

Divisions affected: *Thame and Chinnor*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**23 MAY 2024**

### **KINGSTON BLOUNT: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director for Environment and Place

#### **RECOMMENDATION**

The Cabinet Member for Transport Management is **RECOMMENDED** to:

- a) **Approve the introduction of 20mph speed limits in Kingston Blount as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Kingston Blount as shown in **Annex 1**.

#### **Financial Implications**

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

#### **Legal Implications**

3. No legal implications have been identified in respect of the proposals.

#### **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 Kingston Blount by making them safer and more attractive.

## Formal Consultation

6. Formal consultation was carried out between 04 April & 26 April 2024. 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, South Oxfordshire District Council, the local District Cllrs, Kingston Blount Parish Council, and the local County Councillor representing the Thame and Chinnor 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 view as 'having concerns' rather than a formal objection, and also raised specific concerns regarding the reduced limit on the B4009, due to the fact that the route has for many years been subject of complaints under the current speed limits.
8. Oxford Bus Company whilst not formally objecting, did raise concerns regarding the cumulative impact of multiple 20mph limits extensively applied affects the ability of buses to maintain current timetables without the need for significant extra resource.

### Other Responses:

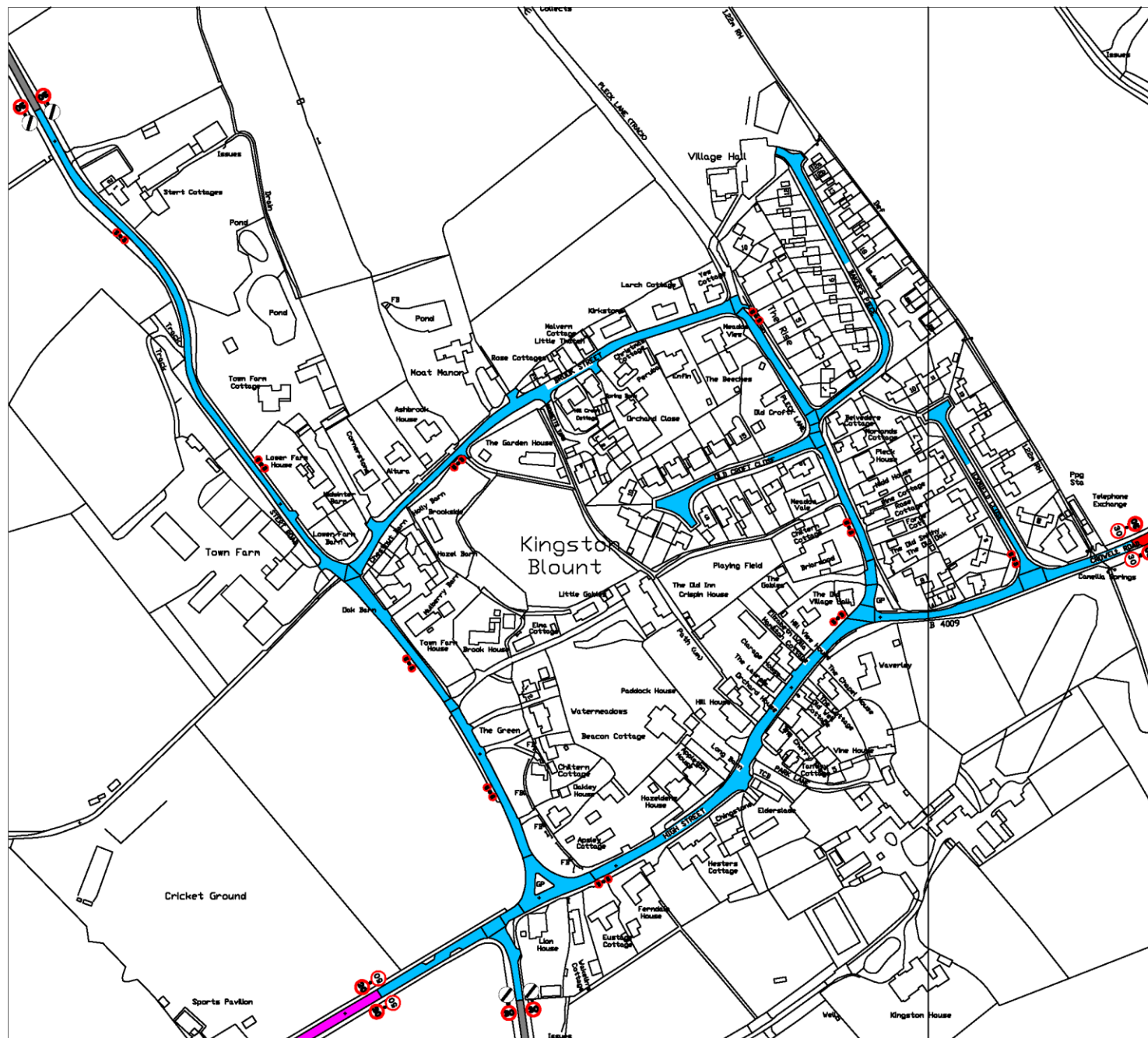
9. 68 responses were received from members of the public – the great majority being residents of Kingston Blount or Crowel -l via the online consultation survey during the course of the formal consultation, comprising of 10 objections (15%), 55 in support (81%), and three partially supporting (4%).
10. The objections were mainly on the grounds that a 20mph speed limit was unnecessary or would be ineffective, with many respondents citing more urgent needs such as improved maintenance and better enforcement of the existing 30mph speed limit.
11. The three expressions of partial support focussed on concerns on the need for improved speed management in Crowell with one response mentioning a concern that drivers would speed up to make up for the slower journey time within Kingston Blount.
12. 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	15 (22%)
Yes - cycle more	13 (19%)
No	38 (56%)



