

Divisions affected: *Witney West and Bampton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022**

### **ASTON, COTE & BAMPTON – PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Environment is **RECOMMENDED** to approve as advertised the 20mph speed limits at Aston, Cote and Bampton.

#### **Executive summary**

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit throughout Aston, Cote & Bampton, with the existing 30mph speed limits being replaced in their entirety. Additionally, on Main Road in Cote - the proposed 20mph speed limit will also be extended south-eastwards to cover the access to “Cote Bungalow Farm”, thus replacing the current 60mph National Speed Limit in the process. The proposals are being put forward following road safety concerns raised by the Parish Councils and are part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’ for the residents of Oxfordshire. The proposals are shown in **Annexes 1 & 2**.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the County Councils 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 facilitate walking and cycling within the village and the safe movement of traffic.

## Consultation

6. Formal consultation was carried out between 20 July and 19 August 2022. A notice was published in the Witney Gazette & Oxford Times newspapers, 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, Aston & Cote and Bampton parish councils, and the local County Councillors representing the Witney West & Bampton and the Eynsham division.
7. 68 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Aston & Cote 20mph	31 (45%)	6 (9%)	25 (37%)	6 (9%)	68
Bampton 20mph	35 (52%)	5 (7%)	27 (40%)	1 (1%)	68

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

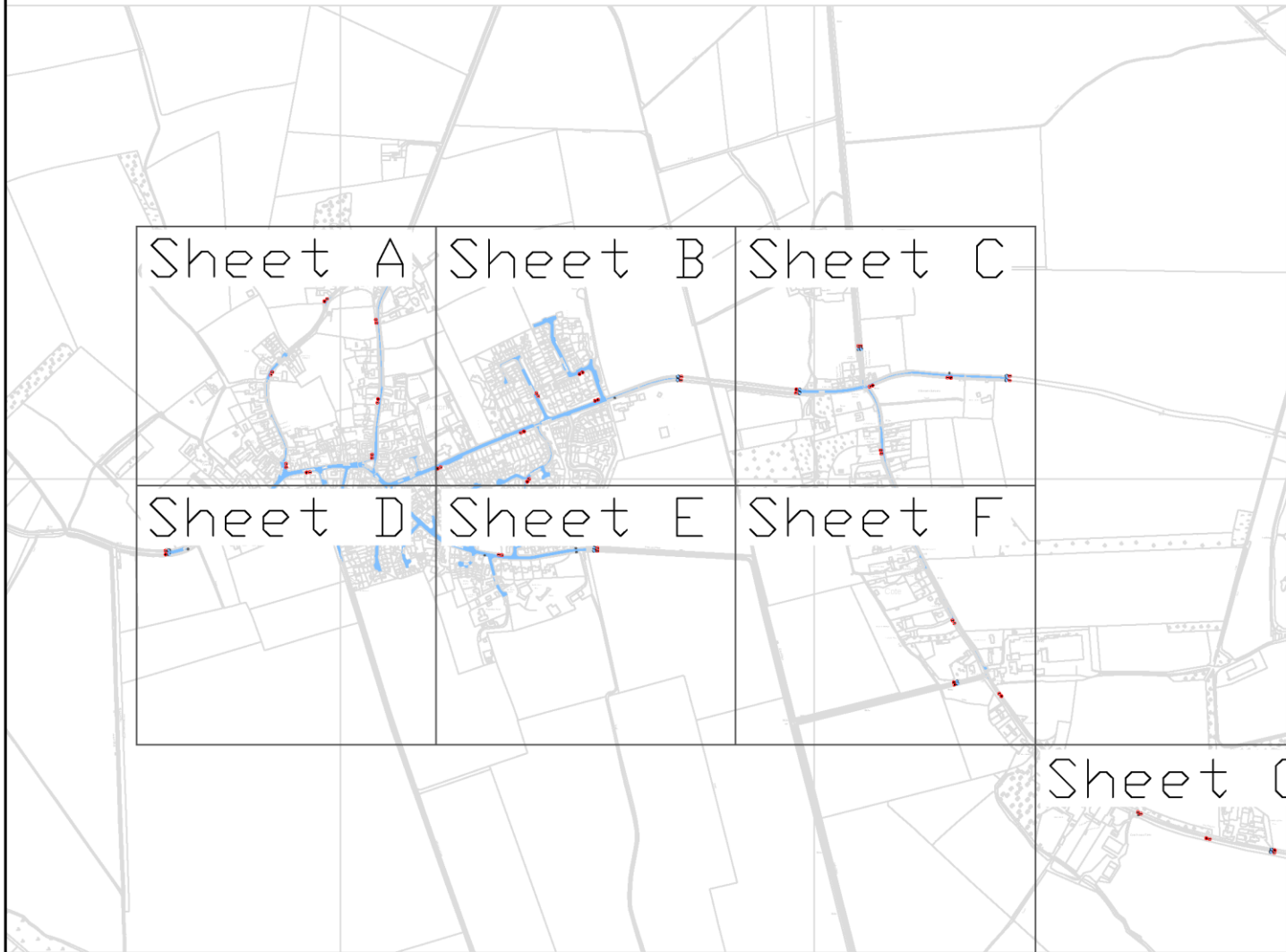
Travel Change	Number
Yes – walk/wheel more	3 (4%)
Yes - cycle more	4 (6%)
No	59 (87%)
Other	2 (3%)

9. Additionally, two emails were received, with Thames Valley Police (TVP) raising concerns, and West Oxfordshire District Council submitting a non-objection.
10. The responses are shown at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

