road. The car in question had to screech it's breaks on. I have also had one of my cats hit by a speeding van. The police regularly catch speeding cars in our village and this had made the Oxford press before as it was so bad. I fear for our residents, walkers, cyclists etc. please support the application for 20mph speed limit.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(13) Member of public, (Horton Cum Studley, Brill Road)</p>	<p>Support - I live on Brill Road. Just coming into the village from Bicester direction round the first bend. Cars speed past my house constantly. Including very large lorries and waste removal lorries which often exceed the speed limit. When I drive through at 30mph, I nearly always have a tailback of anxious drivers behind me then they overtake once on the straight mile at speed. I am constantly worried about the horse riders who pass my house. It is so risky for them. It is not nice walking my dog on the narrow pavement at far end of Brill Road and also near top of Horton Hill. Also no footpath beyond my home so have to walk on Brill Road round the bend when verge is long. Cars and their wing mirrors are so close to me. Please reduce the speed.</p> <p>Travel change: Other No. The straight mile towards Oxfodt is too dangerous to cycle or walk. Would love to cycle to Oxford but cars must drive at 70 mph along there they drive so fast as no limit there.</p>
<p>(14) Member of public, (Horton cum Studley, Ventfield Close)</p>	<p>Support - Living in HCS and very close to the main road I have to listen to the cars speeding through the village. In August 2021 a car ended up in my garden narrowly missing the house and it worries me every time I hear a speeding car!</p> <p>Travel change: No</p>
<p>(15) Member of public, (Horton cum Studley, Horton hill)</p>	<p>Support - No one likes to be slowed down whilst driving anywhere, but are more than happy to have others slowed down where they live. I fall into that category.</p> <p>Travel change: No</p>
<p>(16) Member of public, (Horton cum Studley, Brill Road)</p>	<p>Support - The current speed limit is too fast for the corners</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(17) Member of public, (Horton-cum-Studley, Brill Road)</p>	<p>Support - My family and I live in Horton-cum-Studley and regularly experience drivers speeding through the village. Our home is on the outskirts just before the speed limits changes to/from 30mph and, with no pavement by our house, walking into and out of the village is quite frankly scary especially with 2 young boys.</p>

	<p>I wholly support the move to a 20mph limit as has just been implemented in Islip which also has problems with “rat run” drivers</p> <p>Travel change: No</p>
<p>(18) Member of public, (Horton cum Studley, Horton hill)</p>	<p>Support - People regularly speed through the village and children walk up and down the road all the time. Even 30 doesn't feel safe at all.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(19) Member of public, (Horton cum studley, Church Lane)</p>	<p>Support - Because we live in the village and cars appear to be frequently speeding through</p> <p>Travel change: Yes - cycle more</p>
<p>(20) Member of public, (Horton cum studley, Horton Hill)</p>	<p>Support - The road is a very busy and dangerous road ,The speed they drive is scary .</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(21) Member of public, (Horton cum Studley, Horton Hill)</p>	<p>Support - Speeding traffic is a huge issue in our village. It makes walking around the village dangerous, especially with children and for those of us with health conditions. The pavements are generally narrow and near the road which adds to the problem. Reducing the speed will allow more villagers to walk safely and so connect the village more. The reduction in speed should also have a positive effect on emissions in the village, which would also be very welcome as many people use the village a cut through to get to Oxford and the M40. I'm unclear from the plan what measures will be in place to enforce the new limit - speed limit signs at the entrances of the village and repeaters throughout I can see, but will there be any additional infrastructure at the village entrances (chicanes with priority to traffic leaving the village) to slow traffic down, as there is in Islip, for example. Also I imagine lowering the speed limit on the straight mile and up Woodperry hill to the t-junction would help support the 20mph zone. Lowering this to 50mph would be in keeping with the road to Stanton and Islip and would help with the dangerous sharp corner at the top of Woodperry Hill. Very in support of the village scheme though, hope it goes ahead!</p> <p>Travel change: Yes – walk/wheel more</p>

