

Divisions affected: *Chipping Norton*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –  
20 JULY 2023**

**CHIPPING NORTON: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

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

**Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Chipping Norton 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 Chipping Norton by making them safer and more attractive.

**Formal consultation**

6. Formal consultation was carried out between 08 June and 30 June 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, Chipping Norton town council, and the local County Councillor representing the Chipping Norton 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 objection.

### **Other Responses:**

8. 45 online responses, and one email, were received - with 16 local residents supporting the proposals and 20 objecting. A group representative, and two members of the public also objected. Six local residents expressed concerns and one had no opinion. Concerns and objections centred around the proposals being ineffective, a waste of money, creating driver frustration, and not being enforced. One respondent suggested they were politically driven and notably two respondents considered the limits a waste of time in the centre but sought their extension further out on all radial routes.
9. Those who responded online (45 responses), 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	4 (9%)
Yes - cycle more	3 (7%)
No	32 (71%)
Other	6 (13%)

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

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

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to 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'.
12. 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 the comments made of this nature in this report.






Drawing No. \_\_\_\_\_

Notes:

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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 Chipping Norton 20mph

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 General Layout

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
<p>(2) Member of public, (Bicester, Ashdene Road)</p>	<p><b>Object</b> - The proposals do not improve congestion they exacerbate it as seen in other 20 mph schemes. These should be limited to school areas and high footfall areas such as shopping streets (where people routinely cross the road in large numbers) but not for general commuter routes. In addition, maintaining 20mph in a modern automatic requires constant application of the brakes as a large car idles faster than 20mph, this is not a reasonable requirement for long (miles) stretches of road. Finally, your own (government) statistics demonstrate that the reduction from 30 to 20 mph in large areas has had no measurable effect of accident rates. Also as a Safety Director of 25 years (where I run safe driving courses too), too slow a speed leads to distraction/lack of concentration due to the boredom of long distances at 20 mph leading to more likelihood of minor accidents.</p> <p>Travel change: <b>No</b></p>
<p>(3) Local Resident, (Chipping Norton, Albion Street)</p>	<p><b>Object</b> - You say it doesn't effect journey times but there is a fire fighters in Over Norton that before we had the 20MPH limit in the town took 4 Minute 30 seconds to get from their house to the fire station. Just with the town centre being 20MPH their are just over the 5min turn out time for the On-call. My concern is that if we keep going a head with the 20mph zones, the response times for the On-call crew is going to be longer then the 5 mins. Please remember that On-call fire fighters don't have any exemptions when driving to the station, and Oxfordshire as an On-call crew at every station. The last two fatalities have both been in the 20MPH zone and I have seen people just walk out thinking cars will stop maybe we should look at educating people on using crossing rather then always going after the motorist.</p>

	<p>Travel change: <b>No</b></p>
<p>(4) Local Resident, (Chipping Norton, Banbury Road)</p>	<p><b>Object</b> - I object to the proposals being made as these 20 mph zones should only be placed in areas where there is an actual need for them. Placing limits outside schools and through the high street makes sense, over the last few years i have visited the Scottish Highlands and they have implemented speed limits that adapt to conditions of the road (school kick out times etc) with lit dynamic signage.</p> <p>Unlike the implementation I have personally seen in the Highlands the proposals in this document state that a 20MPH zone will be a blanket application in force across the entirety of the town, I believe this is the wrong approach to speed management. One possible concern i have is that the A361 at Aldi currently has a 30MPH limit between the double mini roundabouts and the 40MPH zone which allows for traffic to reduce speed naturally down to 20MPH without having to brake harshly. By placing a 20MPH limit here this would result in an increase in wear on brakes and tyres and possibly road traffic accidents due to the harsh brake applications that would be required to bring the speed down to 20MPH from 40MPH.</p> <p>By also having traffic traverse the town at a slower speed there is a risk of driver frustration, this could pose a risk to other road including cyclists and pedestrians due to drivers attempting to overtake cars travelling at a slower speed than 20. There is also a risk of the increase in congestion for through traffic creating more emissions than is necessary, older vehicles for example were not designed to travel at prolonged speeds of 20MPH efficiently which means that these engines will sit at a higher number of revolutions per minute due to their timing and camshaft set-ups leading to the creation of more emissions (pollution and noise).</p> <p>A better use of funding in the case of the 30MPH to 20MPH plan would be to implement the bypass road around Chipping Norton to allow through traffic to avoid going through the town centre. The most major cause of emissions and traffic in the town centre is heavy goods vehicles on the A44 as well as through traffic. By diverting these around the town through the proposed site of housing near Glyme Farm this would reduce the amounts of people using the town centre to get to their destination which will remove a large amount of the traffic problems currently experienced in the town. The town centre should also be focused on for implementing traffic improvements, creating a safer A44/A361 junction through the use of traffic signals would result in a much safer environment for everyone (pedestrians, cyclists and motorists) as currently this junction has been the site of many fatalities over the years as well as traffic accidents and is in need of an upgrade. By placing traffic lighting here it would allow for much more efficient traffic flows instead of the current system where cars 'jump' out when they see a gap.</p> <p>Travel change: <b>Other</b></p> <p>I already walk into town using the footpaths to avoid wear and tear on my car. Changing my mode of travel is not necessary and should still be a matter of personal choice.</p>

