

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018

BOURTON (NEAR BANBURY): MAIN STREET GREAT BOURTON – PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND RELOCATION OF TRAFFIC CALMING BUILD OUT

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to extend the 30mph speed limit westwards on Main Street Great Bourton and the 50mph speed limit that applies on the A423 Southam Road eastwards into Main Street to replace the very short remaining length of national speed limit that would otherwise remain, and construct a new traffic calming build out in place of the existing build out at the current terminal point of the 30mph limit.

Background

2. The above proposals have been put forward as part of the construction of an access to new residential development to the north of Main Street. A plan showing the proposed speed limit change is provided at Annex 1 and Annex 2 illustrates the proposed re-location of the traffic calming feature.

Consultation

3. Formal consultation on the proposal was carried out between 7 December 2017 and 12 January 2018. A public notice was placed in the Banbury Guardian and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Cherwell District Council, Bourton Parish Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed crossing location.
4. Twenty one responses were received. These are summarised at Annex 3; with copies of the full responses available for inspection by County Councillors. Thames Valley Police have not objected but objections have been received from the local county councillor, Bourton Parish Council, Cropredy Parish Council and a further seventeen from members of the public. The objections raised strong concerns over the location of the new build out, particularly in respect of road safety given its proximity to the A423 Southam Road junction and the risk of traffic blocking back into the junction but also the impact on the access to the caravan site on the south side of the road. Many of the responses expressed the view that the relocated calming feature further west from the centre of the village would result in more speeding with several

responses noting that they did not consider the existing build out to be effective.

5. The response of Bourton Parish Council – which was fully supported by the local member – expressed the view that while not against the principle of the speed limit and traffic calming being amended, the changes required by the new housing development presents a clear opportunity to design a new scheme that will considerably improve the situation and improve safety for drivers and villagers alike.
6. In addition to the objections in relation to the proposed amendment to the traffic calming, some objections were received in respect of the relocation of the 30mph speed limit and the extension of the 50mph speed limit into Main Street from the A423, with some respondents suggesting that the 30mph speed limit should be extended to the A423 junction.

Response to objection and other comments

7. The response of Thames Valley Police expressing no objection to the proposals is noted.
8. Noting the objections to the proposed relocation of the traffic calming build out it is agreed that this matter requires further consideration and a meeting has been suggested with representatives of Bourton Parish Council, the local member, representatives of the developer and county officers to review the scheme and assess the best way forward, while accepting that this relatively small scale development could not reasonably be expected to fund extensive traffic calming measures in the village.
9. A technical review of the layout of the access arrangement for the new development has confirmed that the existing traffic calming build-out could be retained in its current location without presenting an obstruction to turning movements and this option could, therefore, be considered as part of the above review.
10. In respect of the proposed speed limit changes, the extension of the 30mph speed limit westwards to include the new access to the residential development is considered appropriate. Although some representations were made that it would be better to extend this limit to the A423 junction, the 30mph terminal signs would likely be more conspicuous to drivers being sited as currently proposed, irrespective of whether the new build-out is provided, with the 50mph speed limit that currently applies on the A423 being extended slightly into Main Street.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

12. Funding for the proposed measures has been provided by the developers of land adjacent to Main Street.

RECOMMENDATION

The Cabinet Member for the Environment is RECOMMENDED to

- a) approve the proposed amendments to the 30mph and 50mph speed limits as advertised;**
- b) defer approval of the proposed revised location of the build out pending a review of alternative options for traffic calming.**