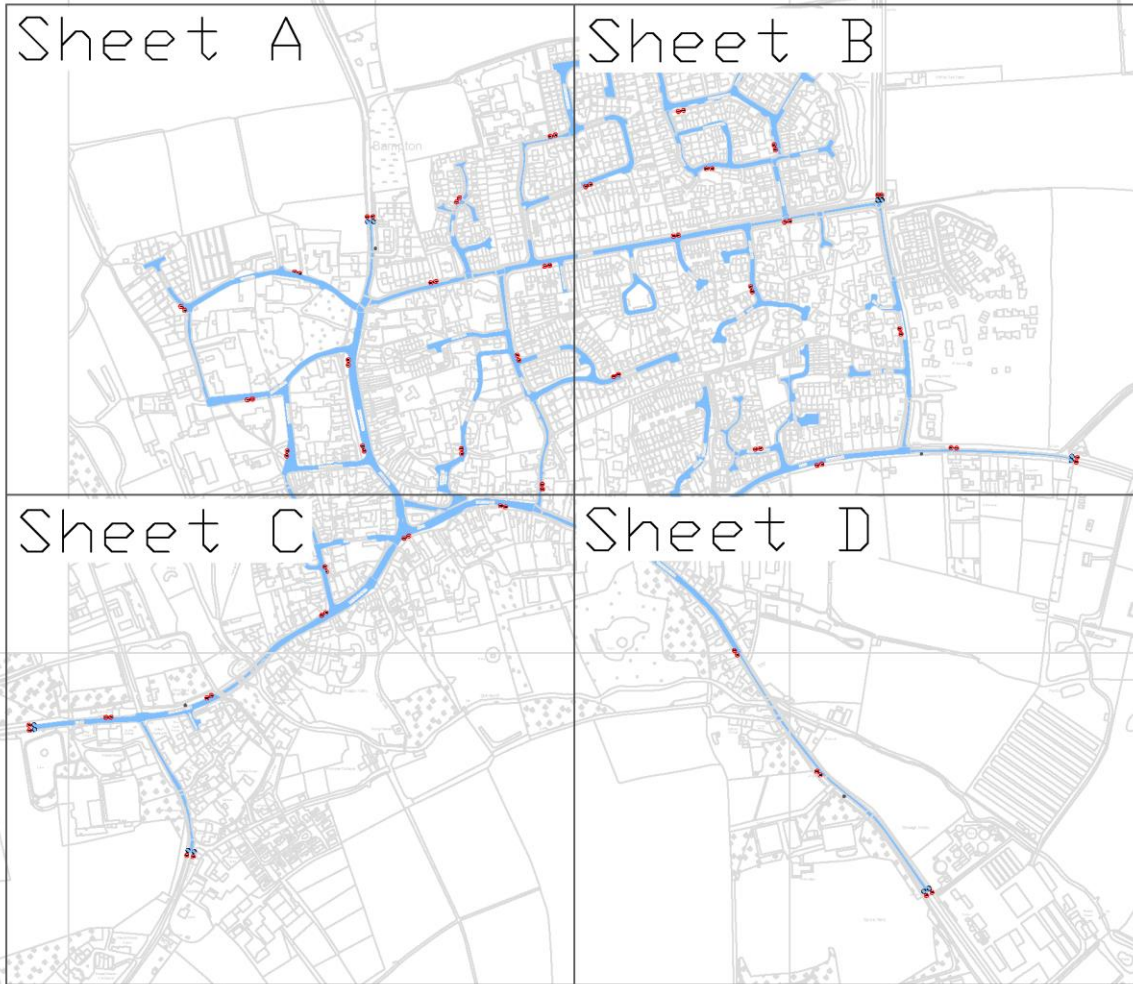
## Officer response to objections/concerns

11. Thames Valley Police expressed an objection to the Cote proposals due to the fact that they feel it does not meet our policy. They have confirmed their stance that primarily 20 mph speed limits and zones should be self-enforcing. They welcomed the engineering measures that are included and suggested further measures should not be dismissed. This objection has been assessed however





Drawing No.		Revision			
Notes:					
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 10px; background-color: #4a90e2; margin-right: 5px;"></div> <span>Proposed new 20mph</span> </div>					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 5px;">             Bill Cotton              Director of              Communities &amp; Operations              Oxfordshire County Council              County Hall              New Road              Oxford              OX1 1ND              Tel: 0845 310 1111           </div>					
Project title					
Aston and Cote 20mph Limit					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
	ER				
	Date drawn	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			



Drawing No.		Revision	
Notes:			
<span style="display: inline-block; width: 20px; height: 10px; background-color: #add8e6; border: 1px solid black;"></span>		Proposed new 20mph	
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Rev.	Date	Purpose of revision	Drawn    Checked    Approved
<span style="font-size: small; vertical-align: middle; margin-left: 10px;">                     Bill Cotton                      Director of Communities &amp; Operations                      Oxfordshire County Council                      County Hall                      New Road                      Oxford                      OX1 1ND                      Tel: 0845 310 1111                 </span>			
Project title			
BAMPTON 20mph Limit			
Drawing title			
General Layout			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
	ER		
Date drawn	Date checked	Date approved	
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><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> <ul style="list-style-type: none"> <li>• I raise concern at this stage that the inclusion of the village of Cote may not meet the Council’s current policy for implementation, especially the extension to the current limit .</li> </ul> <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) West Oxfordshire District Council	<p><b>No objection</b> - provided any signage and associated works are kept to a minimum.</p>
(3) County Cllr, (Witney North & East division)	<p>Aston and Cote 20mph - <b>Support</b>  Although I don't represent the area, I know it very well as a neighbour. The support of the local Parish Councils and County Councillor is of course paramount. However I would also support this, not least because of the safety improvements, and the opportunity for local businesses to benefit from safer access.</p> <p>Bampton 20mph - <b>Support</b>  As before I see this as having the same benefits.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(4) Local Cllr, (Bampton, Bridge Street)	<p>Aston and Cote 20mph - <b>Concerns</b>  I feel that a 20mph speed limit is appropriate in residential streets and shopping areas, less so in main thoroughfares</p> <p>Bampton 20mph - <b>Concerns</b></p>

