

Divisions affected: *Thame & Chinnor*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
25 MAY 2023**

CHINNOR (HENTON): PROPOSED 20MPH & 50MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to:
 - a. approve the proposed introduction of the 20mph speed limit as advertised, and
 - b. agree that the existing 30mph speed limit should remain in lieu of the proposed 50mph speed limit.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph and 50mph speed limits in Henton as shown in **Annex 1**.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. Formal consultation was carried out between 02 March and 31 March 2023. A notice was published in the Oxford Times newspaper, and an email sent to

statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, ambulance service, bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Chinnor parish council, and the local County Councillor representing the Thame & Chinnor division.

Statutory Consultee Responses:

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Stagecoach Bus Company had no objections. Chinnor Parish Council objected to the link to the B4009, currently at 30mph being proposed as 50mph.

Other Responses:

8. 22 responses were received via the online survey during the course of the consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph	5 (23%)	1	16 (73%)	-	22
50mph	17 (77%)	2 (9%)	2 (9%)	1	22

9. 10 further email responses were also received. Two people objected: one a resident who considered it unnecessary, a waste of money, and would not be enforced; the other a member of the public from Witney who railed against the proposal in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia. The remaining respondents, residents in all except two cases, supported the 20mph proposals in the hamlet but objected strongly to the proposal to raise the limit on the link to the B4009 to 50mph on safety grounds.
10. A resident also collected 280 signatures objecting to this proposal although it is expected all those who replied via email or online were included in that total.
11. There were two comments from one family seeking a 20mph limit on New Close Farm Road, a rural lane that enters the village from the west.
12. Those who responded online (22 responses), were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	6 (27%)
Yes - cycle more	4 (18%)

No	11 (50%)
Other	1

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

Officer response to objections/concerns

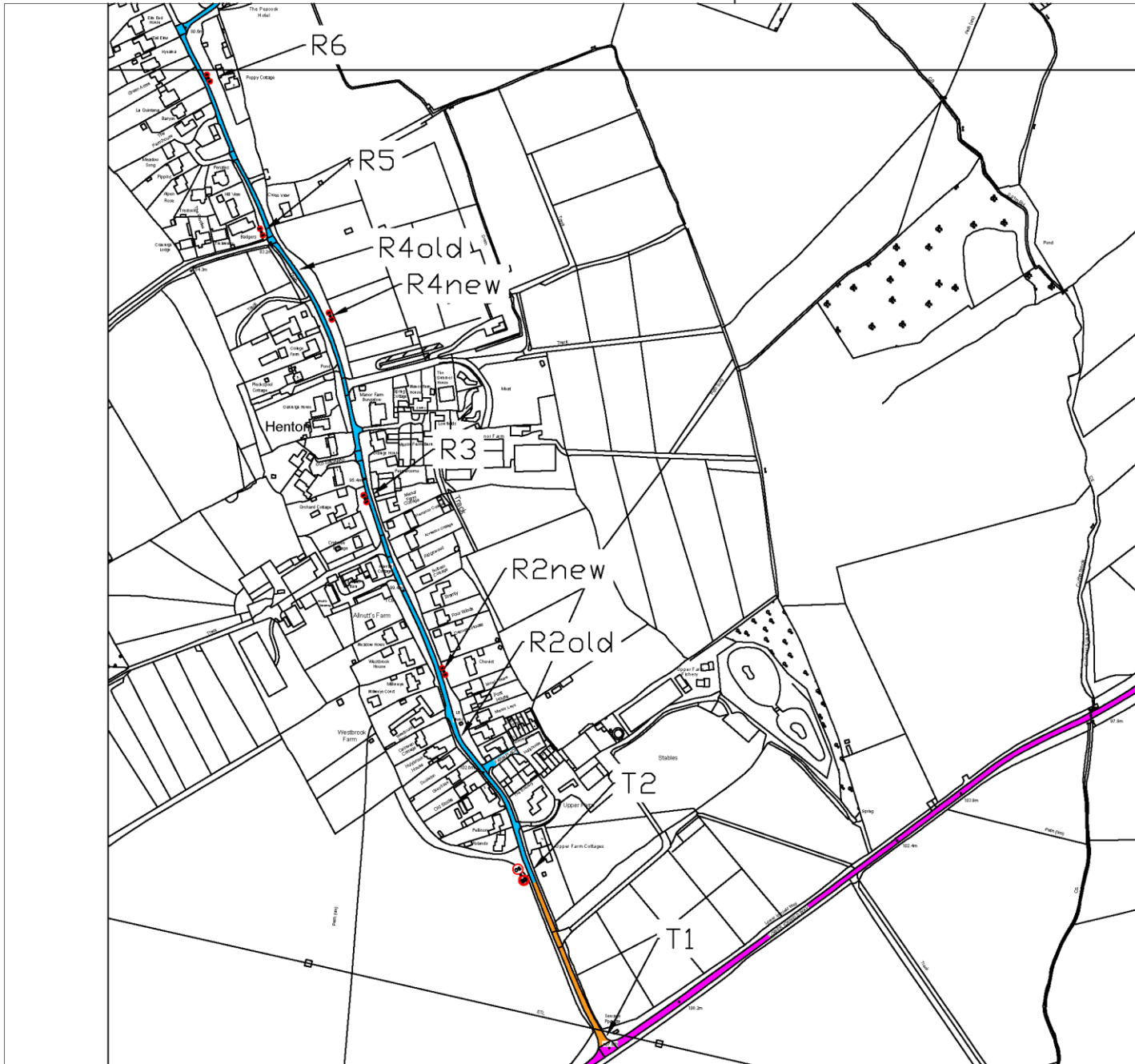
14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
15. The 20mph proposal in Henton itself received significant levels of support but equally widespread objections were expressed over proposals to raise the link to the B4009 from 30mph to 50mph. This proposal was made to simplify signing, reduce clutter, and most importantly to enable a 20 gateway as drivers enter the hamlet itself rather than the 20mph terminal sign being at a rural junction off the main road.
16. New Close Farm Road is considered too rural to justify a 20mph limit over much of its length. There are however 3 accesses onto the road as it enters Henton and this section will be monitored to determine whether there is need to implement a short 80m length of 20mph speed limit in the future.
17. It is firmly believed that the geography and short 175m length of the link to the main road would ensure speeds remain acceptable without the need of a posted speed limit which would in reality be irrelevant. However, given the strength of local feeling, it is proposed that the existing 30mph limit remain. While this would introduce a buffer limit less than the recommended length it would not require further formal consultation and still enable a 20mph gateway on the entry to the hamlet itself.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Phil Whitfield 07912523497
 Geoff Barrell 07392 318869

