

Divisions affected: Charlbury & Wychwood

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 MARCH 2023

CHARLBURY: 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 Charlbury as shown in **Annex 1**.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. Formal consultation was carried out between 02 February 2023 and 03 March 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Charlbury town council, and the local County Councillor representing the Charlbury & Wychwood division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection.

Other Responses:

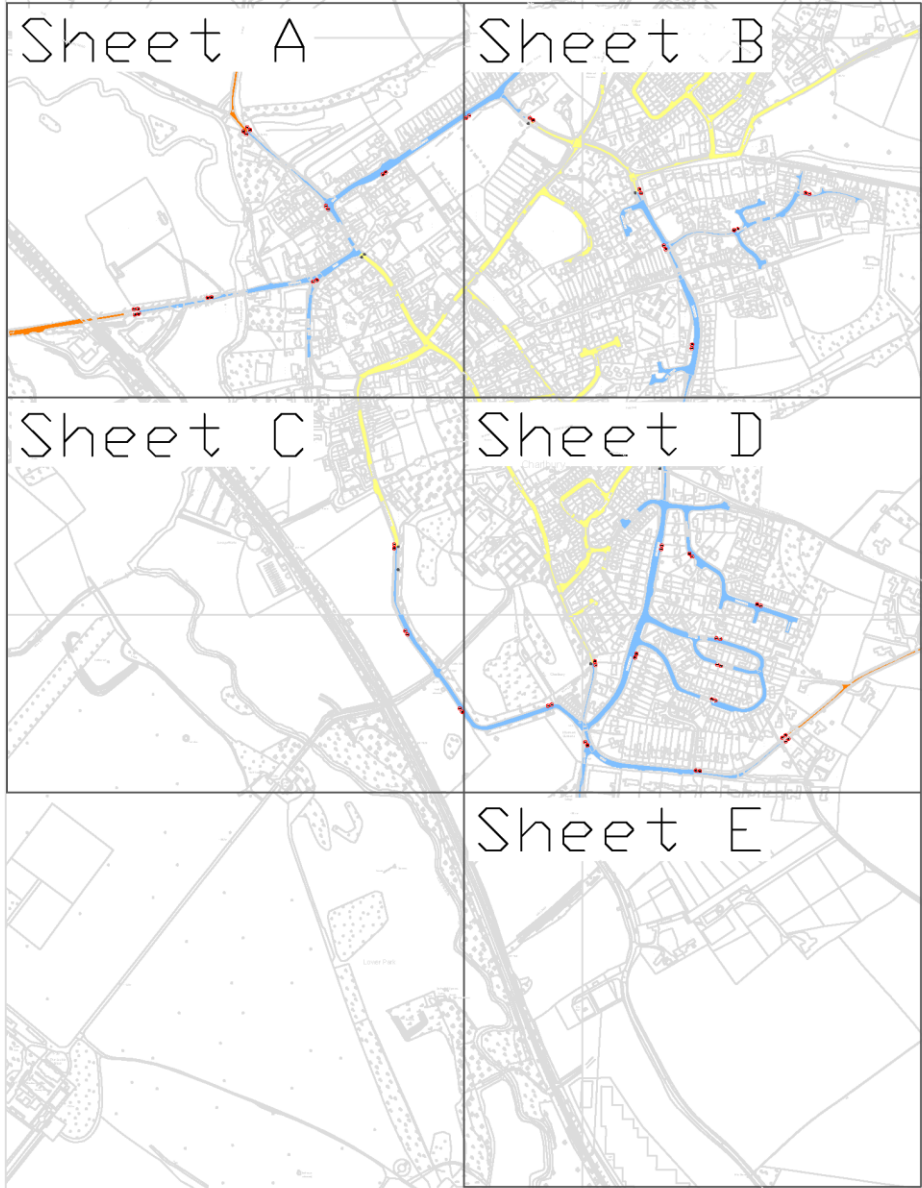
8. 96 online responses were received from members of the public: the 78 in support included three listed as objections given they sought amendments to the proposals in single locations. One respondent thought the 20mph limit should be brought further in on Woodstock Road and another believed the steep gradient on the Slade dip would create problems with a 20mph limit. One respondent had no opinion and 6 expressed concerns.
9. The remaining 11 were objectors, many of whom made surprisingly similar observations with ten comments that the proposals were unworkable, unnecessary, a waste of money, and indeed could compromise safety. Two commented that a blanket imposition was not the best solution and single comments concerned over sign clutter, pollution, and calling instead for the existing limits to be enforced.
10. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below