	<p>The 30mph limit is not adhered to by many but aside from that I think there should be a contrast of speed limits depending on the main purpose of the road. Enforcement is the key.</p> <p>Travel change: <b>No</b></p>
(5) Local Cllr, (Bampton, New Road)	<p>Aston and Cote 20mph - <b>Support</b> I support this proposal to reduce the speed of traffic in the built up area</p> <p>Bampton 20mph - <b>Support</b> I want to reduce the speed that traffic drives in Bampton</p> <p>Travel change: <b>No</b></p>
(6) Member of public, (Bampton, The Lanes)	<p>Aston and Cote 20mph - <b>Object</b> The proposal fails to address enforcement and is not supported by the public</p> <p>Bampton 20mph - <b>Concerns</b> The proposal fails to address enforcement and is not supported by the public</p> <p>Travel change: <b>No</b></p>
(7) Member of public, (Cote)	<p>Aston and Cote 20mph - <b>Object</b> Will not be enforced</p> <p>Bampton 20mph - <b>Concerns</b> Will not be enforced</p> <p>Travel change: No</p>
(8) Member of public, (Bampton, Aston Road)	<p>Aston and Cote 20mph - <b>Object</b> I believe the proposed limit will not lead to a safer environment</p>



	<p>Bampton 20mph - <b>Concerns</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(9) Member of public, (Bicester, Danes Road)</p>	<p>Aston and Cote 20mph - <b>Object</b> Parts of the scheme extend to roads currently under NSL, you cannot simply change the limit to 20mph without substantial engineering works. This plan is dangerously negligent &amp; little more than a display of the lack of highways engineering expertise in OCC.</p> <p>Bampton 20mph - <b>Object</b> This is far to lower limit for the rural road.</p> <p>Travel change: <b>No</b></p>
<p>(10) Member of public, (Bampton, Chetwynd Mead)</p>	<p>Aston and Cote 20mph - <b>Object</b> Slowing traffic to 20 will increase pollution and cause delays in travelling in Oxfordshire.</p> <p>Bampton 20mph - <b>Object</b> Increased pollution due to running cars taking longer to travel through village. Will cause increased travel times.</p> <p>Travel change: <b>No</b></p>
<p>(11) Member of public, (Bampton, The Pieces)</p>	<p>Aston and Cote 20mph - <b>Object</b> Very simply. All evidence shows that dropping the limit to 20mph DOES NOT WORK. A blanket 20mph limit will not be enforced, it will cause more pollution, it is trying to fix a problem which does NOT exist, it is dangerous (look at speedo not the road) and has been shown again not to work (recent U turn in Wales) and DFE reports. We need cars in the villages, we are NOT a city, we have no public transport to speak of. This is a complete waste of my money. This idea was proposed by an Oxford City-centric anti-car lobby who are using the excuse of extra safety rather than the real reason of getting rid of cars for green or other political reasons. And I speak as a cyclist too. However, I would support TARGETED, enforced 20mph limits, e.g., outside schools at relevant times. Most people follow existing speed</p>

	<p>limits. Dropping the limit to 20mph will make criminals of everyone. It will have NO effect on a few dangerous drivers. Enforcement of the existing limits is required, NOT millions of pounds worth of extra signage.</p> <p><b>Bampton 20mph - Object</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(12) Member of public, (Bampton, Market Square)</p>	<p><b>Aston and Cote 20mph - Object</b></p> <p>I have numerous reasons: It would cause congestion It would reduce journey times in an area that is reliant on car transport It is unnecessary It is unsafe - cars do not drive comfortably at this speed and people would spend too much time looking at their speedometer rather than the road It would increase pollution There have not been any major accidents in the area It would frazzle the goodwill of motorists - everything in the end has to come down to reasonableness in order to be effective, and increasing driver frustration is not going to help It is a political rather than a practical gesture Reducing the speed limit from 60 to 20 is absurd</p> <p><b>Bampton 20mph - Object</b> See my comments for the previous one. In addition, it is almost impossible to speed given the number of parked cars - in other words, these things police themselves</p> <p>Travel change: <b>No</b></p>
<p>(13) Member of public, (Bampton, Market Square)</p>	<p><b>Aston and Cote 20mph - Object</b> Will not impact those who do speed. Will create more pollution and traffic in Bampton.</p> <p><b>Bampton 20mph - Object</b></p>

	<p>As before. Will not impact the actual offenders and will create more traffic in the area</p> <p>Travel change: <b>No</b></p>
<p>(14) Member of public, (Bampton, Pockocks Close)</p>	<p>Aston and Cote 20mph - <b>Object</b> I believe that these measures are unnecessary. The size of the road network through these villages already limit the speed of traffic driving through, especially when taking into account the number of vehicles that have to park on the road side, which already creates its own traffic calming. As a consequence of this I don't feel there is a problem with the current 30 mile speed limit, so can see no reason to justify why if the current laws are sufficient, they should be changed.</p> <p>Bampton 20mph - <b>Object</b> Please see my response in question 3 in answer to this</p> <p>Travel change: <b>No</b></p>
<p>(15) Member of public, (Bampton, Pockocks Close)</p>	<p>Aston and Cote 20mph - <b>Object</b> As much of Bampton has traffic congestion problems I believe that slowing the traffic down will not alleviate but compound the problem.</p> <p>Bampton 20mph - <b>Object</b> I oppose the new traffic restrictions in Bampton as a pointless lowering of an already slow village.</p> <p>Travel change: <b>No</b></p>
<p>(16) Member of public, (Bampton, New Road)</p>	<p>Aston and Cote 20mph - <b>Object</b> The people who exceed the 30mph limit (a very small minority) will continue to do so with a 20mph speed limit. Lowering the speed limit will make no difference. The lower speed limit will NOT help with safety. It is a huge amount of money on something that is not wanted and not enforceable.</p> <p>As a parent of 3 young children, I would much rather the money was spent on the village resources, or even tackle some of the dangerous parking. A 20mph limit would be a complete waste of money.</p>