(22) Member of public, (Horton--Cum-Studley, Church Lane)	<p>Support - People use the main road through the village as rat run into Oxford. They go very fast and drive dangerously through the village. A lot of the footpaths are quite narrow and only on one side of the road. This means you need to cross the road to stay on the footpath. There are pLenny of children in the village and reducing the speed limit would make it much safer.</p> <p>Travel change: Yes – walk/wheel more</p>
(23) Member of public, (Beckley, Common Road)	<p>Support - Centre of a village used as a throughway by speeding motorists</p> <p>Travel change: No</p>
(24) Member of public, (Oxford, Raleigh Park Road)	<p>Support - Child and pet safety</p> <p>Travel change: No</p>
(25) Member of public, (Horton-cum-Studley, Horton Hill)	<p>Support - Constant drivers spending through the village and concerns for childrens and others safety</p> <p>Travel change: Yes – walk/wheel more</p>
(26) Member of public, (Horton-Cum-Studley, Mill Lane)	<p>Support - I have two children who I do not feel safe walking up or crossing Horton Hill. There is a speed sign on the Hill which is constantly set off but has no effect. Cars often clip the kerb on the corner of Mill Lane and Horton Hill as they enter the village too fast. Recently a van crashed in to a house at this location having taken the corner too fast. A few minutes before a group of school children were on the pavement the van crossed over before crashing in to the house.</p> <p>Travel change: Yes - cycle more</p>

<p>(27) Member of public, (Horton-cum-Studley, Brill Road)</p>	<p>Support - Our children and animals loves are being put at risk due to many many people driving too fast through our village.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(28) Member of public, (Horton-cum-Studley, Horton Hill)</p>	<p>Support - Safety</p> <p>Travel change: No</p>
<p>(29) Member of public, (Oxford, Rawlinson Road)</p>	<p>Support - Cars speed up and down Horton Hill with no regard for pedestrians or locals</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(30) Member of public, (Horton cum Studley, Church Lane)</p>	<p>Support - Safety and noise are main concerns. The village has many horses and walkers as well as dwellings oppressed by current noise levels. The long stretches of road within the village encourage thoughtless driving. Reducing the speed limit will bring average speeds down even if some drivers exceed the new limit.</p> <p>Travel change: Yes - cycle more</p>
<p>(31) Member of public, (Horton cum Studley, Horton Hill)</p>	<p>Support - The volume of speeding traffic through the village is dangerous to road users, pedestrians, cyclists and horse riders. I fully support OCC's new 20mph campaign. It's the single biggest issue parishioners talk about all the time.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(32) Member of public, (Horton-cum-Studley, Brill Road)</p>	<p>Support - Cars are speeding through the village. Walking on the roads where there is no pavement is dangerous. A 20mph speed limit would help residents, especially children to safely walk through the village. During rush hours cars and lorries constantly speed through the village. The speed limit would calm this down. A speed limit of 50mph approaching the village would help drivers.</p>

	Travel change: Yes – walk/wheel more
(33) Member of public, (Horton cum Studley, Church Lane)	Support - I am a resident of horton cum studley who lives near the hair pin bend at the bottom of the hill Travel change: No
(34) Member of public, (Horton Cum Studley, Ragnalls Lane)	Support - The village is really busy, I have to ride horses through the village to get to bridleways and it is becoming increasingly dangerous as the cars speed through at more than the current 30mph. Often they do not adhere to horse riders making slowing down signs either. Also I cycle a lot and it's scary out there Travel change: Yes – walk/wheel more
(35) Member of public, (Horton-cum-Studley, Brill road)	Support - The village has a number of young children walking or cycling within the village, there are areas in the village with no walkway which means you have to walk in the road. Children also use bus services to and from school and cross the road regularly, cars speeding through the village make this very dangerous for young children. Travel change: Yes – walk/wheel more
(36) Member of public, (Horton-cum-Studley, The Green)	Support - Regular speeding occurs as shown on speed monitoring devices. Recent traffic incidents involving vehicles, vehicle fires and collisions with houses. Insufficient & unsafe footpath provision for pedestrians and those with limited mobility. Rural environment without street lighting increases risk to all road users. Need to protect horse riders & horses using highways within the village. Increasing volume of traffic with significant developments (e.g. 100 bed hotel just north of village) and more use as a 'rat-run' for commuters in expanding housing areas around Oxfordshire. Travel change: Yes - cycle more