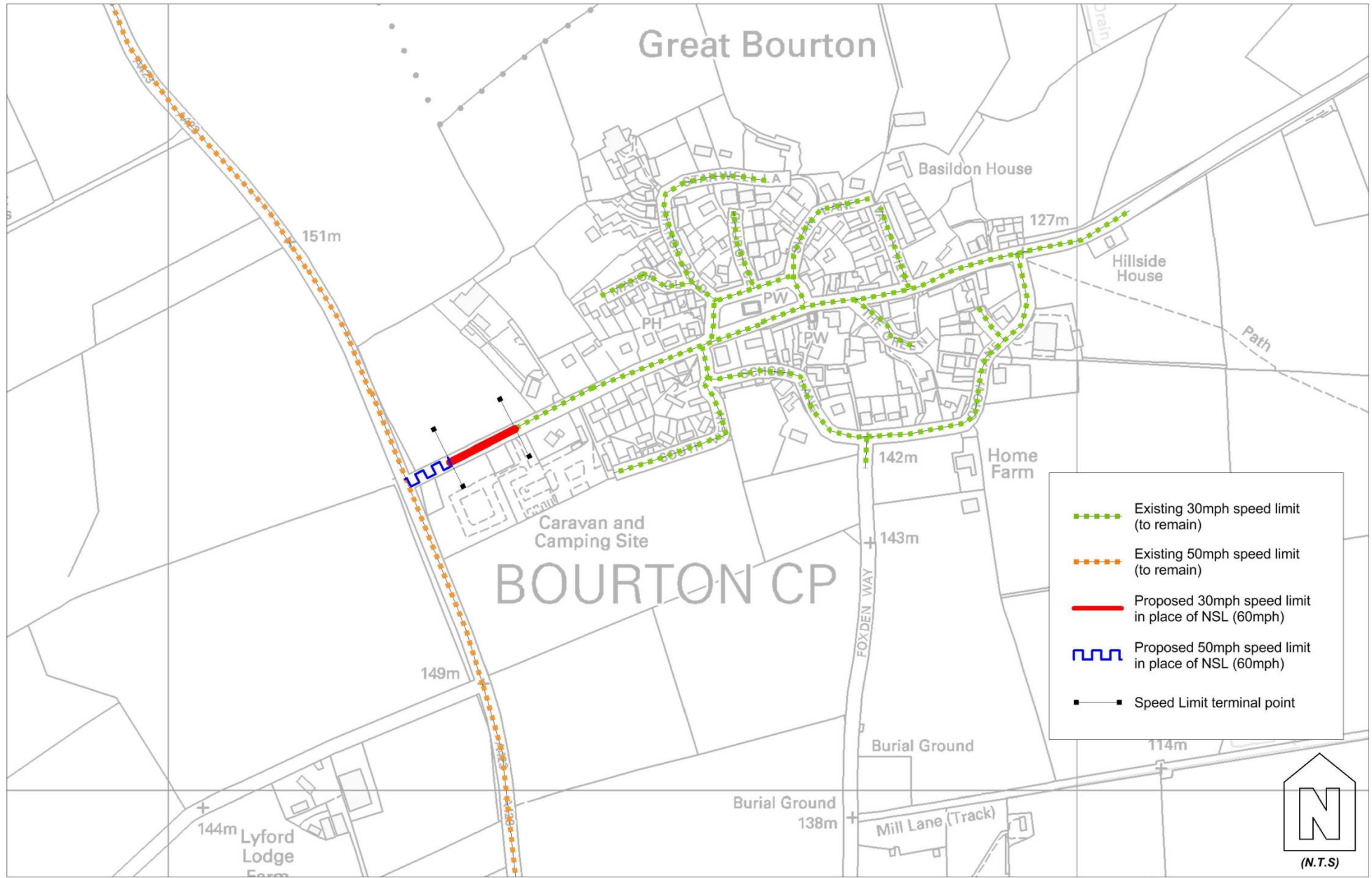
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed amended speed limit and traffic calming
built out
Consultation responses

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February 2018



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Date drawn: 07/012/2017
 Drawn by: CJM

Map centre:
 easting. 445571, northing. 245384





The Contractor is to check and work in conjunction with the existing details of existing road works, including any site drainage levels and ensure that levels at construction points and ensure that they are fully measured before the commencement of the site investigation and before any work commences. The Contractor is to verify all aspects with current planning applications, British Standard Specifications, Building Regulations etc. whether or not detailed on the drawing.