	<p>Bampton 20mph - <b>Object</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(17) Member of public, (Alvescot, Oakey Close)</p>	<p>Aston and Cote 20mph - <b>Object</b> I object for four key reasons:</p> <ol style="list-style-type: none"> <li>1. Imposing a lower limit does not automatically make an area "safer" for more vulnerable road users, as those who choose to ignore the limit will continue to do so. These individuals will only be caught or deterred by visible, regular enforcement, which is entirely different and not what is being proposed. In this case, lowering the speed limit simply increases the average differential between the slowest and fastest road users, increasing the severity of any accident.</li> <li>2. The generic rule that reducing speed limits to 20mph reduces emissions is simply not correct. Unlike 50mph restrictions on motorways in congested areas which do have an impact on emissions, due to most ICE (internal combustion) vehicles being able to maintain this speed in the highest gear, most ICE vehicles at 20mph will need to be in a lower gear, at higher revs, which increases vehicle emissions. This isn't a lab test - this is the real world, and using a higher gear at 20mph is not practical, safe, or realistic. Engines also produce more noise at higher revs, so this would cause more disturbance for local residents.</li> <li>3. Adhering to 20mph limits is more difficult in a higher gear due to the vehicle wanting to "run away" under its own momentum, and also more challenging in a lower gear due to the sensitivity of an engine under higher revs to accelerate; in either case, significant additional attention must be paid to the tachometer and the speedometer - not the road and any hazards presented.</li> <li>4. With increased prevalence of Electric and other non-ICE vehicles on the road, the emissions angle of this proposal will become increasingly moot, as these vehicles produce the same tailpipe emissions (i.e.: none) at whatever speed the vehicle is travelling at.</li> </ol> <p>Bampton 20mph - <b>Object</b> [Same as above]</p> <p>Travel change: <b>No</b></p>

<p>(18) Member of public, (Aston, The Paddocks)</p>	<p>Aston and Cote 20mph - <b>Object</b> 30 to 20 makes no material difference and the current speed limit is not enforced. The change is costly and OCC should be spending its time, energy and money on better initiatives.</p> <p>Bampton 20mph - <b>Object</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(19) Member of public, (Aston, Bull Street)</p>	<p>Aston and Cote 20mph - <b>Object</b> Lower speed limit is not necessary Will create more pollution due to slower moving traffic Unless "policed" will not be observed. Cost of project could be spent on other more essential projects Agricultural equipment will ignore speed limits Slower traffic will create more congestion</p> <p>Bampton 20mph - <b>Object</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(20) Member of public, (Bampton, Calais Dene)</p>	<p>Aston and Cote 20mph - <b>Object</b> Not needed for safety reasons as 30 fine. Would also mean traffic unnecessarily slowed down and lead to more congestion.</p> <p>Bampton 20mph - <b>Object</b> [Same as above]</p>

	<p>Travel change: <b>No</b></p>
<p>(21) Member of public, (Bampton, New Road)</p>	<p>Aston and Cote 20mph - <b>Object</b> I object as there is no evidence 20 limits increase safety. The money would be better spent repairing roads to make them safer to cycle on and installing crossings at the school and shop in Aston and Bampton.</p> <p>Bampton 20mph - <b>Object</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(22) Member of public, (Bampton, New Road)</p>	<p>Aston and Cote 20mph - <b>Object</b> The villages are that small and roads are that compact, it's not practical to drive any quicker than 20mph, why waste the money on changing the law etc!</p> <p>Bampton 20mph - <b>Object</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(23) Member of public, (Bampton, Southby)</p>	<p>Aston and Cote 20mph - <b>Object</b> Speed is not the issue, too many cars, too many new houses and lack of off street parking make the roads unsafer speed will not change this. Investment in increased parking particularly around the shops and safer crossings would be far more effective</p> <p>Bampton 20mph - <b>Object</b> Speed is not an issue in the village, parking and a silly amount of new build houses mean that the village is busier. Instead we need better parking particularly in the centre and safer crossings across busier roads. People will only ignore the speed limit the people who speed will continue to do so</p> <p>Travel change: No</p>

<p>(24) Member of public, (Aston, Cote Rd)</p>	<p><b>Aston and Cote 20mph - Object</b> It is unnecessary to have 20mph limit imposed on this large area. I can see the point of limiting speed at certain times of the day - for school access on cote rd and the main route to school into the village. We do not have speed limiting/awareness equipment in the village, and have not had for a while. This would be a better use of funds. We have so many cyclists on the main oxfordshire cycle way that we will all be stuck behind them without the possibility of getting past them. Money for this would be better spent on a useable bus service to feed commuters. My son works in witney 8-4 and is unable to use the bus service as it does not accommodate his working hours! If he started at 9am he would still be late in! Fix the roads - especially the Aston mile and make them useable and fix public transport to create a useful service, before this vanity project that is of little use to residents and does not conform to the highway code.</p> <p><b>Bampton 20mph - Object</b> [Same as above]</p> <p>Travel change: <b>Other</b> Cycling to Witney on the Aston mile is dangerous, walking to Bampton is dangerous with no pavement areas. Public transport is inadequate. I would not consider driving around the village as I can walk already and the area of the village is too small to need to drive a car! Ludicrous proposal</p>
<p>(25) Member of public, (Bampton, Talbot Fields)</p>	<p><b>Aston and Cote 20mph - Object</b> Reducing the speed limit will not stop people from speeding. There aren't speed traps or police monitoring the little villages to ensure everyone adhere's to the rules. Better placing speed bumps!</p> <p><b>Bampton 20mph - Object</b> I've lived in the village for almost 31 years now. There has never been an accident to my knowledge which was caused from speeding. There have been accidents after the bollards were put in place on the entrances to the village, at the mini roundabout but none from speeding. Lowering the speed limit will not stop people from speeding. Only speed bumps would do that!</p> <p>Travel change: No</p>