(5) Local Resident, (Chipping Norton, Evans Way)	<p><b>Object</b> - We do not need to see a further reduction in traffic flow speeds through chipping norton. The current provision is more than sufficient.</p> <p>Travel change: <b>No</b></p>
(6) Local Resident, (Chipping Norton, Hannis)	<p><b>Object</b> - this saves nothing and makes more pollution</p> <p>Travel change: <b>No</b></p>
(7) Local Resident, (Chipping Norton, Lewis Road)	<p><b>Object</b> - To drive at 20mph you need to drive in a lower gear. This means the engine is running at higher revs and this will cause higher omissions for longer length of time. Not necessary in Chippy. More woke nonsense.</p> <p>Travel change: <b>No</b></p>
(8) Local Resident, (Chipping Norton)	<p><b>Object</b> - There is no need for this given that it's often impossible to go any faster due to congestion/lorries and vans parked on the road/people not knowing how to drive or use roundabouts. All this lower speed limit would do is add to that existing congestion. How about the county council doing something more constructive, like improving infrastructure or parking facilities in town?</p> <p>Travel change: <b>No</b></p>
(9) Local Resident, (Chipping Norton, Over Norton Road)	<p><b>Object</b> - The 20 mph restriction by Sainsbury's did meet prevent a death taking place there. Pollution will be much worse as a car travelling at 20mph will take 1/3 longer to go through the town than a car travelling at 30moh and almost certainly in a lower gear with the car running at higher rpm. Law abiding drivers like myself will get hassle from car drivers behind us trying to push us to go faster. Passing lines of parked cars will take longer annoying waiting vehicles.</p>



	<p>It will not be policed.</p> <p>Travel change: <b>No</b></p>
<p>(10) Local Resident, (Chipping Norton)</p>	<p><b>Object</b> - Increases pollution and driver frustration (and may therefore cause more accidents). Chipping Norton is not an accident hotspot, better to have 20mins enforced at key times around areas such as schools and save public money on purchasing new 20 mph road signs and road markings. Other local villages are now realising that going to 20mph was not a good idea.</p> <p>Travel change: <b>No</b></p>
<p>(11) Local Resident, (Chipping Norton, Stopford PLace)</p>	<p><b>Object</b> - The current 20MPH zone is ineffective. There have been 2 major accidents involving pedestrians in the last 12 months with 1 fatality. The vehicle involved were already doing under 20MPH. Also the fire station is an oncall station meaning that the firefighters have to make their way at normal road speed to the station when they are called out. There are currently firefighters that live on the outskirts of the town that currently just make it to the station within the 5 minutes required when the pagers sound. If the 20MPH zone is extended the turnout time for the station will be affected delaying the crew getting to life threatening incidents this could result in deaths or life changing injuries in the event of fire or road traffic collisions with people trapped. Another effect of the slowing down of traffic will be a decrease in air quality as vehicles pass through the town at a slower speed which will involve the engines running less efficiently causing more pollution.</p> <p>Travel change: <b>No</b></p>
<p>(12) Local Resident, (Chipping Norton, Webb Crescent)</p>	<p><b>Object</b> - This proposal is a waste of time and money. Chipping Norton traffic cannot usually exceed 20 mph anyway as the town is congested. Therefore it is pointless to impose a speed restriction. Attention should be given to finding a satisfactory solution to the double roundabout at the other end of town and possibly installing traffic lights at the top of New Street. Locals know how to negotiate these junctions but not visitors to the town. They are dangerous. There is also only one designated place to cross the High Street.</p> <p>Travel change: <b>No</b></p>