This drawing is not intended to show details of ground conditions or ground contours. Each area of ground shown is to be investigated and detailed accordingly. The investigation to be undertaken by the Contractor is to be in accordance with the requirements of the British Standard BS5930:2015. The Contractor is to ensure that the investigation is carried out by a suitably qualified person and that the results are reported to the Contractor in a written report. The Contractor is to ensure that the investigation is carried out in accordance with the requirements of the British Standard BS5930:2015. The Contractor is to ensure that the investigation is carried out in accordance with the requirements of the British Standard BS5930:2015. The Contractor is to ensure that the investigation is carried out in accordance with the requirements of the British Standard BS5930:2015.

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- GENERAL NOTES**
- This drawing is to be read in conjunction with relevant architectural and engineering drawings.
 - Levels indicated in blocks are Finished floor levels and are 150mm above adjacent finished ground levels unless otherwise shown.
 - Levels of the existing road at the point of the line in proposed site need to be checked prior to commencement of works.
 - Any discrepancies between the details shown and actual site conditions to be reported immediately to the engineer prior to commencement of works.

- GENERAL NOTES**
- This drawing is to be read in conjunction with relevant architectural and engineering drawings.
 - Existing services within extent of proposed works to be investigated further. Chambers to be lowered to suit proposed levels as necessary.
 - All signing & lining to be in accordance with the Traffic Signs Regulations & General Directions 2016. Lining to be white extruded thermoplastic material complying with BS3232 Class A with a silt resistant value of 55. Where new lining is not required, existing lining should be refreshed as necessary.
 - Information for road markings:
TSRGD 1003 (600/300/000)
TSRGD 1004.1 (600/200/000)
TSRGD 1012.1 (150)
TSRGD 1023 (3750)

- BCL610 (TrueFlex bollard with TSRGD 610 face)
Should be self righting and retroreflective
 - BCLPL (TrueFlex bollard with plain face)
Should be self righting and retroreflective
- Bollards provided by Signature Ltd. For details and ordering contact 0121 520 1916 or visit www.signatureltd.com/trafficbollards/trueflex-bollard/. Please note alternative bollard type may be requested by Wiltshire County Council Highways prior to Technical Approval.
- Signing designed using PDS Sign software. Please note post and foundations are an indicative guide only and should be checked by structural engineer and/or Wiltshire County Council Highways.
 - TSRGD 7014 NEW ROAD LAY OUT AHEAD required on each existing approach. Exact location to be signed on site & signs temporary for 3 months. To be bolted to existing street furniture if available and agreed with OCC Supervising Engineer.
 - Existing White Lining to be hydroblasted or fine milled for removal, no burning is permitted within the highway.

PRELIMINARY

Please note while these drawings they are used to discharge planning conditions, drawings are subject to client approval as part of ongoing consultations and design. Amendments may therefore be required.

Rev.	Description	Date	By
A	Issue of Great Bourton shown in separate viewpoint. Area of relocation shown for clarity.	30.10.17	LH
-	First Issue	22.10.17	LH

Client: Hayfield Homes

Project: Great Bourton

Title: Traffic Calming Relocation Plan

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State	A1 @ 1:500	Drawn	LH
Date	October 2017	Checked	
File	16065/dwg/civil/ha/current	Drawing	16065/411 - T1