<p>(26) As a business, (B4449)</p>	<p>Aston and Cote 20mph - <b>Object</b> Complete waste of money and no way of enforcing it!! No need for it</p> <p>Bampton 20mph - <b>Object</b> Complete waste of public money which could be used on other things like the service of the road</p> <p>Travel change: <b>No</b></p>
<p>(27) Member of public, (Bampton, Landells)</p>	<p>Aston and Cote 20mph - <b>Object</b> I live in Bampton and I can see no good reason for enforcing a 20 mph speed limit. There is often a lot of traffic passing through the village which prevents driving at much more than 20 mph and most people are sensible enough to use their common sense according to the traffic conditions. I'm tired of the petty speed restrictions and unnecessary chicanes which the Council wastes money on. It seems to me to be a money making ploy with which to catch out the motorist.</p> <p>Bampton 20mph - <b>Object</b> The Council have wasted money on installing chicanes in totally unnecessary places. The one in Brize Norton is a perfect example. I live in Bampton and drivers rarely need to be restricted to 20 mph as it's a busy place. I can see no useful purpose being served by this speed restriction.</p> <p>Travel change: <b>No</b></p>
<p>(28) Member of public, (Bampton, Shingleton Way)</p>	<p>Aston and Cote 20mph - <b>Object</b> Unnecessary hinderance and impedance on traffic passing though village. Parish Council claim it will reduce accidents and road deaths, however there have been no accidents or fatalities in living memory, so not sure what risk they are trying to reduce. The OCC claim it will encourage people to use alternative means of transport is also absurd - this is a small village surrounded by miles of countryside; people's choice of transport is dictated by the length of journey and availability/convenience of other options, not a 10mph reduction in a speed limit over the 1 mile length of a village. The reduction will also not prevent or deter high-speed drivers, but will add yet another mechanism by which to incriminate and "get" otherwise law-abiding, safe and careful drivers for minor infractions of an artificially low limit.</p> <p>Bampton 20mph - <b>Object</b></p>



	<p>[Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(29) Member of public, (Bampton, Bushey Row)</p>	<p>Aston and Cote 20mph - <b>Object</b> Objection on the basis that there is no evidence to support that we need a 20 MPH speed limit and that the 30 MPH is not adequate</p> <p>Bampton 20mph - <b>Object</b> No evidence to support that the 30 MPH is inadequate and the benefits of a new 20 MPH limit</p> <p>Travel change: No</p>
<p>(30) Member of public, (Bampton, New Road )</p>	<p>Aston and Cote 20mph - <b>Object</b> [No comments]</p> <p>Bampton 20mph - <b>Object</b> No valid reason to lower limits. No speed related accidents in recent times.</p> <p>Travel change: <b>No</b></p>
<p>(31) Member of public, (Witney, Colwell Drive)</p>	<p>Aston and Cote 20mph - <b>Object</b> unnecessary</p> <p>Bampton 20mph - <b>Object</b> unnecessary</p> <p>Travel change: No</p>
<p>(32) Member of public, (Bampton, Bushey Row)</p>	<p>Aston and Cote 20mph - <b>Object</b></p>

	<p>20mph restrictions will, as proven in many studies, at best result in an average speed reduction of less than one mph and will have no impact whatsoever on the average speed of those road users most likely to cause accidents who generally have no regard for speed limits.</p> <p>Without enforcement 20mph limits are generally ignored, TVP are already indicating that most blanket 20mph zones are not indicated in their view and they do not support them, their numbers are so thinly stretched that they will not be able to enforce these limits that they do not believe will do any good.</p> <p>The claimed environmental benefits are completely unproven and the street scene engineering is to the severe detriment of our villages' amenity and beauty and all at a hefty cost to the already horrifically burdened taxpayer.</p> <p>In short, these proposals will not reduce average speeds by any noticeable amount, will not reduce dangerous speeding at all and will damage the amenity of our villages and likely begin to deter much needed tourism spend all for a cost that we cannot afford.</p> <p>Bampton 20mph - <b>Object</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(33) Member of public, (Bampton, Bushey Row)</p>	<p>Aston and Cote 20mph - <b>Object</b> This seems to be an ill-thought out blanket policy across Oxfordshire, instead of properly assessing the local needs of each area.</p> <p>Bampton 20mph - <b>Object</b> As a Bampton resident, there is little to no issue with speed. Any issues that there ARE, are due to the lack of pedestrian crossings (of which there are none). THIS need will not go away, and there should be a fully rounded look at the needs of the town, of which speed reduction may form a part, in some areas. But this does not appear to have been done.</p> <p>Travel change: <b>No</b></p>

(34) Member of public,  
(Bampton, Church Street)

**Aston and Cote 20mph - Object**

'Lower limits are a superficially attractive solution, but a 20mph limit and other lowered limits aren't the way to get people driving slowly and safely in Bampton, Aston or Cote - nor will they make people feel safer. In fact, they will have almost the opposite effect.

- Lower limits, particularly blanket 20mph limits, are an ideological rather than a practical road safety tool.
- OCC is now using speed limits in a way they were never intended to be used
- Lower speed limits are an ineffective tool for real world speed reduction.
- Oxford's 20mph limit led to barely noticeable reductions in vehicle speeds - with speeds on some roads increasing.
- These limits are being imposed contrary to government advice in DfT Circular 01/2013.
- Ultra-low limits lead to tailgating, intimidation and driver aggression - the most compliant and vulnerable road users suffer.
- Ultra-low limits lead to dangerous frustration overtakes - greatly increasing the likelihood of head-on crashes.
- Lower limits do not lead to increased cycling and walking.
- The negligible road safety and 'active travel' returns will not come close to justifying the cost of the limits.
- There is a perception that people are driving too fast that OCC seeks to capitalise on - this won't be addressed by ultra-low limits.
- There is no issue with accidents in excess of the limit in this area.
- Imposing these limits is illogical - if people are already exceeding 30mph limits, why will they obey 20s?
- Many of the studies being used to justify 20mph limits do not look at the effect of imposing blanket limits over broader areas
- Reducing a limit from 60 to 20 in the space of a few feet is likely to increase tailgating accidents. The answer to this is not to impose further 'buffer' limits, but not to impose the 20 limits at all
- Studies from the US and UK show that lowering limits below the 85th percentile increases rather than decreases traffic speed as people ignore unreasonable limits
- Oxfordshire already has a 'drive by numbers' approach to speed limits. My nine mile ride from Bampton to Burford goes 30-60-30-60-40-30-40-60-30-60-40-60-30-20; a limit change almost every half mile..
- Imposing these limits will increase resident demand for calming, raising costs for the council but again for minimal positive road safety impact.