<p>(13) Local Resident, (Chipping Norton, Albion Street)</p>	<p><b>Object</b> - 20mph limits don't work. The current ones are not working. It adds to driver frustration and increases pollution as cars are in a lower gear and in the area longer. It's just being seen to do something and actually making things worse!</p> <p>Travel change: <b>No</b></p>
<p>(14) Local Resident, (Chipping Norton, Cornish Road)</p>	<p><b>Object</b> - Because as proven in Wales, it will create more noise and pollution due to the majority of vehicles having to use second gear. You haven't thought this through.</p> <p>Travel change: <b>Other</b> I will simply ignore the 20mph speed limit.</p>
<p>(15) Local Resident, (Chipping Norton, How about no?)</p>	<p><b>Object</b> - Traffic is as it is, slowing it down will make things worse. Councillors don't (probabaly) need to drive at peak hours through the town, which already takes ages to get out of if you're on one of the side roads, especially at town hall. WHICH SHOULD HAVE A ROUNDABOUT! Oh yeah, let's think about the environment, but let's slow down the cars that pollute. Have more exhaust gases to inhale, yay! The people that come up with these ideas, either don't drive, or don't care about the drivers. Let's stick a 20 limit which no driver will drive at. So that's a big NO from me at least. It will go through, no matter what the people will say, just because it's already decided and this survey is pointless.</p> <p>Travel change: <b>No</b></p>
<p>(16) On call firefighter (Chipping Norton, Lodge terrace)</p>	<p><b>Object</b> - We have 5 minutes to respond to call outs , it's already difficult especially for those living further afield to get there safely &amp; be fully kitted &amp; on the truck ready to go. 20mph zones should be for schools/nursery's &amp; heavily pedestrianised areas only .</p> <p>Travel change: <b>No</b></p>
<p>(17) Local Resident, (Chipping Norton, Over Norton Rd)</p>	

	<p><b>Object</b> - It generates more pollution as cars are in lower gears. It has not prevented a death by Sainsbury. It is not controlled and a lot of drivers ignore the lower speed limit. Drivers sticking to the speed limit are intimidated by those behind them who want to go faster</p> <p>Travel change: <b>Other</b> I have no choice as I live in one the roads that will be affected</p>
(18) Local Resident, (Chipping Norton, Simms lane)	<p><b>Object</b> - People will not obey them, TVP will not enforce them. Minimal evidence for them working. Limits the scope in which on call fire fighters can be away from the fire station. Makes pedestrians more complacent with respecting traffic. Slows down the already slow bus services to oxford. Leads to more dangerous over takes by people who want to drive faster.</p> <p>Travel change: <b>No</b></p>
(19) Local Resident, (Chipping norton, Tilsley Road)	<p><b>Object</b> - They need to try enforcing the 30mph one for a start.</p> <p>Travel change: <b>No</b></p>
(20) Local Resident, (chipping norton, west end)	<p><b>Object</b> - it's a stupid idea</p> <p>Travel change: <b>No</b></p>
(21) As part of a group/organisation, (Chipping Norton)	<p><b>Object</b> - The claim it makes our roads safer is a farce considering more have died in the high street since the twenty has been in town. Additionally those young lads that exceeded the 30 limit still exceed the limit so it doesn't slower them down and the flow of traffic doesn't flow any faster so we still will suffer from the same lorry pollution. Lastly the on call firefighters take longer to get to station due to the lower speed limit. Labour councillors in top side car park seeing to think we have exemptions to speed which is not the case when responding to station- the exemption is on blue lights in the appliance and only 20 mph maximum above the posted limits so now reduced to 40 rather than 50 which will slow the response going out of town if the 20 were extended</p>