Travel Change	Number
Yes – walk/wheel more	25 (26%)
Yes - cycle more	14 (15%)
No	54 (56%)
Other	3 (3%)

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




Drawing No. _____

Notes:

- Proposed new 20mph
- Existing 20mph limit
- Existing 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
 Charlbury 20mph Limit

Drawing title
 General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 13/12/22	Date checked 06/01/23	Date approved 06/01/23

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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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>
(2) Local Resident/Member of public, (Charlbury, B4026 Spelsbury Road)	<p>Object - Extending the 20 limit so widely will cause it to fall into disrepute and be ignored.</p> <p>Travel change: No</p>
(3) Local Resident/Member of public, (Charlbury, Church lane)	<p>Object - unnecessary it is difficult to exceed current speed limits except on The Slade which does need restrictions. I object to all the signage which damages the appearance and character of the beautiful old centre of a very small town/settlement</p> <p>Travel change: No</p>
(4) Local Resident/Member of public, (Charlbury, Church Lane)	<p>Object - Speed in areas deemed to be less safe are already restricted to 20mph. To impose 20mph on the whole town without reference to a specific need is overkill. It is a waste of resources and tax payers money.</p> <p>Travel change: No</p>
(5) Local Resident/Member of	<p>Object - I object only to the extension of the 20 mph limit to The Slade/Sturt Rd . I object for exactly the same reasons are objected in responding to the consultation in May 2022. The road is very steep, including a substantial dip before</p>

<p>public, (Charlbury, Ditchley Road)</p>	<p>the downhill section gives way to the uphill section. In snowy and icy conditions traction is difficult for cars without 4 wheel drive. Moving at a slow speed increases the possibility of swerving onto the pavement or into the path of oncoming cars. I don't object to the proposed zebra crossing or to the extension of the 20mph limit to the other roads marked on the plan.</p> <p>Travel change: More likely to drive through the centre of town in snowy or icy conditions, especially when heading towards Witney. This for reasons of safety. Like many older persons, I have fragile bones and health must come first.</p>
<p>(6) Local Resident/Member of public, (Charlbury, Lees Heights)</p>	<p>Object - The use of 20mph speed limits in Charlbury is a complete waste of time and is totally unnecessary. The council should stop wasting money on useless initiatives like this.</p> <p>Travel change: No</p>
<p>(7) Local Resident/Member of public, (Charlbury, Market Street)</p>	<p>Object - It isn't necessary and it won't be observed.</p> <p>Travel change: No</p>
<p>(8) Local Resident/Member of public, (Charlbury)</p>	<p>Object - Because if people were taught to be AWARE of traffic, and to not be STUPID, none of this would be necessary.</p> <p>Travel change: No</p>
<p>(9) Local Resident/Member of public, (Charlbury, Rochester Place)</p>	<p>Object - I object to the blanket imposition of 20mph because this potentially demeans their value where they are most needed. The emphasis needs to be on careful, considerate and safe driving rather than an absolute speed; there are actually places where even 20mph is too fast - but there are other roads where, provided people are driving carefully and considerately, 30mph is fine. If a blanket 20mph rule were applied, I think people would generally ignore it - so it would require constant supervision, enforcement and policing. Given that most cars, buses and HGVs are petrol or diesel and will continue to be so for a long time yet, 20mph is actually a problematic speed, since it tends to fall between gears - which means that you are either uncomfortably, noisily and pollutingly in 2nd, or uncomfortably,</p>

	<p>roughly and, yes, pollutingly in 3rd. Try driving up The Slade at 20mph in 3rd. Therefore, having particular places for 20mph at least heightens drivers' awareness for additional care.</p> <p>Travel change: No</p>
(10) Local Resident/Member of public, (Charlbury, Sandford Rise)	<p>Object - 20mph zones are frustrating, in the current 20mph zones most people do about 30mph anyway. There has been no pedestrian accidents since the area has been a 30mph zone, so I see no need for the 33% speed reduction.</p> <p>Travel change: No</p>
(11) Local Resident/Member of public, (charlbury, sandford rise)	<p>Object - I consider much of extension of the twenty speed limit in Charlbury unnecessary.</p> <p>Travel change: No</p>
(12) Local Resident/Member of public, (Charlbury, Shilson Lane)	<p>Object - The extent of the existing 20mph zone covers the narrow streets in Charlbury. These proposals cover the wide roads in Charlbury. It would better to enforce the 30mph limit in these areas.</p> <p>Travel change: No</p>
(13) Local Resident/Member of public, (Charlbury, The Green)	<p>Object - Speed limits work best as a hierarchy. A blanket 20 means that this will be ignored on the main routes where 20 is too slow and then no reminder when turning off onto smaller roads where 20 is appropriate</p> <p>Travel change: No</p>
(14) Local Resident/Member of public, (Charlbury, Church St)	<p>Object - 20mph will not be observed by drivers especially coming in from Woodstock. The limit should start at the bottom of the hill, not the top.</p> <p>Travel change: No</p>