**Bampton 20mph - Object**

[Same as above]

Travel change: **No**

<p>(35) Member of public, (Bampton, Church Street)</p>	<p><b>Aston and Cote 20mph - Object</b>  I stick to speed limits religiously, even when I disagree with them (as I do with these limits). As a woman who often drives alone, I find I'm hooted, get headlights flashed and drivers tailgate me aggressively when I drive at 30mph in 30mph limits. If it's bad in a 30, how much worse will it be in a 20? I already get massive abuse when I drive in London at 20 and on Corn Street in Witney. It's also hard to stick exactly to 20. Go slower and it feels like you are standing still, so I drive at the limit. That means I am constantly having to keep looking at my speedometer. That can't be a safe way to drive. And there is no way a 20mph is going to make me cycle to work from Bampton to Witney. I'd love to get the bus if there was a service that went from Bampton to Witney every quarter of an hour throughout the day and the same back again and took the same time as driving.</p> <p>It would be far better to train drivers to drive safely rather than sticking to a number. Sometimes the speed limits are too low and sometimes too high but people think they're safe and good drivers just because they stick to a number. I've lost count of the number of times I've seen a driver who's been driving under the speed limit then go through traffic calming when it isn't their right of way, making oncoming traffic brake or swerve. I'm trained as an Advanced Driver with IAM Drive Safe and I recommend everyone does that training. With the amount of money that will be spent on lowering the limits to 20 a huge amount of people could be put through advanced training.</p> <p><b>Bampton 20mph - Object</b>  [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(36) Member of public, (Aston, Foxwood)</p>	<p><b>Aston and Cote 20mph - Object</b>  Passers through don't stick to the 30 and 20 is even less likely</p> <p><b>Bampton 20mph - Support</b>  On the main road through Bampton there is lots of cars parked either side of the road</p> <p>Travel change: <b>No</b></p>

<p>(37) Member of public, (Aston, Bull Street)</p>	<p>Aston and Cote 20mph - <b>Concerns</b> I live in Aston</p> <p>Bampton 20mph - <b>Concerns</b> I live near Bampton</p> <p>Travel change: <b>Other</b> It would if the roads themselves were less dangerous. The only thing that would make a real difference would be a cycle/footpath</p>
<p>(38) Member of public, (Bampton, New Road)</p>	<p>Aston and Cote 20mph - <b>Concerns</b> not a resident, however my feeling is enforcement of the 30mph limit would be better.</p> <p>Bampton 20mph - <b>Object</b> The dangerous driving in Bampton is down to people exceeding the current 30mph limit. Reducing the limit to 20 won't prevent people who already break the limit continuing to do so. Spend the money on enforcing the current 30 mph first, this will have a better impact on safety. It is also only at certain times of the day - commuting time or late at night. Possibly a temporary 20 on key roads around the primary school would be acceptable.</p> <p>Travel change: <b>No</b></p>
<p>(39) Member of public, (Bampton, Bushey Row)</p>	<p>Aston and Cote 20mph - <b>Concerns</b> There is no evidence that there is any benefit in having the speed limits reduced below 30mph. I would only be in favour of temporary (i.e school times) reduction to 20mph.. in appropriate areas.</p> <p>Bampton 20mph - <b>Object</b> I think the proposals are a total waste of money. I have lived in Bampton for 25 years and there is no regular issue with speeding. Of course, there are one or two who flaunt the rules, but there always will be, and there are NO measurable benefits in reducing the speed limit.</p>

	<p>Except that, i would support a 20mph temporary limit if it was deemed appropriate along new road, when the primary school arrive/leaves. However, as there are speed bumps down new road, then this may not be necessary. The main roads thorough bampton, with the possible exception of bridge street where it enters near Weald, are generally free of speeders, and the chicanes do a reasonable job of slowing traffic entering the village.</p> <p>Money would be better spent on designated crossing points, but even so, apart from occassional delays, there are no problems in actually crossing the road...</p> <p>Travel change: <b>No</b></p>
(40) Member of public, (Bampton, Calais Dene)	<p>Aston and Cote 20mph - <b>Concerns</b> No opinion</p> <p>Bampton 20mph - <b>Support</b> Many of the main roads have parking on one side which restricts views.</p> <p>Travel change: <b>No</b></p>
(41) Member of public, (Aston, Saxel Close)	<p>Aston and Cote 20mph - <b>Concerns</b> Generally supportive however how will the proposal be enforced</p> <p>Bampton 20mph - <b>Support</b> A reduction in the speed limit would make negotiating the large numbers of parked cars in the High Street near the coop roundabout easier and safer, as well as making it safer to cross the road from the car park to the cafe/coop/shops.</p> <p>Travel change: <b>No</b></p>
(42) Member of public, (Bampton, Fox Close)	<p>Aston and Cote 20mph - <b>No opinion</b></p> <p>Bampton 20mph - <b>Object</b></p>