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - I have visited the location and note the calming and relocation which will temper entry speeds to the 30 and exit into the proposed 50 towards the A423. The village was subject to assigned limit as part of the OCC speed review some years ago and this amendment is solely adding where development is planned.
(2) Local County Councillor (Wroxton and Hook Norton)	Object - I understand Bourton Parish Council have written objecting to the proposed order. Having read their email I fully support their concerns and objections. A site visit where all aspects can be discussed would be a sensible way forward and I hope the officers can agree with this request.
(3) Bourton Parish Council	Object - strong objection to the proposals as described. The Council recognises the need for change in both the speed limit boundary and traffic calming but does not feel that the proposed changes take due account of the local situation, nor address the problems experienced by the village with speeding vehicles proceeding towards Cropredy from the Southam Road. The Council feels most strongly that the changes required by the new housing development at Garners Field presents a clear opportunity to design a new scheme that will considerably improve the situation and improve safety for drivers and villagers alike. The Council notes that you have received a considerable number of individual letters of objection from residents and these identify the problems with the proposed solution.
(4) Cropredy Parish Council	Object – likelihood of congestion at peak times due to traffic queuing to leave village, insufficient space between proposed stop-line & A423 junction, moving the calming will create a long stretch which could result in speeding, and potential for accidents due to confusions caused by relocated traffic calming.
(5) Local Resident, (Great Bourton)	Object - The proposed siting nearer to the A361 is an accident waiting to happen, and it seems clear to me that that no member of the planning team has ever had to queue on the Southam road, waiting to turn right into the village with huge lorries passing from both sides, this is a very dangerous situation. The proposal will make this situation far worse as it leaves no room to queue up at the calming build out within the village. The existing build out serves no function in preventing speeding through the village, which occurs lower down near to the Church.
(6) Local Resident, (Swan Lane, Great Bourton)	Object - The construction of the Garners Field development has already caused difficulties. Delivery vehicles entering the site have caused cars to fill the entire entrance to the village and other vehicles have been stranded in the middle of Southam road, on one occasion we were the fourth vehicle in the Southam road queue with vehicles behind braking sharply to avoid collisions. The traffic calming will be totally ineffective as the advance stop line will be only 45metres from the three-way junction. Traffic coming into the village from Cropredy will be able to accelerate from the church to the Southam junction. The school buses that come into the village drop off and pick up opposite The Bell public house.

	<p>The Garners Field development will undoubtedly create more vehicles, the forty odd houses as a minimum will generate the same number of cars. The proposal to use the Community Hall as a venue to attract outside events will further add pressure with more people coming into the village using their own cars as we do not have public transport.</p> <p>The current traffic calming works well and is not broken. It is all too easy to believe that this proposal is for the benefit of the residents of Garners Field at the expense of the existing communities of Great Bourton, Cropredy and beyond, plus the people who use the route as a short cut from the Daventry road. We recall that we were promised a bus stop on the Southam road and the construction of a traffic island on the same road, what has happened to these commitments?</p> <p>One other factor which appears to have been overlooked is the active caravan park which has its main entrance adjacent to the current traffic calming. This works well with the minimum of interruption for vehicles turning into the park. If your proposal goes ahead traffic will be held up twice, once by the proposed resiting and secondly by vehicles turning into the park, creating more congestion and tailbacks on the Southam road. We assume that you do not intend to change the current speed limit of 30mph to accommodate your proposal. Road safety is of paramount importance to us all and God forbid that your proposal succeeds and is followed by a series of accidents at the entrance to the village from Southam road during the rush hour or a car being stranded in the lane of traffic heading to Banbury because of cars backed up from the new traffic calming. Please do not put people at risk.</p>
<p>(7) Local Resident, (Great Bourton)</p>	<p>Neither - We use this route on a regular basis and are all too aware of the traffic which can build up at the above junction at peak periods. We also have buses to and from Cropredy school and many parents who bring their children to school by car. An even bigger problem can arise due to the caravan park (opposite the Garners Field development) which obviously attracts longer vehicles and some particularly 'busy days' when rallies are arranged. There is a strong risk that at times traffic leaving the A423 may be unable to turn into Great Bourton due to queues waiting to cross the 'build out'. This of course could cause a serious accident, especially for those who have started to turn and then discover that they were unable to fully leave the main road.</p>
<p>(8) Local Resident, (Manor Close, Great Bourton)</p>	<p><u>30mph Speed Limit</u> – No objection. <u>50mph Speed Limit</u> – No objection. <u>Traffic Calming</u> – Object - moving the build out will not be an effective traffic calming measure, rather it will become a congestion point and traffic hazard due to the proximity to the A423 Southam Road junction and other accesses, and the build out in the proposed new position will be ineffective as a traffic calming measure because the build out is so close to the Southam Road meaning that there will be a longer section of road after the build out allowing vehicles to go faster than they currently do, allowing speeds to actually increase through the village, not decrease.</p>