May 2023



Henton - Chinnor Revision 1.0

Legend	
Proposed 20	█
Existing 20	█
Proposed 50	█
Existing 30	█
Existing 40	█
Existing 50	█
Existing NSL	█
Not Public Highway	█

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	21.02.23	First Draft	C.R		

Owen Jenkins
Director for
Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title: Henton 20mph Scheme

Drawing title: Henton Layout for Schedule

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by	Approved by
	Date drawn 21.02.23	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
-----------------	--------------

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

	<ul style="list-style-type: none"> • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists..</p>
(2) Chinnor Parish Council	<p>Concerns – My council is extremely sorry that they did not raise an issue with the proposed road layout prior to the public consultation.</p> <p>My councillors are not experts with regard to highway matters but they do strongly believe that it would be a gross mistake to continue with the proposed 50mph at the entrance to Henton directly from the B4009. They understand what you have stated about the environment/geography in reality dictating the speed but morally this does not sit comfortably and seem acceptable.</p> <p>I understand that a number of the Henton residents are also concerned about the increased speed limit at the B4009 junction and I trust will be responding to the public consultation accordingly. Please can we request that the proposed 50mph section is amended to 20mph.</p>
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – we can confirm that Stagecoach has no objection</p>
(4) Local Resident, (Chinnor, Greenwood Avenue)	<p>20mph speed limit - Object</p>

	<p>You proposed 50mph from b4009 down to the proposed 20mph, is a farce on a section of road that many pedestrians, cyclists, and horses use frequently, where there are no footpaths, or safety barriers, and where people and animals, could get badly injured or KILLED.</p> <p>50mph speed limit - Object Absolute madness, due to lack of safety measures on that section of road, for pedestrians, cyclists, and horses. There are NO pavements, or barriers on this section of road.</p> <p>Travel change - Yes - cycle more</p>
<p>(5) Local Resident, (Henton, Old Orchard)</p>	<p>20mph speed limit - Object Firstly, I wish to stress that I support the proposal for a 20mph limit in Henton.</p> <p>The proposal for a 50mph limit on the 175m section seems to be complete madness and the suggestion that it will somehow result in greater road safety is totally inexplicable. Is it a teaser to draw discussion or the application of some obscure and inappropriate formula or the brainchild of someone who has no experience or concept of driving a vehicle? I suspect the last in view of other traffic interventions in the area. Whilst one may be able to safely exceed 30mph on this stretch, the combination of a blind bend (sensibly negotiated at less than 20mph) at one end, the need to stop before emerging onto the B4009 at the other, the entrance to the Upper Farm Equestrian Centre (the clue to the type of traffic coming from this is in the name) in the centre not to mention the narrow section requiring concentration and cooperation with oncoming vehicles suggests that more skill is required to negotiate this at 50mph than anticipated by the road planners elsewhere. In view of the short length involved, the only logical course is to set the 20mph limit for the whole of Henton from the B4009</p> <p>50mph speed limit - Object I have done this on the previous screen.</p> <p>Travel change - No</p>
<p>(6) Member of public, (Witney, Oxford Hill)</p>	<p>20mph speed limit - Object It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road within the area of Henton for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants</p>