Kingston Blount Overview

Legend	
Proposed 20	
Existing 30	
Existing 50	
Existing NSL	
Not Public Highway	



© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	08.02.24	Proposal 1	C.R		

**OXFORDSHIRE COUNTY COUNCIL**  
 Bill Cotton, Director for Environment & Place  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

Project title: Kingston Blount 20mph Scheme

Drawing title:  
 Kingston Blount 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 08.02.24	Date checked: 10.02.24	Date approved: 10.02.24

Oxfordshire Project No. & File Ref  
 Drawing No. 1.0      Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Especially the B4009 section. This route has for many years been subject of complaints under the current speed limits in place. A sign alone 20 will only make the situation worse in terms of compliance.</p> <p>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> </ul>

	<ul style="list-style-type: none"> <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) Head of Built Environment and Infrastructure, (Oxford Bus Company)</p>	<p><b>Concerns</b> – Kingston Blount is on the edges of our current network. Our Carousel Buses business currently operates the 275 route, as a contractor to the Council. Additionally, the village lies on the “Link40” route between High Wycome and Thame operated hourly by another operator.</p> <p>Again, the principal issue lies in how the cumulative impact of multiple 20mph limits extensively applied affects the ability of buses to maintain current timetables without the need for significant extra resource, and/or offer a relevant service as a result of a combination of substantially longer journey times, and the need to open up frequencies to a less frequent and irregular interval. This significantly reduces bus use, as the Council knows itself from the experience with services across the County.</p> <p>Blanket extensive imposition of 20mph limits is not supported by government policy expressed in LTN01/2013. Failure to have due regard to the effect on buses among other things, is likely to represent a breach of the Statutory Network Management Duty under the Traffic Management Act 2004. Where there are adverse impacts on the quality and availability of bus services, also may have impacts on those with protected characteristics under the Equalities Act 2010.</p>