<p>(9) Local Resident, (Manor Close, Great Bourton)</p>	<p>Object – the relocated build out will constitute a significant hazard and create a congestion point at this new 3-way junction. Whilst understanding the principle of traffic calming in the village, our objection is to the re-location of the build-out to the re-sited 30mph limit. We believe that the close proximity of the 30mph limit to the Southam Road makes it unlikely that vehicles will exceed 30mph at this point. It is more likely that speeding will occur in the built-up area due to there being a long section of road in the village after the build-out. A further concern is the potential that the re-siting could cause congestion and the potential for accidents. Bearing in mind the close proximity to the campsite entrance, towed vehicles and others could find themselves having to wait longer on the Southam Road, in both directions, (a scene of numerous accidents in the past) as there will be insufficient space for vehicles entering the village to queue behind the build-out. The proposed build-out is very close to the new access into Garners Field and given that the estate road has been deliberately designed to be narrow, vehicles entering or leaving Garners Field could also create congestion and confusion over right of way around the build-out.</p>
<p>(10) Local Resident, (The Green, Great Bourton)</p>	<p><u>30mph Speed Limit</u> – Support – consider it would be preferable for this to be at the junction with the A423. <u>Traffic Calming</u> – Object - The proposal regarding relocation of the traffic calming goes in the wrong direction. To move it further West to near the access to the new housing development would cause congestion. More importantly, its location is already too far to the West to fulfil its purpose of reducing the speed of traffic through the village. As it is, vehicles travelling in an Easterly direction have time and distance to pick up speed as they go down the hill through the village towards Cropredy. It should be moved further East, to somewhere near the Bell Inn or Church tower but at the same time consideration should be given as to whether it is the most effective form of traffic calming as opposed to the type of sign which lights up to warn drivers that their speed is excessive.</p>
<p>(11) Local Resident, (Great Bourton)</p>	<p>Object - the proposed move of the chicane at the top of Main St to only 45 meters from the Southam Rd turn-off into the village. This will create unnecessary queuing at busy times on the small length of filter road on the Southam Rd where traffic waits to turn right, exacerbated if there is also a queue on Main St before the chicane. Quite frequently there are cars towing caravans queuing at this part of Main St waiting to enter Barnstones Campsite, leaving little room for any following traffic. Also, there seems little point in a "traffic calming" measure so early after the turn-off from the Southam Rd when traffic is in any case travelling slowly. It would be much more effective to remove the chicane completely and install a speed-detecting/warning panel on a lamp post further down Main St, beyond the Garners Field development junction, as this is the most likely area that motorists will be accelerating and possibly driving more than 30 mph.</p>
<p>(12) Local Resident, (Manor Close, Great Bourton)</p>	<p><u>30mph Speed Limit</u> – No objection. <u>Traffic Calming</u> – Object - The motorists already build up speed when they are past the calming measure and the speed that many vehicles go through the centre of the village is horrendous. We have in the past sent several letters about this to the parish council. We live on Main Street opposite The Green in the centre of the village and witness daily speeding vehicles and “near misses”. A survey was done on this about a year ago and we were told by the person collecting the data that this showed a majority of vehicles doing a speed of over 40 mph, one showed at a</p>