to call it that (clearly not) is going to undoubtedly ignore public opinion, the very same County Council that ignored public opinion on Witney 20 MPH policy (falling apart, widely unpopular resulting in likely Political Party change at the top who vow to review this immediately). The very same County Council also that refused to engage with Communities to debate their proposals on the Oxford proposals for 2024 which despite genuine cases of concern, has been shunned where although Together Declaration in a debate on the 9th March, offered representatives to make their cases heard. Declined to attend. This shows that this Council has no interest showing even in this case about Henton, the consultation objections will likely be ignored as per comments from Councillors opposed to this ruthless totalitarian regime.

I visit these two places and a pleasure to drive through regularly to get away from the depressive dystopian 20 mph signs from a neighbouring town that look like Russian Zs you see in a Russian street every 100 yards where it made a walk locally at home an utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. I don't take it lightly to compare the Russian Z symbol to a 20mph sign but if the reader googles a Russian city or town what it looks like with the Z symbol in that county it is as comparable as the 20mph sign easily. It is regretful but the honest truth. Devastating to see Stanton St John (likely raised by anti car Coalition Councillors as a false flag). That despite seeing zero road incidents within the places have such a change needlessly taking place that the Police cannot cope with enforcing especially when local Politicians pushing for these changes will undoubtedly carry on going past 20mph as will emergency service personnel when not on emergency calls. If its ok for them it is ok for the rest of us and I hope many residents and within Oxfordshire will come with me to make a stand and that is to say no. No to such road signs and money wasted taking away our future generations common sense. We will be ashamed of what horrid path this Council has chosen, the decision to ignore public opinion and rule within Minuit management by edict with no supportive evidence of this change and one that has no loyal compliance even after that. This will undoubtedly depress many residents seeing how needless this was, how robbed their community is of having common sense as per the Highway code and is depressing for passionate motorists that can see that even the study Belfast University did to show that slower speeds don't reduce road incidents either, link here if the individual or senior management are interested in reading. Some will laugh and some will take back these genuine points. www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre
Henton has great access for cycling and walking safely so does not make sense and urge all residents to write to MPs, maintain pressure on Councillors and the County Council that for as long as those in charge have one rule for themselves it is ok for the rest of us to decide to drive near to 30mph with competent common sense. Lets not forget either that this is the same Council of whose senior official said to the Sunday Traffic Filters in Oxford is going to happen definitely implying the scheme would go ahead whether public opinion opposed or unopposed leading me to my point that this is the same with the speed limit changes.

	<p>Nobody is being encouraged to jump on a bus due to the 20 MPH policies, one example, I would not want to go to Oxford anymore from Witney as it simply takes too long to get through Witney and Eynsham due to the pointless 20MPH policy taking it longer to get to places. I applaud and pay tribute to Stagecoach that have argued against these pointless restrictions as this makes the bus service unviable. Henton which has been a joy to visit in my view does not need the speed limits changed to 20MPH.</p> <p>50mph speed limit - Support Support the increase of speed within the village road in question being 50MPH.</p> <p>Travel change - No</p>
<p>(7) Member of public, (Chinnor, Greenwood Meadow)</p>	<p>20mph speed limit - Object The 50 MPH limit needs to be put back to at least 30 MPH due to the number of horse riders using that stretch. Many Chinnor residents use the Peacock and know full well the issues driving into Henton</p> <p>50mph speed limit - Concerns see before</p> <p>Travel change – No</p>
<p>(8) Local Resident, (Henton, Road through Henton)</p>	<p>20mph speed limit - Object Proposed 20mph limit in Henton Comments by Richard Sherwood on the “Statement of Reasons” published by Oxfordshire County Council The document is brief. The reasons given are as follows:- 1 County Council says it wants to “make the built environment safer”. I accept that in a collision with a vehicle a pedestrian is far more likely to survive if the speed is 20 mph rather than 30 mph, but there is no obvious speeding problem in Henton so I question whether a lower speed limit in the village will make any difference. According to the Council itself there have been no injury accidents reported in Henton in the last five years except for one at the junction with B4009 which is outside the proposed limit. Thus no evidence for this reason has been produced. The only danger point on the road through the village is the blind bend at Upper Farm. In the fifty years during which I have lived in the village there has never been a warning sign either to the north or the south of it. So much for safety concerns. 2 It says it wants to make the “built environment more attractive”. It provides no interpretation of the word “attractive”.</p>

It does not say how that attraction will be "improved".