<p>(15) Local Resident/Member of public, (Charlbury, Ticknell Piece Road)</p>	<p>Object - The extension on road to Spelsbury is unworkable. It would not be adhered to. It would make more sense to open the campsite up to the close by bridleway/footpath network and improve signage so walkers from the campsite can confidently walk into Charlbury on a traffic free route. The rest of Charlbury it is a good idea but speed bumps and enforced narrowing of the road as recently installed on the road in from Enstone would be required for it to have any realistic effect.</p> <p>Travel change: No</p>
<p>(16) Local Resident/Member of public, (Fulwell, Fulwell)</p>	<p>Object - It is too slow and will prove dangerous when going up and down the slade for lorries. There is a good distance between footpath and road most of the way.</p> <p>Travel change: No</p>
<p>(17) Local Resident/Member of public, (Charlbury, Lee Close)</p>	<p>Concerns - Its a terrible idea, the "practice run", has not worked, people do not follow the speed limits either 20 or 30. There is no way of enforcing the 20mph, this will also mean more cost replacing signage, and extra signage needed at more regular intervals as 20mphs needs. If anyone bothers to reads independent research on how changing speed limits to 20mph, you will see that most state that not only does it not work, in some cases it gets worse. Unfortunately people cave in to peer pressure rather than hard facts.</p> <p>Travel change: No</p>
<p>(18) Local Resident/Member of public, (Charlbury, Sandford Park)</p>	<p>Concerns - I have always felt very strongly about education instead of making enforcement's stronger </p> <p>Travel change: No</p>
<p>(19) Local Resident/Member of public, (Charlbury, Shilson Lane)</p>	<p>Concerns - I am in favour of extending the 20mph limit on the additional roads proposed but not on the arterial roads around Charlbury, such as Nine Acres and The Slade</p> <p>Travel change: No</p>

<p>(20) Local Resident/Member of public, (Charlbury, The Slade)</p>	<p>Concerns - I partly support the proposal but I think the proposed 20mph area is too big and will be ignored by most people. It ought to be outside school and in the main town. Approach roads like woodstock road are not suitable.</p> <p>Travel change: No</p>
<p>(21) Local Resident/Member of public, (Charlbury, Ticknell Piece Road)</p>	<p>Concerns - I broadly support this proposal, because due to the width of most roads, as well as the location of parked vehicles, there are few places in Charlbury where a 30pmh limit does not regularly create circumstances that bring motor vehicles into conflict with pedestrians, cyclists, or other motor vehicles. Where there is sufficient space, it is of such short distance that it would not be worth having the limit change for that short time, making a blanket 20pmh limit for the town the simplest, most enforceable, and easily remembered means of promoting road safety.</p> <p>I am aware though that most older cars (meaning the problem will actually reduce with time) either do not have cruise control or a speed limiter, or if they do (like mine), ones that work down to 20mph, as the vehicles were designed when the usual lowest limit was 30mph. Having rigidly enforced 20mph limits on wide sections of road that do not also have measures in place to cause drivers to naturally slow down is likely, certainly in the initial short term, to lead to an increase in slower speed collisions, as drivers concentrate more on their speedometer than on the road outside. With this in mind, and as a full member of IAMRoadSmart, I fully support their policy that enforcement take the form of speed awareness training for those breaking the limit in such area, although with the caveat that speeds in excess of 30mph be treated in the usual manner, which is not expressly stated by IAMRoadSmart.</p> <p>As a coach driver I am also very aware that the speed of the average cyclist is around 18mph on flat ground, meaning cyclists and motor vehicles spend more time in close proximity in 20mph zones. This, along with traffic calming measures that narrow the road, to encourage motor vehicles to naturally slow down, can lead to drivers not allowing the minimum distance of 1.5m between them and a cyclist when they seek to over take them. I would therefore like to see any traffic calming measures (which MUST NOT include road humps of any kind, due to the manner in which they increase emissions as motor vehicles slow down before them and speed up after them) include, wherever possible, measures for cyclists to be able to bypass them through a segregated area, thus keeping them and the motor vehicles apart. Those traffic calming measures ought also to not include whenever possible gateways that prioritise traffic from one way or the other (which would again increase emissions due to slowing down and speeding up), but ought to merely reduce the useable width of the road to the total width of a large car and an LGV/PCV. Where the width of the road is already less than such a measurement, prioritising gateways would be applicable.</p> <p>Travel change: No</p>