	<p>While the impact looking at Kingston Blount is isolation would be de minimis, the Council must have regard to the cumulative impacts of such measures elsewhere along the line of bus routes, especially in marginal rural areas such as this one. Thus far we see very little evidence that the Council is so minded.</p> <p>It would be churlish to formally object to this proposal given its extent, and the limited nature of the services we operate. Notwithstanding this, we once again find the Council acting to make bus services slower and potentially less reliable. This is contrary to national policy and the Council's own. We continue to urge the Council to work with us to arrive at a suitably proportionate and evidence-based approach to the ongoing roll-out of 20mph zone across the County.</p>
(3) As a business, (Aston Rowant, Chinnor Road)	<p><b>Object</b> – Wales are getting rid because it hadn't worked</p> <p>Travel change: <b>No</b></p>
(4) Local resident, (Crowell, Crowell)	<p><b>Object</b> – 20mph areas already in force are largely unenforced and ineffective. Efforts would be better spent on enforcing the current speed limit particularly through Crowell.</p> <p>Travel change: <b>No</b></p>
(5) Local resident, (Crowell)	<p><b>Object</b> – We do not need a lower speed limit, we need the existing speed limit to be enforced Being stuck behind someone driving too slowly causes frustrated drivers to take unnecessary risks to get past them - that's how accidents happen, not by people driving at 30 &amp; watching where they are going. The bigger problem is drivers' seeming inability to stay on their own side of the road, exacerbated by the lack of centre white lines on the vast majority of Oxfordshire's roads and the failure of the council to mend the potholes which force motorists into the centre of the road</p> <p>Travel change: <b>No</b></p>
(6) Local resident, (Kingston, Bakers Piece)	<p><b>Object</b> – Why there is a footpath through Kingston Blount that even uses</p> <p>Travel change: <b>No</b></p>

(7) Local resident, (Kingston blount, Bennetts Yard)	<p><b>Object</b> – There are too many varying speed limits in this location which causes more issues and frustrations. There is no evidence that 20 is safer than 30. The current traffic calming is causing more delays than necessary and people speed up to just get through them which is counter productive.</p> <p>Travel change: <b>No</b></p>
(8) Local resident, (Kingston blount, Brook Street)	<p><b>Object</b> – 20 is unnecessarily slow, causes more noise pollution and dangerous driving practices between motorists observing the speed limits and those who do not. This is a fine speed limit for the residential area of KB but not the high street</p> <p>Travel change: <b>No</b></p>
(9) Local resident, (Kingston Blount, Pleck Lane)	<p><b>Object</b> – The roads around KB and AR generally are cul de sacs or roads only used by locals. It is difficult to go faster than 20mph. It is an utter waste of money, in a time of councils saying they have little money, any funds should be spent elsewhere like maintaining the shocking roads. This is a vanity project:</p> <p>Travel change: <b>No</b></p>
(10) Local resident, (Kingston Blount, Pleck Lane)	<p><b>Object</b> – Lack of evidence as to effectiveness of lower speed limit - what is the intention and what options have been considered to lead to this proposal?</p> <p>Travel change: <b>No</b></p>
(11) Local resident, (Kingston Blount, Pleck Lane)	<p><b>Object</b> – I support the introduction of 20mph on smaller side roads but it is not necessary for the full village particularly the main road. The chicanes have already helped with no need for further action nor council money being spent on this, I'd rather you focus your attention on bringing the roads i.e all the potholes and overflowing drains to a safe standard.</p>