3 It says that "improving streets to encourage active travel will also help to deliver further benefits". It does not say what those benefits are so one has to question whether there are any. It does not say how the limit will produce more active travel. There are plenty of walkers and cyclists living in and coming to the village. When out walking I see many such people. Of those who stop to chat, no-one has commented adversely on the environment. (The only concerns expressed are by horse riders and they refer to problems on B4009 (where the limit is 50 mph) which is outside the proposed limit.) How will a 20 limit make any difference?

4 It says "20mph speed limits will help reduce casualty rates and improve road safety". See point 1 above. This is repetition of point 1. Repetition does not make a stronger case. It suggests that the point is weak. No evidence is provided of traffic speed in Henton such as a proper survey. One must assume that none was done. Such evidence would have been useful, better than mere perception of traffic speeds. There is not even a report of people's perception of traffic speed in Henton.

5 It says "safety concerns" have been raised by local residents & the County Councillor regarding the residential area of Henton. It does not say what those concerns are, how many have been expressed or whether the residents are from Henton or "the locality". The "locality" is not defined. These concerns, if they have been expressed, should be set out in detail in the statement of reasons. It would be helpful to know how many concerns have been expressed and exactly what they are. We are left to guess. I gave the County Council the opportunity of doing so. They ignored my request. I repeated it. It was still ignored but they merely said that the proposal had come from the Parish Council. I then put the same questions to the Parish Council. Their Clerk said "I do not have this information" and referred me to the individual County Councillors. I put the same questions to them. There has been no response. The unavoidable inference must be that no safety concerns were raised before the present proposal was made and the claim that they were is untrue. If the claim is untrue then it was made recklessly and that amounts to maladministration.

Whichever Council it is that claims to have received expressions of "safety concerns" neither has made a convincing case because they are unable/unwilling to produce the evidence. If they were really concerned about current dangers they would do something about the chaotic street parking in Chinnor. I appreciate that this might involve the loss of votes so I am not expecting action on this any time soon. It is more convenient to interfere in Henton where there are fewer votes.

To summarise:-

- 1) The County Council official first ignored my questions
 - 2) When the questions are repeated he still does not answer them and referred me to the Parish Council
 - 3) The Parish said they have no information and referred me to the County Councillors who did not respond.
- How can I possibly believe that the statement about expressions of concern is true?

	<p>Thus we are given four reasons (1 and 4 are the same). The first is unsupported by any evidence. The second uses the nebulous word “attractive” without any proper definition. The third does not convincingly explain how active travel will be encouraged. The fifth talks of unspecified concerns of which no evidence is given which must give rise to the suspicion that they do not exist.</p> <p>In any case the road through Henton is largely self-regulating so far as speed is concerned. It is of varying width. Parts are single-track, parts are just wide enough for two cars to pass and others are just enough for large vehicles to pass smaller ones. The width variation does not encourage speeding. With the single exception of the bend near Upper Farm drivers can clearly see well ahead and when meeting opposing traffic find a place to pull in and wait. In 50 years residence in the village I have not seen inconsiderate driving. It is not a problem.</p> <p>Without more information the case for a 20 limit is not made out. The “Statement of Reasons” is little more than flimflam.</p> <p>50mph speed limit - No opinion This proposal is pointless</p> <p>Travel change - No</p>
(9) As a business, (Henton)	<p>20mph speed limit - Concerns Concerned about the bit you are proposing to be 50 mph. Very happy with the 20 mph proposal</p> <p>50mph speed limit - Object It is technically not even possible to get on this short stretch to 50 mph, There is a T-junction, there are pedestrians, cyclists, horses, etc.on this stretch. There is also the entrance to several businesses.....</p> <p>Travel change - Yes – walk/wheel more</p>
(10) Local Resident, (Henton)	<p>20mph speed limit - Support Slowdown of traffic through Henton. Do not agree with the top end 175 yards having a speed limit of 50 miles per hour as per letter already submitted to traffic department.</p>