(22) Local Resident/Member of public, (Charlbury, Hughes Close)	<p>Concerns - There are places that justify it but we must be wary of not overdoing it like they did in Witney</p> <p>Travel change: No</p>
(23) Local Resident/Member of public, (Charlbury, Bayliss Yard)	<p>Support - Seems reasonable</p> <p>Travel change: No</p>
(24) Local Resident/Member of public, (Charlbury, Church Street)	<p>Support - Safety. Lots of children in Charlbury</p> <p>Travel change: No</p>
(25) Local Resident/Member of public, (Charlbury, Crawborough)	<p>Support - Important to slow speeds for a number of reasons: to make roads safer in general, to encourage more people to walk and cycle, to make being out and about in the town more pleasant, to reduce emissions</p> <p>Travel change: No</p>
(26) Local Resident/Member of public, (Charlbury, Crawborough)	<p>Support - Traffic, especially on The Slade, needs to be slowed down. This is for general safety and air pollution reasons.</p> <p>Travel change: Yes – walk/wheel more</p>
(27) Local Resident/Member of public, (Charlbury, Crawborough)	<p>Support - Drivers need to get used to 20mph in all built-up areas</p> <p>Travel change: No</p>

(28) Local Resident/Member of public, (Charlbury, Crawborough)	<p>Support - Safer roads</p> <p>Travel change: No</p>
(29) Local Resident/Member of public, (Charlbury, Crawborough Villas)	<p>Support - There is currently lots of speeding on the Slade where children frequently are present, bring down the limit down to 20 may slow them further down 30 mph</p> <p>Travel change: No</p>
(30) Local Resident/Member of public, (Charlbury, Dancers Hill)	<p>Support - (1) At the moment the 20 mph limit is patchy in the town. I believe that making it fully 20 mph will make compliance more likely. (2) Slower traffic would encourage more confidence in walking around town.</p> <p>Travel change: Yes – walk/wheel more</p>
(31) Local Resident/Member of public, (Charlbury, Ditchley Road)	<p>Support - People drive far too fast!</p> <p>Travel change: Yes – walk/wheel more</p>
(32) Local Resident/Member of public, (Charlbury, Ditchley Road)	<p>Support - Pedestrian safety and traffic calming</p> <p>Travel change: No</p>
(33) Local Resident/Member of public, (Charlbury, Dyers Hill)	<p>Support - Greater safety for pedestrians, cyclists. Encouraging non-motor vehicle transport methods. Safety for kids.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(34) Local Resident/Member of public, (Charlbury, Elm Crescent)</p>	<p>Support - At present motorists are dominant road users. A 20mph speed limit respects cyclists and pedestrians and helps make the roads safer for all</p> <p>Travel change: No</p>
<p>(35) Local or County Cllr, (Charlbury, Hundley Way)</p>	<p>Support - A consistent speed within the town is easier to follow/remember and 20mph is quieter/safer for residents.</p> <p>Travel change: Yes - cycle more</p>
<p>(36) Local Resident/Member of public, (Charlbury, Hundley Way)</p>	<p>Support - Charlbury is a small town with narrow pavements in most areas. There are a large number of families and older people living here and having cars drive slower around the town will be a much more pleasant experience for all.</p> <p>Travel change: No</p>
<p>(37) Local Resident/Member of public, (Charlbury, Lee Close)</p>	<p>Support - I believe the proposals will help to provide a safer, quieter and more pleasant environment for residents of Charlbury.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(38) Local Resident/Member of public, (Charlbury, Lee Close)</p>	<p>Support - Because 20 mph speed limits are known to greatly improve road safety: all roads in and around Charlbury are residential.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(39) Local Resident/Member of public, (Charlbury, Lees Heights)</p>	<p>Support - Safety, environmental benefits, social advantages (eg easier cycling)</p> <p>Travel change: Yes - cycle more</p>