	<p>It would be impossible to police a 20mph zone and completely impractical</p> <p>Travel change: <b>No</b></p>
(43) Member of public, (Bampton, Calais Dene)	<p>Aston and Cote 20mph - <b>No opinion</b> 30 is sufficiently cautious.</p> <p>Bampton 20mph - <b>Object</b> I already stick to the 30 (I live in Bampton), those that don't stick to 30 won't stick to 20 either but it will make those of us who do now speeders and build frustration. slower limit around the shop/roundabout or school maybe but village wide not necessary. watching your speed takes concentration off the road itself. I have not been aware of any accidents with cars going at 30, only with cars already breaking the limit and driving recklessly.</p> <p>Travel change: <b>No</b></p>
(44) Member of public, (Bampton, Woodley Drive)	<p>Aston and Cote 20mph - <b>No opinion</b></p> <p>Bampton 20mph - <b>Object</b> I would support 20mph on all minor roads in Bampton but there is no reason to have 20mph as the limit on the main roads. I have trialled driving at 20mph and it is needless. There will be no enforcement as stated by the police in witness transition. I have seen no evidence that accidents involving all parties travelling between 20 and 30mph are a problem on the main roads. Position can actually be worse for automatic cars as they maintain a lower gear at higher revs. The most dangerous problem in Bampton is parking. Both legally and illegally. Parking on the double yellow lines opposite the coop is an accident in waiting.</p> <p>Again I would like to reiterate, 20mph would be fine on the minor roads but not on the 3 major through roads.</p> <p>Travel change: <b>No</b></p>
(45) Member of public, (Bampton, Shergold Road)	<p>Aston and Cote 20mph - <b>No opinion</b></p> <p>Bampton 20mph - <b>Object</b></p>

	<p>I do not consider this measure to be in line with the present level of traffic. To my knowledge there have been no major RTAs in Bampton so I can see no evidence for reducing the speed limit</p> <p>Travel change: No</p>
<p>(46) Member of public, (Bampton, Shergold Road)</p>	<p>Aston and Cote 20mph - <b>No opinion</b></p> <p>Bampton 20mph - <b>Object</b> I don't believe that this a measure that is proportionate. To my knowledge there have been no major accidents in Bampton and I feel that this is just an action considered by do-Gooders to look good. There has been insufficient consultation locally. Would not other calming measures be better suited?</p> <p>Travel change: <b>No</b></p>
<p>(47) Member of public, (Bampton, Collett Drive)</p>	<p>Aston and Cote 20mph - <b>No opinion</b></p> <p>Bampton 20mph - <b>Object</b> Will create more pollution and traffic. No need for this. We have multiple speed bumps near schools</p> <p>Travel change: <b>No</b></p>
<p>(48) Member of public, (Aston, Bampton Road)</p>	<p>Aston and Cote 20mph - <b>Support</b> Increased safety for pedestrians and cyclists through the village, particularly children walking to school.</p> <p>Bampton 20mph - <b>No opinion</b></p> <p>Travel change: <b>No</b></p>
<p>(49) Member of public, (Aston, Back Lane)</p>	<p>Aston and Cote 20mph - <b>Support</b> Lower speeds, particularly on residential roads, will make the villages more pleasant and safer for people. My children will be able to access the local park more easily.</p>



	<p><b>Bampton 20mph - Support</b> As a cyclist, it will be more pleasant to cycle through Bampton with other vehicles travelling at a lower speed</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(50) As part of a group/organisation, (Oxfordshire Cycling Network.)</p>	<p><b>Aston and Cote 20mph - Support</b> We support 20mph speed limits on the proposed roads through Aston and Cote for their road safety benefits for pedestrians and cyclists. They will create a safer environment in which more people will be inclined to walk, wheel or cycle. Aston is a key destination for cyclists, very often visiting the cafe at the pottery where they will make up a large part of the income, and slower safer traffic will encourage this to the benefit of local business.</p> <p><b>Bampton 20mph - Support</b> We support 20mph speed limits on the roads through Bampton for their road safety benefits for pedestrians and cyclists. They will create a safer environment in which more people will be inclined to walk, wheel or cycle. Bampton is a key nexus for local cycling as it is on one of the quieter Thames crossing routes, on routes to the Cotswolds, and neat Aston Pottery.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(51) Member of public, (Bampton, Shergold Road)</p>	<p><b>Aston and Cote 20mph - Support</b> We need to do something to reduce the speed in this area - the roads here are often narrow, some without adequate pavements, and the speeds some drivers reach is unacceptable. I doubt whether the 20 mph drop will irradiate all examples of speeding, but it may be enough to bring some of the speeds down. As this is a low cost solution, it would sensible to push ahead with it.</p> <p><b>Bampton 20mph - Support</b> We need to do something to reduce the speed in Bampton - the roads here are often narrow, some without adequate pavements, and the speeds some drivers reach is unacceptable. I doubt whether the 20 mph drop will irradiate all examples of speeding, but it may be enough to bring some of the speeds down. As this is a low cost solution, it would sensible to push ahead with it.</p> <p>I do think you should review the speed limit proposed for the rural part of Mount Owen Road. This has been left at 60</p>