	Travel change: <b>No</b>
(12) Rather not say, (unknown)	<p><b>Object</b> – 20mph restrictions should not be allowed. There is no evidence that there are of benefit.</p> <p>Travel change: <b>Other</b> I'll be driving faster than the speed limit</p>
(13) Local resident, (Crowell, Chinnor Road)	<p><b>Partially support</b> – We live in Crowell - which has a potentially lethal blind corner and you already feel like you're taking your life in your hands whenever you turn out of the village. People already speed through Crowell - my concern is that if 20mph was introduced in Kingston Blount, drivers would use the road through Crowell to make up for lost time in Chinnor and KB - and the speeding would get even worse.</p> <p>Travel change: <b>No</b></p>
(14) Local resident, (Crowell- Kirstie childcare, Crowell)	<p><b>Partially support</b> – I live in Crowell and the speed limit is 30mph but everyone drives at 45/50 mph through Crowell. We have a dangerous bend leading into Crowell and a blind view pulling out of Crowell. We need speed humps or width restrictions here in our village. All the surrounding villages have them apart Crowell.</p> <p>Travel change: <b>No</b></p>
(15) Member of public, (Kingston Blount, High Street)	<p><b>Partially support</b> – 20mph on the villages roads is required to stop rat-runners coming from Sydenham and Kingston Stert who are trying to avoid Chinnor, or similarly take the "short-cut" up Kingston Hill to J5 of the M40 but the proposals to restrict traffic to 20mph on the main B4009 is a step too far. The existing 30pmh is not enforced and those who ignore it are unlikely to change their driving behaviour by reducing it by a further 10mph. The explosion of housing in Chinnor has meant a significant increase in traffic out to the M40, but drivers currently face fluctuating speed limits from 20mph in Chinnor, then 50mph to Crowell, 30mph though Crowell and Kingston Blount, back to 50mph to Aston Rowant, 30mph through Aston Rowant and 40mph for the final approach to J6 - SIX changes of speed limit in a 2-3 mile journey. Drivers are already frustrated by the existing restrictions and the danger is that 20mph will result in either too many people "speedo-watching" rather than keeping their eyes on the road (a</p>

	<p>danger to pedestrians and residents exiting their driveways) or ever riskier driving in an attempt to overtake in inappropriate places or beat prioritised traffic at the chicanes - this is already happening and will get worse. I speak as a resident on the High Street, whose front door opens straight onto the pavement, and who struggles to pull out of where I park now which will only get worse as everyone bunches up together at a slower speed - I've seen this in other villages (Little Milton eg.) where residents in side roads sit there with a resigned look on their faces and have to wait 5-10 minutes just for a suitable gap to pull out. Add that the the blind exit at the Cherry Tree and other exits and this will just be an accident waiting to happen - the exact opposite of what is planned.</p> <p>Travel change: <b>No</b></p>
(16) Local resident, (Aston Rowant, Aston Gardens)	<p><b>Support</b> – Young children</p> <p>Travel change: <b>Yes - cycle more</b></p>
(17) Local resident, (Aston Rowant, Plowden Park)	<p><b>Support</b> – Safety!!!</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(18) Member of public, (Aston Rowant, Main Road)	<p><b>Support</b> – Dangerous there are lots of children around</p> <p>Travel change: <b>Yes - cycle more</b></p>
(19) Member of public, (Caversham, Woodcote Way)	<p><b>Support</b> – The more we can to encourage safe cycling and walking opportunities in our communities the better.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(20) Local resident, (Crowell, Chinnor Road)	<p><b>Support</b> – I live in Crowell - we have animals &amp; a young family &amp; cars fly through our village at terrifying speeds, so I hope this will encourage drivers to slow down in the whole area, making it safer.</p> <p>Travel change: <b>No</b></p>

(21) Local resident, (Crowell, Chinnor Road)	<p><b>Support</b> – The traffic in this stretch of road has become extremely busy and with that we have a lot of speeding vehicles and also construction vehicles which are extremely noisy on this narrow and badly surfaced road. Reducing the speed would hopefully encourage a slower speed and make it a safer straps for families, animals and also vehicles and drivers.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(22) Local resident, (Crowell, Chinnor Road)	<p><b>Support</b> – People drive very fast through Kingston Blount and Crowell and it's dangerous</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(23) Local resident, (Crowell)	<p><b>Support</b> – Walkers, horses, bending, narrow road and pavement. Dangerous crossing the road at present</p> <p>Travel change: <b>No</b></p>
(24) Local resident, (Crowell, Manor Farm Barn)	<p><b>Support</b> – 20mph is a safe speed through any built up area.</p> <p>Travel change: <b>No</b></p>
(25) Local resident, (Crowell, Road south of Crowell)	<p><b>Support</b> – I live in Crowell cars constantly speed through the village making it very dangerous to cross the road or pull out of the village. I fully support a 20mph speed limit.</p> <p>Travel change: <b>No</b></p>