<p>(37) Member of public, (Horton Cum Studley, Oxford, Church Lane)</p>	<p>Support - The Speed through the village is crazy Travel change: Yes – walk/wheel more</p>
<p>(38) Member of public, (Horton-cum-Studley, Oxford, Brill Road)</p>	<p>Support - A 20 mph in our village will reduce speeding. Travel change: Yes - cycle more</p>
<p>(39) Member of public, (Horton cum studley, Church Lane)</p>	<p>Support - There have been too many near misses and the road has become dangerous. There are children who cross this road regularly and are in danger due to the regularly speeding traffic. Travel change: Yes - cycle more</p>
<p>(40) Member of public, (Horton-Cum-Studley, Mill Lane)</p>	<p>Support - My children walk alongside the road to park and also from the school bus. A few weeks ago a transit van went into the corner of a house on Mill lane, if my children were there they would have probably died. Travel change: Yes – walk/wheel more</p>
<p>(41) Member of public, (Horton cum Studley, Horton Hill)</p>	<p>Support - Can reduces noise, pollution, the rate and severity of accidents, and also cuts fuel consumption. Travel change: Yes - cycle more</p>
<p>(42) Member of public, (Oxford, Rawlinson)</p>	<p>Support - I have family living in Horton-cum-Studley including 2 small children. Traffic races up the hill through the village, making it unsafe and difficult to cross the road. As the playground is on the other side of the road, getting to it with a baby in a buggy and a small child on a bicycle is difficult and often dangerous. It's also a popular cycling route, tempting impatient drivers to overtake cyclists with poor visibility ahead. A 20 mph speed limit should remind drivers that this is a village with people living on the road, not a highway for speedsters. Travel change: Yes – walk/wheel more</p>

(43) Member of public, (Horton-Cum-Studley, Horton Hill)	<p>Support - A vast amount of vehicles are diving at high speeds coming down Horton Hill, many in excess of forty miles plus per hour.</p> <p>Travel change: No</p>
(44) Member of public, (Horton cum studley, Church lane)	<p>Support - There is an increasing problem of speeding vehicles in the village and I believe a 20mph scheme may reduce some incidence of this in the area</p> <p>Travel change: Yes - cycle more</p>
(45) Member of public, (Horton cum Studley, Oakley Road)	<p>Support - Traffic, both cars and farm traffic, races along the roads, in the case of farm traffic (contractors, not village residents) the blare their horns continuously as they do so in some kind of effort to get people out of the way. It needs to be stopped.</p> <p>Travel change: No</p>
(46) Local group, (St Barnabas Church)	<p>Support - A 20 mph speed limit throughout the village is a very sensible proposal. I have witnessed how fast some vehicles drive through Horton-cum-Studley and I know that there have been a number of accidents recently that are result of speeding. Most of the streets in Oxford are now limited to 20 mph and this has made a huge difference to the accidents and injuries. It will not be an inconvenience to drivers to reduce their speed to 20 mph through the village as it would make very little difference to their overall journey time.</p> <p>Travel change: Yes – walk/wheel more</p>
(47) Member of public, (Bicester)	<p>Support - I regularly use the roads around Horton Cum Studley as a Horse Rider and find that the current speed limit of 30mph isn't adhered to. Which can make it dangerous for not only equestrians, all road users and pedestrians.</p>

	<p>Travel change: Other I ride my horse on the roads - this will not change especially in the winter when the bridleways are unrideable.</p>
<p>(48) Member of public, (Horton cum Studley, Oakley Road)</p>	<p>Support - Fed up with dangerous speeding</p> <p>Travel change: No</p>
<p>(49) Member of public, (Horton cum Studley, Brill Road)</p>	<p>Support - Too many people pay no attention to the speed limit in the village, especially at the entry/exit points, even the speed activated signs have little or no effect. Without action, someone is going to be seriously injured, if not worse, very soon!</p> <p>Travel change: No</p>
<p>(50) Member of public, (Horton-cum-Studley, Horton Hill)</p>	<p>Support - I am supporting the 20 mph proposal as the village suffers from speeding drivers and terrible rat run traffic due to Bicester expansion. Village roads are unsafe especially for vulnerable road users.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(51) Member of public, (Horton-cum-Studley, Horton Hill)</p>	<p>Support - Most drivers drive at excessive speeds through the village especially down Horton Hill approaching the bend by the church</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(52) Member of public, (Horton cum Studley, Brill Road)</p>	<p>Support - The proposed 20 mph limit will make crossing the road safer for children in the village and will reduce traffic noise and disturbance for those living alongside the road.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(53) Member of public, (Horton cum studley, Church lane)</p>	<p>Support - The approaches to Horton cum studley are frequently made at high speed and it is dangerous for cyclists and pedestrians trying to get the the village hall or golf club as cars are travelling too fast</p> <p>Travel change: Yes - cycle more</p>
<p>(54) Member of public, (Horton cum Studley, Horton Hill)</p>	<p>Support - I live in the village and have issues getting out of my driveway because of the speed of traffic in the village</p> <p>Travel change: No</p>
<p>(55) As a business, (Stanton St John, Pound lane)</p>	<p>No opinion - I am not fully aware of the speed of the traffic although I do drive there</p> <p>Travel change: No</p>