	Travel change: <b>No</b>
(22) Local Resident, (Finstock, Well Hill)	<p><b>Object</b> - we all know that it wont be a democratic vote, councillors will push it through regardless</p> <p>Travel change: <b>Other</b> no wont change it will still drive at 30</p>
(23) Local Resident, (Kingham, Church Street)	<p><b>Object</b> - It would have an adverse effect on those of us who have to drive into the town(with no bus service available). The idea that pollution will decrease simply isn't true. As a former paramedic, I'm disappointed that some people are using the two most recent pedestrian fatalities as proof that a 20mph limit is essential - one casualty stepped off the pavement to go round a ladder without looking, &amp; the other would undoubtedly have failed a breathalyser.</p> <p>Travel change: <b>Other</b> I would look for an alternative destination for shopping, GP surgery etc &amp; simply not come to Chipping Norton ( which has been my local town since I was born in the hospital 65 years ago).</p>
(24) Local Resident, (Oxford, Banbury road)	<p><b>Object</b> - More unnecessary victimisation of drivers introduced by known bigoted anti-car eco-fascists with form for lying, withholding important information from the public and deliberately launching unmeaningful consultations which they can manipulate to pretend their policies have popular support. Should be opposed in principle if nothing else. But also the proposed 20mph speed limit is not needed, not necessary and not wanted. 20mph is extremely slow even the police dont respect these 20mph limits and rightly so.</p> <p>Travel change: <b>No</b></p>
(25) Local Resident, (Chipping Norton, Marlborough Road)	<p><b>Concerns</b> - The original proposal didn't go far enough the 20mph limit should have gone to the edge of town on all roads. Past all schools,shops,hospitals, parks etc. Thames Valley police said at the time they would not police 20mph limit due to limited resources! In my opinion nothing changed and excessive speed and noise levels persist. What it needs is strict enforcement .</p> <p>Travel change: <b>No</b></p>

<p>(26) Local Resident, (Chipping Norton, New Street)</p>	<p><b>Concerns</b> - I have concerns. I agree that vehicles travel too fast through town and a reduced speed limit could improve this. However, I live within the existing 20mph zone (on New Street) and am acutely aware that road users do not abide by the 20mph limit where it currently exists and it is not enforced (I have not once seen any enforcement cameras/police within the 20mph zone). Furthermore, I am bemused by the choice of roads to extend the 20mph zone to. In particular that the 20mph zone is not being extended down New Street to beyond the recreation ground. In my mind this should be the first place the zone should be extended to. Families park their cars on the roadside by the park and have to negotiate fast traffic while getting children safely in and out of cars. Also residents of the town who walk to the park from along Dunstan Avenue need to cross New Street where the speed limit has already increased to 30mph (and vehicles are frequently clearly exceeding this due to the gradient). Of course there is a 30mph speed camera by the graveyard which may be affected by the proximity of a new 20mph zone extension. I would hope that this camera (and the revenue it generates) is not a factor in compromising the safety of our children by not extending the 20mph zone past the town's primary playground.</p> <p>Travel change: <b>No</b></p>
<p>(27) Local Resident, (Over Norton, Quarhill Close)</p>	<p><b>Concerns</b> - This propose change to speed limits will have an effect on the local on call fire service. Recruitment is difficult enough with a 5 minute window to get to the station within the rules set out in the highway code. a change to speed limits across the town will reduce this area of availability and in some cases could result in termination for some firefighters when they can no longer meet the required response times. as a direct result of this the availability of the fire appliance stationed at chipping Norton will be reduced meaning the residents will be waiting longer for emergency services to arrive from surrounding stations.</p> <p>Travel change: <b>No</b></p>
<p>(28) Local Resident, (Witney, Newland Mill)</p>	<p><b>Concerns</b> - Speed limits that are widely perceived as being excessively low put all speed limits into disrepute. A substantial minority of drivers on the main roads in Witney are driving faster than before speed limits were reduced.</p>