<p>(26) Local resident, (Crowell, Road through Crowell)</p>	<p><b>Support</b> – I wholeheartedly support this speed limit reduction in Kingston Blount but would appreciate you reconsidering to lower the speed in Crowell too. It is a nightmare to try to exit Crowell from the church/undertakers side as there is a blind bend to the right toward Chinnor and cars hurtle along. At times it is so hard to get onto the B4009 with the amount of traffic passing at once (due to them being held up at the chicanes and all coming along together) thank you for your reconsideration</p> <p>Travel change: <b>No</b></p>
<p>(27) Local resident, (Crowell, Crowell Road)</p>	<p><b>Support</b> – Traffic is so very fast</p> <p>Travel change: <b>No</b></p>
<p>(28) Local resident, (Emmington)</p>	<p><b>Support</b> – The corner from the Stert road can be hairy for walkers. There are often children crossing on way to and from school by the farm and cars drive too fast</p> <p>Travel change: <b>No</b></p>
<p>(29) Local resident, (Kingston Blount, Bennett's Yard)</p>	<p><b>Support</b> – I am a father of two young boys and very much support the proposal. I am a keen advocate of active travel and know that reduced car speeds will encourage not just my family but others to walk and cycle in Kingston Blount and beyond</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(30) Local resident, (Kingston Blount, Bennett's Yard)</p>	<p><b>Support</b> – Safer for walkers and cyclists</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(31) Member of public, (Kingston Blount, Bennetts Yard)</p>	<p><b>Support</b> – I look after my grandson in Kingston Blount. The pavements are extremely narrow/non-existent so one feels very vulnerable being so close to traffic when pushing pram or walking with a toddler.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(32) Local resident, (Kingston Blount, Brook Street)	<b>Support</b> – There are lots of children and dog walkers in the village. As well as farm traffic. There is no need to drive faster than 20moh on any road in the village.  Travel change: <b>No</b>
(33) Local resident, (Kingston Blount, Brook Street)	<b>Support</b> – Will improve safety, particularly for pedestrians, including children walking to and from school  Travel change: <b>No</b>
(34) Local resident, (Kingston Blount, Brook Street)	<b>Support</b> – I live in Brook St and it is narrow with a sharp blind corner into Pleck Lane There is no pavement and the road is used regularly by parents and children going to the playground by the village hall and to School in Aston Rowant and by dog walkers. I would fully support the 20mph for safety reasons. I also cross the B4009 several times a day and it is a very busy road with bends that make visibility difficult so a lower speed limit would be good.  Travel change: <b>No</b>
(35) Local resident, (Kingston Blount, Brook Street)	<b>Support</b> – Extra safety particularly for pedestrians and cyclists  Travel change: <b>Yes – walk/wheel more</b>
(36) Local resident, (Kingston Blount, Crowell Road)	<b>Support</b> – I fully support the proposal as I live on the main road through Kingston Blount and at the present the amount of traffic speeding through the village is heavy and dangerous to pedestrians.  Travel change: <b>No</b>