	<p>speed of 70 mph. May we suggest that if a new calming measure is made nearer the A423 junction then either leave the current one or do another one as well nearer the centre of the village. Ideally, the centre of the village needs to be reduced to a 20 mph limit as it is very difficult now getting out of our drive especially when the vision is nearly always blocked by parked cars. I know several of our neighbours also have the same problem getting in and out of the neighbouring roads. A concern also must be shown for the children crossing Main Street when they are getting on and off the school buses.</p>
(13) Local Resident, (Great Bourton)	<p>Object - We are submitting our objections to the proposed relocation of the traffic calm build out on the entrance to Great Bourton village from the A423 Southam Road. By moving this closer to the junction the advance stop line will be just 45 metres from the extremely busy Southam Road junction.</p> <p>The main street in Great Bourton is already a rat run by drivers leaving the A361 & driving via Williamscoote, Cropredy and Great Bourton to Hanwell to avoid the traffic queues on Hennef Way and Ruscote Avenue in Banbury and also returning. A third of pupils attending Cropredy school are from Banbury and with no school bus they have to be driven by parents thus creating many more vehicle movements through our village. Also large caravans frequently use the A423 junction to enter the caravan site close by.</p> <p>The current right turning lane into Great Bourton on Southam Road only allows two vehicles at any one time into it and if the traffic calming is moved closer to the junction vehicles will be backing up trying to enter the village as vehicles in front are queued up having to give way to traffic coming up the village. Any vehicles coming from the North wanting to turn left into Great Bourton will have the same trouble and could cause vehicles behind to back up on this fast road as they cannot overtake and this could also be very dangerous.</p> <p>We therefore object strongly to moving the existing traffic calming build out any closer to the Southam Road as it will create a very dangerous junction and will be an accident waiting to happen. The build out would also be totally ineffective as a form of traffic calming for vehicles travelling down Main street Great Bourton as it would be far too close to the junction.</p>
(14) Local Resident, (Manor Close, Great Bourton)	<p><u>30mph Speed Limit</u> – Support – It makes sense to have a 30mph speed limit throughout the village and its environs. However, it should start at the junction, not 50 yards in.</p> <p><u>50mph Speed Limit</u> – Object – What is the point of a 50mph speed limit for the few yards from the Southam Road to the new traffic calming. Surely it makes sense to put the speed limit at the junction?</p> <p>Remove the 50mph limit, remove the misplaced traffic calming, and allow the traffic to flow naturally on what will, at peak times, become a very busy piece of road.</p> <p><u>Traffic Calming</u> – Object – One of the selling points of the plans for the new development was that the existing chicane would be removed and a more traffic friendly calming method would be introduced. Just moving the existing one is hardly achieving that. The positioning of the proposed chicane is far too close to the junction with the Southam Road, and will inevitably create queues on the Southam road at peak times. Additionally there is an access from the development's new Community Hall about a further 50 yards into the village, together with an access to the caravan park on the other side of the road. It would seem that the proposed traffic calming will cause more confusion with traffic</p>

	<p>being held back at the various exit/entrances by queues within the village. If the only option is the chicane in its new position it should be removed completely to allow the traffic to flow naturally on what will, at peak times, become a very busy piece of road.</p>
(15) Local Resident, (Church Close, Great Bourton)	<p><u>30mph Speed Limit</u> – Object – This proposal disregards the safety of traffic entering the village from Southam Road. We find this difficult to understand the thinking behind this plan as it has already been shown that traffic entering main st has been blocked from doing so because of traffic queueing at the existing traffic calming measure sited in its present location. Have the District Council considered removing the present calming measure and introduce a flashing 30, preferably 20 mph sign. The present arrangement does not stop vehicles racing down the hill or up it for that matter to and from Cropredy. We sincerely hope that the Council reconsider this proposal in light of the increasing amount of all types of vehicles using a narrow village road and the added number caused by 40 plus new homes and community hall, which the villagers do not want and which will predominately be used by folk from outside the village.</p> <p><u>50mph Speed Limit</u> – Object – The siting of a 50 mph speed limit on Main Street will encourage motorists to race through the village all the way down to Cropredy. The 30mph or 20mph sign should be at the top of Main Street as traffic enters from Southam Road.</p> <p><u>Traffic Calming</u> – Object – This proposal is unacceptable as previously stated</p>
(16) Local Resident, (Main Street, Great Bourton)	<p><u>30mph Speed Limit</u> – Neither – No problem with the speed limits change.</p> <p><u>50mph Speed Limit</u> – Neither – No problem with the speed limits change.</p> <p><u>Traffic Calming</u> – Object – Moving the traffic calming further out of the village will do nothing to the reduce speed of traffic through the village itself as the current set up does nothing in the village at present, the poor parking on the road whilst driveways remain empty is the only effective method to calm traffic through the village that is working. I am extremely concerned that moving the measures nearer to the junction with the Southam Road will only cause traffic to back up onto the Southam Road and a fatal accident will be inevitable.</p>
(17) Online response (unknown)	<p><u>30mph Speed Limit</u> – Object – Is a stop line 50 metres from the main road junction going to be effective in slowing traffic entering the village, given that it has had to turn into main street from the Southam Road? Moving the stop line 79 metres westwards will mean a much longer stretch of road through the village for cars to speed up, potentially increasing traffic speeds The likelihood of congestion at peak times due to queuing traffic leaving the village blocking the way into the village There is insufficient space between the main road and the stop line, especially for long vehicles such as school buses and car towing caravans, potentially causing traffic to queue on the Southam Road The build out is right next to the new turn into Garners Field, making entry and exit from that road difficult and a potential for confusion over right of way. For example, do vehicles exiting Garners Field turning right have priority over those entering the village?</p> <p><u>50mph Speed Limit</u> – Object – As above.</p> <p><u>Traffic Calming</u> – Object – As above.</p>