	Travel change: <b>No</b>
(29) Local Resident, (Witney, Oxford Hill)	<p><b>Concerns</b> - Concerned at why this has been considered necessary when Chipping Norton has already been picked on? Chipping Norton I have visited a lot and is a beautiful place to drive to and visit great cafes and shops. Following the recent changes to have a 20 zone in the main square which I was unopposed to. I am bewildered as to why the Council wants Chipping Norton to be a 20 zone everywhere when it is not necessary? This is only a political decision, not a road safety decision and the choice to blanket Chipping Norton is only cruel, sinister and discourages vital tourists to the area (that will be put off by the town that has been ruined with needless speed restrictions). It is clear even residents like Jeremy Clarkson will be ignored as will all the businesses, tourists, local residents, local West Oxfordshire residents and even the emergency services will be ignored for no good reason whatsoever when the road safety data is obvious to even an 8 year old that 30 is plenty everywhere else (and the current format of where the 20s are present), does not need changing!</p> <p>This is serving to be a witch hunt against the motorist where next up further punishments to car drivers come forward. I don't understand the need to implement 20 signs like Zs in a Russian street that only appears to serve as propaganda rather than road safety. There is no interest in the Council to consider alternatives. We are not against 20 zones by schools for example but we are against a blanket 20mph policy everywhere because it does not work, it is not enforceable, it creates bigger pollution, huge traffic/tailbacks, aggression amongst motorists for/against. Meanwhile in other areas, we have Councillors and Emergency Services go 30 which getting to the point means we have hidden hypocrisy. Even your officials will drive 30 in places that they are looking to change for no good reason whatsoever only simply to massage their Management/Councillor ego ideology. Perhaps Councillors need to take up counselling and figure out why they hate cars so much and motorists because we seem to be heading into very dangerous territory of where political powers on motorists are becoming personal without any good reason especially when there is no interest in engagement with the voter behind the rationale when so much important infrastructure is being ignored at present.</p> <p>Voters did not vote new parties to have these stupid speed limits, they looked for changes to cost of living, less Council tax, improvements to playgrounds, village halls, leisure centres, recycling centres but no we have this stupid pet project where there are 20 signs everywhere where it appears Councillors are taking inspiration from Russia where in Russian streets there are Z signs everywhere Russian civilians look and to see how many people they can depress/suppress. It is the same in Oxfordshire where residents are becoming bitterly depressed seeing this witch hunt at the place they live in where our wonderful streets are being destroyed by 'despots' thinking every 5 yards needs an LTN, 20 or no parking signs because their Council think the world will end without it. Streets are being destroyed with</p>

	<p>this unnecessary large expense on signage. The roads need resurfacing throughout and needs to be a bigger priority then worry about signage. I strongly object to Chipping Norton being a blanket 20 zone and will discourage tourism as well as morale within the community. Not that Council care about that obviously.</p> <p>Travel change: <b>Other</b>  Will force me to consider alternative places to visit which is unfortunate. Will also discourage me from living in Chipping Norton as well.</p>
<p>(30) Local Resident,  (Chipping Norton,  Churchill Road)</p>	<p><b>Concerns</b> – There are three main comments:</p> <p>1) This seems to be a vast of money in signage to cover a large number of residential streets off the main roads where it is largely impossible to drive at 30mph. I speak from experience as a regular volunteer driver of the Chippy Shuttle for the Villager bus company. It will be impossible to actually enforce and police this. What a waste of public funds for no proposed value.</p> <p>2) The schools already have 20mph zones around them (as long as people switch the lights on and off at appropriate times - they have been left on by Holy Trinity over weekends on occasion) so there would not seem to be a driver for that.</p> <p>3) It seems that Parkers Circus and the Bellway development do not need a 20 mph limit - this seems odd when almost everywhere else comes under the near-blanket arrangement?  Where I would propose extensions that are not in the plan would be along New Street/Worcester road down beyond the recreation fields. The combined effect of the lack of parking restrictions on the bend at the top of the playing fields and vehicles accelerating down the hill is a potential recipe for disaster.</p> <p>I would:</p> <ol style="list-style-type: none"> <li>1) Junk the majority of the proposal, but would extend down New Street/Worcester Road to the bottom of the hill after the Travis Perkins junction.</li> <li>2) Extend 20mph up the Burford Road up to the school 20mph signs.</li> <li>3) Extend 20mph up the London Road to the school 20mph signs.</li> <li>4) Extend along the West End and Churchill Road until after the junction with The Leys (always been an accident waiting to happen).</li> </ol>