<p>(37) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – The High Street through the village is a busy road, especially at peak times which coincide with parents/ children walking or cycling to school. Crossing the High Street and using local roads within the village would be safer with a lower speed limit, especially as the High Street is a known accident blackspot - hence the traffic calming measures introduced to the entrance/ exit to the village. Chinnor and Sydenham are already 20mph zones - given the volume/ scale/ weight of traffic passing through the village, Kingston Blount is an obvious candidate for a lower speed limit to make our roads safer for all users.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(38) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – Cars come through village at speeds over 30mph Dangerous at times crossing the road!</p> <p>Travel change: <b>No</b></p>
<p>(39) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – We walk/cycle two young kids to the local school in Aston Rowant and with no clear and safe crossing option it can feel very dangerous crossing the road. The existing traffic calming measures in times of significant traffic only concertina up the traffic and unless you cross in the 20 second moment before the cars come rushing past you can get stuck for ages Drivers ignore the existing 30 miles an hour limit Frustrated drivers accelerate aggressively through the village when they get held up in existing traffic calming measures The current path on the side of the narrow is narrow and largely at same level as the road making it feel unsafe when cars speed past Trying to reverse out or pull out on the road can be hard to judge when cars are clearly ignoring speed limits Lots of local kids who want to meet up and play but we don't trust the road The village is very short...any change in speed limit whilst have huge impact on local villagers will only add a few seconds to drivers journey time The road is downhill and windy and crossing the road feels very dangerous wherever you tackle it as you cannot trust drivers to drive at the correct speeds</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(40) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – People seem to race through KB which makes it incredibly difficult and dangerous to do simple things like crossing the road! As a resident who lives on the B4009 it also makes it incredibly difficult to get on and off our own driveway. I fully support the proposed limit.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(41) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – I live on High Street in Kingston Blount. My house is very close to the B4009. The entrance to my house is on Kingston Hill.</p> <p>I strongly support the reduction of the speed limit to 20mph.</p> <p>Cars and HGVs regularly exceed the current limit when entering and exiting the village - in particular when accelerating down the slope towards the chicane to exit the village towards Aston Rowant as they have right of way though the chicane (I have measured speeds of up to 50mph going past my house before the chicane!).</p> <p>This causes noise and vibration (especially from HGVs and Buses) and also horn use when vehicles entering the village mis-judge the speed of those leaving it and try to slip through the chicane.</p> <p>This is especially bad at night when traffic is free to move faster and which often causes sleep disturbance.</p> <p>The junction with Kingston Hill is an accident black spot with regular collisions taking place. Cars coming down the hill have ended up going through the hedge, up the verge, into the walls and also into traffic traveling along the B4009, again due to excessive speed. The most recent accident a month ago involved a car pulling out of Kingston Hill and hitting a van which was speeding towards the chicane to leave the village).</p> <p>The traffic on the High Street and using Kingston Hill (which is supposed to be single track and width restricted - yet is used more and more by cars and surprisingly large HGVs - which have destroyed the verges) has increased markedly in the last few years which only adds to the pollution of air and noise for those close to the road. Navigation systems undoubtedly direct traffic down Kingston Hill rather than using the A40 to descend from the Ridgeway.</p> <p>There are also many uneven ironworks on the High Street which cause noise and vibration to conservation properties on the road. Slower traffic would go some way to alleviate this problem, which definitely causes noise and vibration at night, and could cause damage to conserved properties.</p> <p>Walking along the High Street footpath or gardening on the front of properties is actually quite scary at times when very large vehicles pass at speed.</p>

	<p>In particular, I would like to suggest that the new 20mph limit starts before the tight chevroned bend at the bottom of Kingston Hill (so, after the entrance to Kingston Manor) rather than after the tight bend as is currently the situation, as the corner is often approached at speed before the current reduced limit is reached, which is dangerous (there have been two overturned vehicles in recent times on the tight corner) and also does not give much space to reduce from speeds of over 50mph to the lower limit at the junction with the B4009.</p> <p>Starting the 20mph limit further back from the B4009 would also be better as there are often long queues of traffic backed up to the tight corner now (it is used to get to and from J5 of the M40 by a lot of traffic), waiting to turn on to the B4009 and there is increased risk that cars will round the blind bend at speed and hit the back of the queue, or worse, hit one of the horses, walkers, runners or cyclists which use the Kingston Hill road.</p> <p>Thank you</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(42) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – My bedroom is above the High Street and noisy traffic is a problem at night sometimes. I also walk to the park and would like to feel safer which I walk along the High Street.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(43) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – I am a cyclist and I live in Kingston Blount. I used the High Street and Kingston Hill regularly. They are both dangerous road with too much traffic driving fast and recklessly. This is often quite frightening and has lead to near misses between cyclists and traffic, particularly at the staggered junction at the bottom of the Kingston Hill and the B4009. A slower speed limit would be safer and help control traffic flow.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(44) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – The village has a couple of bends which have resulted in cars hitting houses and boundaries when travelling at speed.</p> <p>The village footpath exists on the B4009 with a bend to the right of it making it difficult to judge if its safe to cross when vehicles travel at speed. This is particularly problematic with electric vehicles.</p> <p>The centre of the village is very narrow with only one narrow footpath. The footpath is difficult to navigate when vehicles travel at speed both ways. This particularly difficult for families with children and pushchairs.</p>