<p>(40) Local Resident/Member of public, (Charlbury, Lees Heights)</p>	<p>Support - The roads are more user friendly to walkers & cyclists if vehicles travel at around 20mph instead of 30mph. Also, the noise intrusion for nearby residents is less.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(41) Local Resident/Member of public, (Charlbury, Little Lees)</p>	<p>Support - Current 20mph scheme has gaps and should be consistent</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(42) Local Resident/Member of public, (Charlbury, Market Street)</p>	<p>Support - Safety of all road users, reduction in pollution and noise levels</p> <p>Travel change: No</p>
<p>(43) Local Resident/Member of public, (Charlbury, Market Street)</p>	<p>Support - Will make walking and cycling safer around town</p> <p>Travel change: Yes - cycle more</p>
<p>(44) Local Resident/Member of public, (Charlbury, Nine Acres Lane)</p>	<p>Support - The speed of traffic in Charlbury is too fast too much of the time. The concerns are for the safety of pedestrians and other road users and the acceleration noise of powerful cars and motor bikes. While the 30mph, and higher, speeds may not always be reduced to 20mph they will hopefully be reduced somewhat making for a safer and quieter environment. Enforcement will certainly help.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(45) Local or County Cllr, (Charlbury, Park Street)</p>	<p>Support - We have a 20 mph speed limit in the centre of Charlbury but on the roads which encourage the fastest traffic we do not have a 20 limit and this is badly needed</p> <p>Travel change: No</p>

<p>(46) Local Resident/Member of public, (Charlbury, Pooles Lane)</p>	<p>Support - We live on what used to be a quiet lane. With the town now stretched to capacity (one hopes for no more) with new developments, there is a huge flow of traffic right past my cottage front door at rush hours, and in between those hours, the weekday traffic includes delivery vans, locals heading to the co-op at the top of the road and down to the station (we are a shortcut for those) and frequent trades vans. Regardless of us being in the centre of the 20mph zone, rarely does anyone ever drive at 20mph or less here. We open our door directly on to the road, there is no footpath. It feels dangerous, especially now with electric cars being so quiet. There are numbers of elderly residents who have to walk up and down the road to get their shopping, or go to the doctor or dentist surgery, etc. They are vulnerable to speeding vehicles. There are also children in buggies, and primary school children being walked down the road; they are all equally vulnerable. I want the 20mph to be consistent throughout the whole of the town so that all drivers entering the town can be notified and thus prepared for it, and by comparison they would also act to highlight the locals who currently ignore the 20mph zone, as it stands at present.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(47) Local Resident/Member of public, (Charlbury, Sandford Park)</p>	<p>Support - Reducing the speed limit will make Charlbury safer for everyone, and will also reduce pollution and noise. It is important to emphasise that local roads are just for getting to your final destination - not for doing this as fast as possible. Priority in any locality should be given to pedestrians and cyclists.</p> <p>Travel change: No</p>
<p>(48) Local Resident/Member of public, (Charlbury, Sandford Park)</p>	<p>Support - 1. Fundamentally lower car speeds are safer for pedestrians, in any accident the pedestrian is likely to survive if the car is driving more slowly. So whilst there is a minor inconvenience (I'm a driver) that needs to be set alongside the far greater benefits to fellow citizens. 2. The current arrangement of some places (part of the Slate for example) at 30mph and other parts at 20mph is confusing for all, when I cross the road at Dancers Hill the cars are driving at 30mph. I'm fit and can cross quickly, other people are less mobile. Indeed there was an accident at the dip in the Slide when a dog was hit by a car, it could have been a child. 3. The plan to extend the 20mph to the cut-de-sacs around Sturt place make a lot of sense, there are loads of children and young families there - and I don't see why it was excluded in the first place. 4. The current 20mph covers some of the more affluent places in mainly in the centre</p>

	<p>of town, we should have an equitable approach where ALL Charlbury residents are equally able to live/walk along safe streets.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(49) Local Resident/Member of public, (Charlbury, Sandford Park)</p>	<p>Support - 1. Safety of residents walking with buggies/wheelchairs from Charlbury's most populated streets to town centre shops, services and schools. 2. Reduction of high levels of road noise on residential roads - accelerating heavy vehicles up and down steep hills. 3. Reduction of brake & tyre particulate pollution on residential roads caused by driver behaviour - stop/start/speeding/stopping suddenly. 4. Understanding that Speedwatch schemes don't work. I have been shouted at, laughed at, gesticulated at. Regulation is needed of driver behaviour on residential roads. 5. Drivers would not be inconvenienced or delayed, because of the stop/start nature of road traffic on these roads. Speed in one stretch is offset by stopped traffic in the next. The proposals make sense.</p> <p>Travel change: I always walk because the town centre is so close. It is actually frightening to walk down the Slade because of the speed of close, heavy traffic.</p>
<p>(50) Local Resident/Member of public, (Charlbury, Sandford Park)</p>	<p>Support - Primarily, the 20 MPH limit will save lives and reduce the risks of serious injury. With more traffic in Charlbury and quieter - electric - vehicles, this is now urgent. And as we are all being encouraged to cycle more, safer roads, in the absence of cycle lanes, is critical. There is also the issue of noise: slower traffic in our neighbourhood will improve quality of life. There is also the issue of equity: why can't people living in the areas proposed benefit in the way people elsewhere in Charlbury do. There is also the issue of the school being one of the areas affected by the proposed improvement. It will also make it easier for drivers: there will be one speed limit.</p> <p>Travel change: Yes - cycle more</p>
<p>(51) Local Resident/Member of public, (Charlbury, Sheep Street)</p>	<p>Support - Improved safety for pedestrians and cyclists, particularly children and those requiring mobility aids. Narrow pavements and parked cars can put these groups at particular risk, so reducing car speeds will reduce the risk of harm.</p>