	<p>I don't think that the scheme addresses all the important things and goes over the top in what can only be described as virtue signalling. Spending a lot of money on 20mph signs does not really bring down speeds, is difficult to enforce, and makes little or no difference with air quality.</p>
<p>(31) Local Resident, (Chipping Norton, Bliss Mill)</p>	<p><b>Support</b> - It is important to improve safety on urban roads. However once more the proposals do not move the 20MPH area so that it covers the Worcester road play area. It is vital that this is covered . The 20 zone should go all the way to the cemetery gates.</p> <p>Travel change: <b>No</b></p>
<p>(32) Local Resident, (Chipping Norton, Church Street)</p>	<p><b>Support</b> - It would improve road safety for pedestrians and especially children</p> <p>Travel change: <b>No</b></p>
<p>(33) Local Resident, (Chipping Norton, Churchill Road)</p>	<p><b>Support</b> - Supporting as I live a mile or so out of town and the speed of some vehicles is extreme as they pass my house. Additionally, parked vehicles at the road sides make visibility difficult - this is not helped by the number of vans in the area.</p> <p>Note I have read the proposals and without proper traffic calming measures - rumble strips etc - I'm not sure it will make a hoot of difference.</p> <p>Travel change: <b>No</b></p>
<p>(34) Local Resident, (Chipping Norton, Cooper Close)</p>	<p><b>Support</b> - The 4 supermarkets in town make for congestion of traffic, plus the schools, mean that 30mph is far too dangerous a speed and the 20mph is far safer for everyone. This is especially true on the London Road and the Banbury Road.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(35) Local Resident, (Chipping Norton, Horsefair)</p>	



	<p><b>Support</b> - Chipping Norton has a a disproportionately high level of pollution thanks to A44 straight through the middle of it (<a href="https://www.westoxon.gov.uk/media/rtko5cvx/horsefair-and-high-street-chipping-norton-air-quality-action-plan.pdf">https://www.westoxon.gov.uk/media/rtko5cvx/horsefair-and-high-street-chipping-norton-air-quality-action-plan.pdf</a>).</p> <p>Anything to reduce this pollution, and the number of HGV's rumbling through, even 1% would be highly welcomed.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(36) Local Resident, (Chipping Norton, Phillips Drive)	<p><b>Support</b> - Safer for all, no reason to go faster than that in the town and residential areas.</p> <p>Travel change: <b>No</b></p>
(37) Local Resident, (Chipping norton, Phillips drive)	<p><b>Support</b> - No need to drive faster than 20 in a very built up area. Safer at 20</p> <p>Travel change: <b>No</b></p>
(38) Local Resident, (Chipping Norton, Stanley Close)	<p><b>Support</b> - Please just do this. Forget the red tape. No reason not to. It will save lives. End of.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(39) Chair of Governors, (St Mary's Primary School, Chipping Norton)	<p><b>Support</b> - Reducing the speed of traffic around school will make the walk to school safer and hopefully encourage more students and parents to walk to school to reduce congestion at drop off and pick up times.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(40) Local Resident, (Chipping Norton, Walterbush Road)	<p><b>Support</b> - Fully support this especially around St Mary's Primary School and Walterbush Road. However, the speed people drive along there, I doubt that will change. I would like to see speed bumps as that will slow the racers down.</p> <p>Travel change: <b>No</b></p>

<p>(41) Local Resident, (Chipping Norton, Worcester Road)</p>	<p><b>Support</b> - It is too congested in town and we have a lot of HGVs and some narrow pavements. There have been accidents and reducing the speed limit can only be a good thing.</p> <p>Travel change: <b>No</b></p>
<p>(42) Local Resident, (Chipping Norton, Burford Road)</p>	<p><b>Support</b> - Safety and encourages local cycling.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(43) Local Resident, (Chipping Norton, Cleeves Avenue)</p>	<p><b>Support</b> - We have kids at St Mary's and Chipping Norton School and regularly walk across town. Anything to improve the safety of pedestrians and make for a more pleasant town centre is welcome.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(44) Local Resident, (Chipping norton, Park Road)</p>	<p><b>Support</b> - I'm supporting because it needs to be made safer near the schools. Cars go too fast along West street/West end and up and down the green</p> <p>Travel change: <b>No</b></p>
<p>(45) Local Resident, (Chipping Norton, Stopford Place)</p>	<p><b>Support</b> - Safety for pedestrians and cyclists.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(46) Local Resident, (Chipping Norton, West Street)</p>	<p><b>Support</b> - The clear evidence that it saves more serious injury and death.</p> <p>Travel change: <b>No</b></p>

<p>(47) Local Resident, (Chipping norton, Walterbush)</p>	<p><b>No opinion</b> - Don't care enough speed limit</p> <p>Travel change: <b>No</b></p>
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