	Travel change: <b>Yes – walk/wheel more</b>
(45) Local resident, (Kingston Blount, High Street)	<p><b>Support</b> – I live on the high street in KB and need to cross the main road twice in order to walk anyway, and importantly walk my children to the local school twice a day. The volume of the traffic using the high street as a route to the m40 have increased exponentially over recent years. In addition the vast majority of Theo's traffics speeds out of the chicanes at 40+ milestone at hour. I have this as the spend monitor is outside of my house. It is imperative that measures are put in to try to reduce this speeding, esp if the council are not making any other changes which will reduce the volume of traffic on a road which is not adequate in width or environment to cope with it.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(46) Local resident, (Kingston Blount, High Street)	<p><b>Support</b> – Chicane system doesn't work and frustrates drivers who then speed through Kingston Blount, at speeds well exceeding 30 miles an hour.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(47) Local resident, (Kingston Blount, High Street)	<p><b>Support</b> – There are no footpaths on the Stert Road, Brook Street or Pleck Lane - on all of these roads pedestrians have to share the carriageway with vehicles. Whilst there is a footpath on the High Street, it is very narrow and pedestrians often have to step onto the carriageway to allow others to pass. Further there are a number of blind exits leading onto the B4009, notably by the popular Cherry Tree cafe. Slowing the traffic to 20mph would improve safety around these driveways/exits.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(48) Local resident, (Kingston Blount, High Street)	<p><b>Support</b> – Traffic is too fast and noisy through the village</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(49) Local resident, (Kingston Blount, Mutton Lane)</p>	<p><b>Support</b> – Cars still tear through the village, so this would slow the traffic down.</p> <p>Travel change: <b>No</b></p>
<p>(50) Local resident, (Kingston Blount, Park Lane)</p>	<p><b>Support</b> – The blind bend in the middle of the village with multiple roads and drives leading off it is particularly dangerous. 20mph is plenty.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(51) Local resident, (Kingston Blount, Pleck Lane)</p>	<p><b>Support</b> – Slowing the traffic from 30mph to 20mph within the village will make the roads safer for all.</p> <p>Travel change: <b>No</b></p>
<p>(52) Local resident, (Kingston Blout, Pleck Lane)</p>	<p><b>Support</b> – Lots of pedestrian cross the main road in the village and cars often driving well above 30mph limit</p> <p>Travel change: <b>No</b></p>
<p>(53) Local resident, (Kingston Blount, Pleck Lane)</p>	<p><b>Support</b> – Anything that slowe down traffic on both the side roads and the B4009 should be supported. The current speeds on both are dangerous and it is only a matter of time before someone is seriously hurt.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(54) Local resident, (Kingston Blount, Pleck Lane)</p>	<p><b>Support</b> – Traffic passing through KB as always been a concern particularly along the high street which has a very narrow path. Heavy lorries can pass quite disturbingly near to you at times. Reducing their speed would reduce the apparent danger. Its also becoming increasing common for vehicles to speed in the side roads, endangering walkers and pet animals.</p> <p>Travel change: <b>No</b></p>

(55) Local resident, (Kingston Blount, Stert Road)	<b>Support</b> – Having read all the documents I believe that the proposals for improving road safety are long-overdue.  Travel change: <b>No</b>
(56) Local resident, (Kingston Blount, Stert Road)	<b>Support</b> – The B4009 has become very busy with all the new housing and too many people speed and 20mph will make the roads safer for everyone  Travel change: <b>No</b>
(57) Local resident, (Kingston Blount, Stert Road)	<b>Support</b> – I support the 20mph proposals as some of the village does not have curbs and forces the use of walking on the road. Children often walk or ride bikes around the village and cross roads to be able to get to school. The High Street is narrow and can become busy with traffic making it difficult to cross the road. Overarching 20mph speed limit will help make the roads around the village safer.  Travel change: <b>No</b>
(58) Local resident, (Kingston Blount, Stert Road)	<b>Support</b> – The current speed limit is generally ignored when heading westward through the village. reducing it to 20 mph enforces the need to reduce speed.  Travel change: <b>No</b>
(59) Local resident, (Kingston Blount, Stert Road)	<b>Support</b> – Traffic generally too fast through village  Travel change: <b>No</b>