	<p>mph yet it is a single track road without any pavements. At the point this road joins New Road you have a junction where 60 mph traffic is joining onto 20 mph traffic at 90 degrees with restricted view. Surely if the part of Mount Owen Road which is two lane and has a pavement is set to 20 mph the part which is single lane and without any pavements should also be?</p> <p>Travel change: <b>No</b></p>
<p>(52) Member of public, (Bampton, New Road)</p>	<p>Aston and Cote 20mph - <b>Support</b> Narrow roads, parked cars and some poor visibility junctions</p> <p>Bampton 20mph - <b>Support</b> The village has become a rat run from the A420 to Brize Norton and other places. Very busy during mornng and evening peak periods. Too many drivers drive too fast.</p> <p>Travel change: <b>No</b></p>
<p>(53) Member of public, (Bampton, Bushey Row)</p>	<p>Aston and Cote 20mph - <b>Support</b> Speeds through and within the villages are frequently exceeded endangering the population and animals.</p> <p>Bampton 20mph - <b>Support</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(54) Member of public, (Bampton , Talbot Fields/Mt Owen Road)</p>	<p>Aston and Cote 20mph - <b>Support</b> The size, speed and volume of traffic through our villages is growing. Something needs to slow it all down to bring some peace and calm back to our countryside.</p> <p>Bampton 20mph - <b>Support</b> Bampton has become a through road to Witney and Carterton. Nobody wants to slow down. It can only get worse unless something is done now.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(55) Member of public, (Bampton, Glebelands)	<p>Aston and Cote 20mph - <b>Support</b> Making our streets safer for all road users</p> <p>Bampton 20mph - <b>Support</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
(56) Member of public, (Aston, Bampton Road)	<p>Aston and Cote 20mph - <b>Support</b> I live in Aston right by the road running through it. (Bampton Rd) and we are fed up with the amount of people who think they are above the traffic rules and constantly violate the 30mph speed restriction.</p> <p>Bampton 20mph - <b>Support</b> {Same as above]</p> <p>Travel change: <b>Yes - cycle more</b></p>
(57) Member of public, (Aston, Cote Road)	<p>Aston and Cote 20mph - <b>Support</b> I am a resident in Aston and the speed and level of traffic coming through the village is excessive. The speed has always been an issue but with the increased housing bringing more families with multiple vehicles there is now a much higher risk of an accident occurring. This not only applies to cars but also the lorries that are now using the village to avoid the weight limit bridges. These lorries are mounting the pavement on the corner outside my property due to approaching the corner too fast (also applies to cars) and meeting oncoming traffic. Any reduction in speed overall for the village (on the main road through and surrounding) is a good thing thereby reducing risk to all ages.</p> <p>Bampton 20mph - Support Increased volumes of traffic at a higher speed, through additional housing developments, means a higher risk of accident. Bampton is a popular town for visitors with a high pedestrian volume + the benefit of a few shops. There</p>

	<p>are no “safe” places to cross for any age. Lowering the speed will support both safer driving and safer environment for pedestrians</p> <p>Travel change: <b>No</b></p>
<p>(58) Member of public, (Bampton, Bushey Row)</p>	<p>Aston and Cote 20mph - <b>Support</b> Safety of residents and pets. People drive too fast through the village</p> <p>Bampton 20mph - <b>Support</b> Help stop people who continually drive too fast through the village</p> <p>Travel change: <b>No</b></p>
<p>(59) Member of public, (Aston, Marsh Furlong)</p>	<p>Aston and Cote 20mph - <b>Support</b> Resident , presently concerned about vehicles speeding through the village.</p> <p>Bampton 20mph - <b>Support</b> Safery</p> <p>Travel change: <b>No</b></p>
<p>(60) Member of public, (Aston, Saxel Close)</p>	<p>Aston and Cote 20mph - <b>Support</b> To reduce risk to children</p> <p>Bampton 20mph - <b>Support</b> [Same as above]</p> <p>Travel change: <b>No</b></p>
<p>(61) Member of public, (Bampton, Church Close)</p>	<p>Aston and Cote 20mph - <b>Support</b> Safety</p>

	<p>Bampton 20mph - <b>Support</b> Seems a good idea to promote safety</p> <p>Travel change: <b>No</b></p>
<p>(62) Member of public, (Bampton, Shergold Road)</p>	<p>Aston and Cote 20mph - <b>Support</b> I support this as traffic in Bampton has massively increased with all the new housing that's been built and many are driving far too fast with children and elderly residents most at risk.</p> <p>Bampton 20mph - <b>Support</b> More housing equals more traffic, people are speeding and putting children and elderly residents at risk.</p> <p>Travel change: No</p>
<p>(63) Member of public, (Bampton, Bridge Street)</p>	<p>Aston and Cote 20mph - <b>Support</b> Since the speed-watchers have been measuring/checking it has been noticeable that the average speed has reduced. I live on Bridge Street in Bampton. It would greatly improve the safety for my family if it was further reduced to 20mph.</p> <p>Bampton 20mph - <b>Support</b> For safety</p> <p>Travel change: <b>No</b></p>
<p>(64) Member of public, (Bampton, Woodley Drive)</p>	<p>Aston and Cote 20mph - <b>Support</b> Too many cars go too fast through these villages.</p> <p>Bampton 20mph - <b>Support</b> Constant speeding cars doing well over 30mph through Bampton village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(65) Member of public, (Aston, Bull Street)</p>	<p>Aston and Cote 20mph - <b>Support</b> How can it be a bad thing to drive a little slower through a small village with children and pets</p> <p>Bampton 20mph - <b>Support</b> How can it be a bad thing to drive a little slower through the village</p> <p>Travel change: <b>No</b></p>
<p>(66) Member of public, (Bampton Bridge Street)</p>	<p>Aston and Cote 20mph - <b>Support</b> All traffic should have it's speed regulated in villages.</p> <p>Bampton 20mph - <b>Support</b> Traffic should be slower in villages</p> <p>Travel change: <b>No</b></p>
<p>(67) Member of public, (Bampton, Bushey Row)</p>	<p>Aston and Cote 20mph - <b>Support</b> The reduction in speed is good for the environment and also provides a safer road environment for the children of the village.</p> <p>Bampton 20mph - <b>Support</b> It is better for the environment and helps reduce the risks to residents of the village caused by speeding cars.</p> <p>Travel change: <b>No</b></p>
<p>(68) Member of public, (Witney, Abbey Road)</p>	<p>Aston and Cote 20mph - <b>Support</b> Safety</p> <p>Bampton 20mph - <b>Support</b> Safety</p>

	Travel change: <b>No</b>
(69) Member of public, (Bampton, New Road)	<p>Aston and Cote 20mph - <b>Support</b> Road safety</p> <p>Bampton 20mph - <b>Support</b> Road safety</p> <p>Travel change: <b>No</b></p>
(70) Member of public, (Guiseley, Moorland)	<p>Aston and Cote 20mph - <b>Support</b> Because evidence shows people are more likely to survive being hit by car at 20mph</p> <p>Bampton 20mph - <b>Support</b> [Same as above]</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>