(18) Local Resident, (Manor Close, Great Bourton)	<p><u>30mph Speed Limit</u> – Support – Support the longer 30MPH however not the placement of the Calming (as per comment on question 3)</p> <p><u>50mph Speed Limit</u> – Support – I'm happy with this. Should have been done at the same time as the Southam Road.</p> <p><u>Traffic Calming</u> – Object – The move is too close to the main road which will not allow for space for vehicles coming into the village to safely wait to give way to oncoming traffic, which I feel could cause a bottleneck and force vehicles to wait longer on the Southam Road when turning in from either direction. This would also not give a clear understanding to road users as to whom has the right of way, with 5 directions being within a short area.</p>
(19) Local Resident, (Crow Lane, Great Bourton)	<p><u>30mph Speed Limit</u> – Support – Would prefer 20 but you don't support that I think.</p> <p><u>50mph Speed Limit</u> – Object – Lower limit should apply right up to the junction. Why on earth encourage people to accelerate just before a junction (or in between leaving the main road and entering the built-up area almost immediately)?</p> <p><u>Traffic Calming</u> – Object – The proposed location is too close to the junction with the Southam Road, and will generate congestion - which you already see at this junction at busy times, and which will be exacerbated by the additional cars when the new homes are occupied. Creating a tailback on the main road is a dangerous thing to do. It is also awkwardly sited in relation to the entry to the new homes.</p> <p>By moving it closer to the main road it is also likely to encourage drivers to accelerate after driving through it - just as they enter the village. It is difficult for me to understand how anybody who has driven this road and stood at this junction watching the traffic, could think this is a good solution. It would be better to impose the speed limit on the entire stretch and do without the traffic calming feature altogether.</p>
(20) Local Resident, (Crow Lane, Great Bourton)	<p><u>30mph Speed Limit</u> – Support – Notwithstanding the other elements of the overall proposal, it is eminently sensible to change the NSL to 30 mph at this section. In any case, there is no sustainable reason to retain the NSL, given this short section fits between the A423 Southam Rd at 50 mph and Main St at 30mph.</p> <p><u>50mph Speed Limit</u> – Support – In the absence of implementing a 30mph speed limit instead, this proposed 50 mph is an improvement on the current NSL which is an anomaly given this short section fits between the A423 Southam Rd at 50 mph and Main St at 30mph.</p> <p><u>Traffic Calming</u> – Object – The movement of the Traffic Calming Measure westward will lead to an increased hazard to traffic backing up in Main St from the A423 turn off and potentially causing obstruction on the A423 itself with traffic turning in from the left. Also, there is the increase in hazard of traffic obstruction with traffic turning right from the A423 into Great Bourton. Traffic exiting Gt Bourton will increase because of the new development and to an extent will compound the queuing of traffic entering Gt Bourton and backing up on the A423. Existing traffic, including HGVs, on the A423 is fairly frequent so safety is an extremely important factor.</p>
(21) Local Resident, (Crow Lane, Great Bourton)	<p><u>30mph Speed Limit</u> – Support – Safe.</p> <p><u>50mph Speed Limit</u> – Support – Safe as consistent with speed limit on A423.</p> <p><u>Traffic Calming</u> – Object – Feel this will jeopardise the safety of traffic turning into Great Bourton off the A423 and the</p>

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	<p>prospect of traffic queuing to give way at the calming junction. This would be safer if priority was changed in favour of traffic entering the village.</p>
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