	Travel change: No
(52) Local Resident/Member of public, (Charlbury, Spelsbury Road)	Support - With the narrow sidewalks and streets, I think it is imperative that we slow down cars for safety reasons. Travel change: Yes – walk/wheel more
(53) Local Resident/Member of public, (Charlbury, Spelsbury Road)	Support - A good proposal Travel change: No
(54) Local Resident/Member of public, (Charlbury, Spelsbury Road)	Support - Slowing traffic speeds in the town, makes a lot of sense Travel change: No
(55) As a business, (Charlbury, Spelsbury Road)	Support - Charlbury needs a 20mph speed limit Travel change: Yes – walk/wheel more
(56) Local Resident/Member of public, (Charlbury, Spelsbury Road)	Support - Streets are narrow and negotiating around parked cars can be difficult for all road users. Charlbury has a lot of pedestrians and no or very narrow pavements in many places. Lower vehicle speeds make it safer for everyone. Travel change: Yes – walk/wheel more
(57) Local Resident/Member of public, (Charlbury, Sturt Road)	Support - Keeping my children safe. The 30mph area on the slade/Sturt, where pavements are narrow, is really unsafe for school run. Travel change: Yes - cycle more

<p>(58) Local Resident/Member of public, (Charlbury, Thames Street)</p>	<p>Support - We live at the top of Pound Hill and the traffic either speeds up hugely as it leaves Charlbury , or is speeding as it comes up the hill into Charlbury. It is very dangerous</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(59) Local Resident/Member of public, (Charlbury, The Green)</p>	<p>Support - Pedestrian safety: winding roads often mean vehicles cannot be seen from far away, so the slower they are moving the better; pavements are also sometimes absent</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(60) Local Resident/Member of public, (Charlbury, The Green)</p>	<p>Support - I am supporting a 20mph speed limit to prevent accidents as driving speeds are too fast for a small town. I am hoping it will also cut down on emissions.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(61) Local Resident/Member of public, (Charlbury, The green)</p>	<p>Support - Safety, there's a lot of blind corners where pedestrians cross, lots of children as there's nurseries and a primary school in the area</p> <p>Travel change: No</p>
<p>(62) Local Resident/Member of public, (Charlbury, The Green)</p>	<p>Support - In general, I believe the roads are dangerous for children and pedestrians.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(63) Local Resident/Member of public, (Charlbury, The Playing Close)</p>	<p>Support - It is a town for living in, not driving in. People driving irresponsibly puts our children, elderly, and pets at risk, as well as causing unpleasant noise.</p> <p>Travel change: No</p>

<p>(64) Local Resident/Member of public, (Charlbury, The Playing Close/Pooles Lane)</p>	<p>Support - Pedestrian safety; environmental protection & fume reduction; noise; unnecessary speed of most vehicle users</p> <p>Travel change: Yes - cycle more</p>
<p>(65) Local Resident/Member of public, (Charlbury, The Slade)</p>	<p>Support - Safety</p> <p>Travel change: No</p>
<p>(66) Local Resident/Member of public, (Charlbury, the Slade)</p>	<p>Support - Excessive speeds on The Slade</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(67) Local Resident/Member of public, (Charlbury, The Slade)</p>	<p>Support - Making Charlbury safer, and making the roads quieter.</p> <p>Travel change: Yes - cycle more</p>
<p>(68) Local Resident/Member of public, (Charlbury, The Slade)</p>	<p>Support - Traffic travelling too fast in places especially along The Slade by the school and Nine Acres Lane - both where the road is wider</p> <p>Travel change: No</p>
<p>(69) Local Resident/Member of public, (Charlbury, The Slade)</p>	<p>Support - I feel a 20mph speed limit throughout the residential areas of Charlbury would help the safety of residents, particularly children. Living on the main road through Charlbury, we regularly experience traffic from Witney to Chipping Norton speeding at 40mph. A reduction to 20mph would not only give safety, but a sense of safety and possible reduction in traffic noise. Combined this would make the town a more pleasant place to live.</p> <p>Travel change: Yes - cycle more</p>