<p>(60) Local resident, (Kingston Blount, Bennett's Yard)</p>	<p><b>Support</b> – Cars go too fast through the village and there are lots of young families living here. It's dangerous</p> <p>Travel change: <b>No</b></p>
<p>(61) Local resident, (Kingston Blount, Bennetts Yard)</p>	<p><b>Support</b> – Very limited paths so have to walk in the road</p> <p>Travel change: <b>No</b></p>
<p>(62) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – Dangerous fast driving along the high street with many houses very close to the road. The speed monitor regularly shows vehicles going at speeds of up to 40 mph which is very dangerous, particularly around the corner around the cherry tree. There is nowhere safe to cross the road and many children live in the village and are encouraged to walk or cycle to school in Aston Rowant - it is not safe with cars speeding through the village and no pedestrian crossing. The surrounding villages have introduced a 20mph speed limit which makes it safer for everyone.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(63) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – I live in Kingston Blount High Street and witness the daily excessive speeding. The only negative of living where we do is the speeding vehicles and the increased danger for children and animals entering the road which is unseen. We have lost two animals to vehicles. One of which we witnessed being hit by a speeding van who did not stop.</p> <p>I support any means of slowing the vehicles down on Kingston Blount high street. I am in favor of a physical barrier (as sign do not deter serial speeders) but appreciate that this is not an option at this time.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(64) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – My son nearly got run over the other week and it was some idiot driving around 50 miles an hour through a 30! It's far too residential not to have a 20mph zone around here</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(65) Local resident, (Kingston Blount, Stert Road)</p>	<p><b>Support</b> – Safety and pollution</p> <p>Travel change: <b>No</b></p>
<p>(66) Local resident, (Kingston Blount, Park Lane)</p>	<p><b>Support</b> – Increasingly walking through the village feels unsafe and as though there is not adequate care taken on busy roads, particularly those without pedestrian pavements. Reducing the speed limit would significantly improve this</p> <p>Travel change: Yes, we would walk, cycle and scoot more</p>
<p>(67) Local resident, (Kingston Blount, Pleck Lane)</p>	<p><b>Support</b> – Too many vehicles go in excess of 30mph in the village - hopefully a 20mph limit will make them consider slowing down</p> <p>There are also many parts of the village with no pavement so it will make it safer for those walking and cycling</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(68) Local resident, (Kingston Blount, Pleck Lane)</p>	<p><b>Support</b> – Current 30mph limit not being adhered to. Hopefully a 20mph limit will make drivers more aware that a speed limit is in force!</p> <p>Travel change: <b>No</b></p>
<p>(69) Local resident, (Kingston Blount, High Street)</p>	<p><b>Support</b> – We live in the village and speed through the main road (coming from the M40 towards Chonnor) especially has always been an issue.</p> <p>Many of the houses are right on the B4009 road, making speeding cars a real issue.</p> <p>Cars accessing the B4009 - especially from Kingston Hill, Pleck Lane and Park Street (which is our access) is very difficult owing to buildings and bends. There have been many RTCs over the years which I am sure you can access from your or TVP records.</p> <p>Most tragically was a RTC in 2007 in which a motorcyclist collided with a lady (Caroline O'Keefe, Aged 70 years old) which resulted in her Death. Police estimated the Motorcyclist was travelling at 39mph, - but what is unquestionable is</p>

	<p>that if the motorcyclist was travelling at 20mph there would probably not have been a collision, and even if there was, it is unlikely to have resulted in a fatality. For all these reasons I am supportive of a 20mph limit.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(70) Local resident, (Kingston Blount, Stert Street)</p>	<p><b>Support</b> – People use KB as a rat run; so many animals are at risk, and quite a few birds, cats etc run over recently.</p> <p>Travel change: <b>No</b></p>