<p>(70) Local Resident/Member of public, (Charlbury, The Slade)</p>	<p>Support - I cross the road regularly with young children some cars exceed the speed limit of 30. If it were twenty they would more likely move at an acceptable speed.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(71) Local Resident/Member of public, (Charlbury, Ticknell Piece)</p>	<p>Support - Traffic, especially along the Slade, is too fast -often up to 60mph. Reducing it to 20, and adding a crossing, may help. So would speed bumps as on the Hailey-Witney road in Hailey.</p> <p>Travel change: No</p>
<p>(72) Local Resident/Member of public, (Charlbury, Ticknell Piece)</p>	<p>Support - My children cross the slade and would love to know it is same for them to do so. Some people drive so fast. If you could have a crossing and all 4 sides to ensure they get to the park safely that would be amazing.</p> <p>Travel change: No</p>
<p>(73) Local Resident/Member of public, (Charlbury, Ticknell Piece)</p>	<p>Support - Significant pedestrian activity, especially children and elderly.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(74) Local Resident/Member of public, (Charlbury, Ticknell Piece Road)</p>	<p>Support - As a mother of two children, working at the primary school and living in Ticknell Piece, it concerns me how fast vehicles drive on The Slade and past the school. A 20mph speed limit would make it much safer for the children to cross. At the moment I am constantly waving at drivers to slow down.</p> <p>Travel change: No</p>
<p>(75) Local Resident/Member of public, (Charlbury, Ticknell Piece Road)</p>	<p>Support - People have been killed on the slade previously and the road frequently has kids crossing it</p> <p>Travel change: Yes - cycle more</p>

<p>(76) Local Resident/Member of public, (Charlbury, Woodfield Drive)</p>	<p>Support - I have walked up the Slade to the school for 6 years or so. I also cross the Slade everyday to walk my dog in the fields above town - I can walk to the Slade and stand there, any time of the day or time of year and someone will speed past at some point! It is truly shocking the speed some people go - I once called a cab company as I caught the number flying past, upwards on 50mph! That was on the school run! The Slade is basically being treated as a ring road as it is wide in encourages speed. The junction into Dancers Hill is a fast turn rather than a sharp right angle, this slow traffic just there as someone turning into Dancers Hill would slow behind. Anything to slow the traffic would help; calming, crossings, cameras! Variable speed 20mph the whole Slade...???? They have it in Salisbury. 2 people have been killed on the Slade over the years and what frightens me is that it feels like we're waiting for a 3rd!?! I know when there's 3 something happens, like cameras etc.... why wait for someone to die when you can prevent that now! Please, please, please do something about the Slade before something horrible happens again.</p> <p>Travel change: No</p>
<p>(77) Local Resident/Member of public, (Charlbury, Woodstock Road)</p>	<p>Support - Many vehicles drive too fast on our roads and this might just slow some of them down.</p> <p>Travel change: No</p>
<p>(78) Local Resident/Member of public, (Charlbury, Wychwood Paddocks)</p>	<p>Support - While the current 20mph limits have improved safety, cars frequently ignore it, and a broader 20mph limit would slow down traffic sooner. In addition, through traffic using the Slade to travel from the A44 via Enstone road to the Five Ways junction, and vice versa, travels considerably faster than 30mph. A 20mph limit might bring that top speed down to something closer to 30mph.</p> <p>Travel change: No</p>
<p>(79) Local Resident/Member of public, (Charlbury, Church street)</p>	<p>Support - Prevent accidents/pedestrians being hurt</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(80) Local Resident/Member of</p>	<p>Support - Traffic speeds are far too high in the town although some improvement has been noted in the existing 20 mph zones so further restrictions are welcome.</p>

public, (Charlbury, Enstone Road/The Green)	Travel change: Yes - cycle more
(81) Local Resident/Member of public, (Charlbury, Hixet Wood)	Support - Reducing the speed limit to 20mph on our narrow roads will increase the safety of the public. Travel change: No
(82) Local Resident/Member of public, (Charlbury, Hixet wood)	Support - It makes no sense to have a 30mph area close to the school, and covering the dangerously fast Sturt Road, which children (including mine) use to get to school every day. Travel change: Yes – walk/wheel more
(83) Local Resident/Member of public, (Charlbury, Hundley Way)	Support - This is the best way of controlling the often excessive traffic speeds through Charlbury. A clear 20mph limit removes any doubt or confusion. The previous County Council refused to implement 20mph around Charlbury School - a major crossing point for residents at all times, but particularly dangerous for those in school wraparound care. Other peculiar anomalies will be addressed. The terminal points have been designed to allow gradual deceleration. There is considerable evidence to show 20mph limits reduce both the frequency and severity of traffic accidents. A Charlbury Town Council consultation showed overwhelming 76% support for this measure. Travel change: Yes - cycle more
(84) Local Resident/Member of public, (Charlbury, Kendal Piece)	Support - It can be challenging to safely cross the road when cars are travelling greater than 20mph Travel change: No
(85) Local Resident/Member of public, (Charlbury, Nine Acres Close)	Support - Good idea Travel change: No

<p>(86) Local Resident/Member of public, (Charlbury, Slade)</p>	<p>Support - I often walk in Charlbury and the surrounding area, most days. I occasionally cycle and sometimes drive. I am of the view that many vehicles drive too fast.</p> <p>Travel change: Yes - cycle more</p>
<p>(87) Local Resident/Member of public, (Charlbury, Sturt Road)</p>	<p>Support - Road safety for pedestrians will be improved and reduction in pollution.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(88) Local Resident/Member of public, (Charlbury, The Green)</p>	<p>Support - Some drivers ignore the 20 and 30 mph speed limits, speeding through residential streets such as Market Street which has narrow pavements and cars parked along one side. Perhaps having the same limit throughout the town would have some effect. Of course more monitoring and penalties would have even more effect.</p> <p>Travel change: No</p>
<p>(89) Local Resident/Member of public, (Charlbury, The Slade)</p>	<p>Support - Charlbury's current 20 mph area generally works very well - but in the 30 limits people often exceed the speed limit - eg on the Slade. Extending the 20 mph makes sense as there are areas where people cross the road eg by the primary school, by Londis, by Wigwell where 30mph is too fast.</p> <p>Travel change: Yes - cycle more</p>
<p>(90) Local Resident/Member of public, (Charlbury, Ticknell Piece)</p>	<p>Support - I support the proposed 20mph speed limit for the whole town because, I feel it would make the roads safer for pedestrians & cyclists. Being a cyclist myself, I am faced daily with speeding motorists who seemingly have no concern for the safety & wellbeing of those not using motorised vehicles. Indeed there are times when I've thought I must be invisible, considering some near misses I've had with inconsiderate, speeding drivers. A reduction in the speed limit for the whole town might help drivers to focus their attention & give other, slower road users the consideration they deserve.</p> <p>Travel change: No</p>

<p>(91) Local Resident/Member of public, (Charlbury, Woodfield Drive)</p>	<p>Support - Since the pandemic speeding has become a bigger issue in Charlbury with fewer motorists driving carefully in residential areas. The town city is also becoming more densely populated with several recent housing developments contributing to the volume of traffic and no added pedestrian access. In several areas no pavements or safe pedestrian provision.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(92) Local Resident/Member of public, (Charlbury, Wychwood Close)</p>	<p>Support - As a pedestrian the roads are too dangerous at 30mph</p> <p>Travel change: No</p>
<p>(93) Local Resident/Member of public, (Charlbury, Wychwood Paddocks)</p>	<p>Support - To make our community a safer and more pleasant place to walk and cycle, especially for children and those with mobility</p> <p>Travel change: No</p>
<p>(94) Local Resident/Member of public, (Charlbury, Dancers Hill)</p>	<p>Support - Traffic goes through the town too fast, it shows lack of respect, is unpleasant for residents and can be dangerous.</p> <p>Travel change: No I already walk in town a great deal</p>
<p>(95) Local Resident/Member of public, (Fawler, Main Street)</p>	<p>Support - Safer for pedestrians and cyclists</p> <p>Travel change: Yes - cycle more</p>
<p>(96) Local Resident/Member of public, (Sandford-on-Thames, EiverView)</p>	<p>Support - I think I'm unitiesneedro besafe for pedestrians, car, bike and other users.</p> <p>Travel change: No</p>

(97) Local Resident/Member of public, (Charlbury, Spelsbury Road)	No opinion - N/A Travel change: No