	<p>50mph speed limit - Concerns Highly dangerous.</p> <p>Travel change - Yes – walk/wheel more</p>
(11) Local Resident, (Chinnor, Middle Way)	<p>20mph speed limit - Support Henton has one road through it that is fairly constricted already...it has above average walkers with dogs and riders on horseback as there are at least 4 livery stables in the village. These riders have to ride along the main road and cross the B4009 to access the ridgeway bridleway. 20mph enforced makes sense in terms of safety. What doesn't make any sense is the proposed 50mph on the 375m stretch from the end of the village to the B4009. The horse riders and dog walkers will at serious risk on this stretch as there are no pavements at all. This either needs a site visit or more sensibly just listen to the feedback you've been getting and revert from 20 to 30 in that last stretch.</p> <p>50mph speed limit - Object The proposed 50mph on the 375m stretch from the end of the village to the B4009 is a serious accident waiting to happen. The horse riders and dog walkers are already at risk on this stretch as there are no pavements at all. The village probably has around 10 - 20 horseback riders daily already having to negotiate with local traffic and construction going slowly.....adding a 50mph option to accelerate either into or out of the village would just add another possibility of really dangerous consequences.This either needs a site visit or more sensibly just listen to the feedback you've been getting and revert from 20 to 30 in that last stretch.</p> <p>Travel change - Yes - cycle more</p>
(12) Member of public, (Chinnor, Oakley Road)	<p>20mph speed limit - Support This is still basically a village lane</p> <p>50mph speed limit - Object All Chinnor should have the same speed limit</p> <p>Travel change - Yes – walk/wheel more</p>
(13) Local Resident, (Chinnor, Robins Platt)	<p>20mph speed limit - Support</p>

	<p>It's a narrow road used by a lot of walkers with and without dogs, also cyclists and many horseriders</p> <p>50mph speed limit - Object See my comments supporting 20 mph, there are no pavements and it's a narrow road</p> <p>Travel change - No</p>
(14) Local Resident, (Henton)	<p>20mph speed limit - Support Lots of walkers and horse riders in the village. No pavement so a lower speed makes sense</p> <p>50mph speed limit - Object This will cause motorists to speed from the corner. There is an equestrian centre at that part of the road and an increased speed will endanger both horse and rider. Additional the road is narrow without a pavement. As a Walker, I am frequency having to step into the hedge to avoid large vehicles speeding in and out of Henton as it is. Increasing the speed limit is a terrible idea</p> <p>Travel change - Yes – walk/wheel more</p>
(15) Local Resident, (Henton)	<p>20mph speed limit - Support No pavement, horses, narrow road</p> <p>50mph speed limit - Object Horses, narrow road, stretch is short and ends at at junction - unnecessary acceleration and braking</p> <p>Travel change - No</p>
(16) Local Resident, (Henton)	<p>20mph speed limit - Support If 20mph is right for Chinnor then it is certainly right for Henton. There are many horses on the road, the road itself is only just wide enough for two vehicles and many people already drive faster than 30mph so 20 will encourage them to slow down</p> <p>50mph speed limit - Object</p>

	<p>What madness is it increase the speed limit from 30 to 50mph. When turning right into the road you mostly have to stop for a gap in oncoming traffic and when turning left into the road you have to slow right down because it is a shape turn. So why would you want cars to speed up to 50mph for a couple of hundred yards and then want them to slow down to 20mph. The 50mph will just encourage cars to speed for longer. There is no problem with having 20mph right from the top of the road as it is such a short distance</p> <p>Travel change - No</p>
(17) Local Resident, (Henton)	<p>20mph speed limit - Support Fully support the change to 20mph as we have a lot of horses and walkers in the area.</p> <p>50mph speed limit - Object This section is not wide enough for two vehicles travelling at 30mph let alone 50mph. It has horses and pedestrians that will be put in danger if the speed is increased.</p> <p>Travel change - Yes – walk/wheel more</p>
(18) Local Resident, (Henton)	<p>20mph speed limit - Support Lots of walkers/dog walkers and horse riders and there are no footpaths</p> <p>50mph speed limit - Object The whole of the road at the moment is 30 and to change the top of Henton to 50 just as you come to a blind bend with no footpaths and lots of walkers/dog walkers and horse riders is complete madness At the top of the lane there is also the entrance to the horse stables and fishery where they will be trying to come out onto the lane with cars accelerating to 50mph</p> <p>Travel change - No</p>
(19) Local Resident, (Henton, Old Orchard)	<p>20mph speed limit - Support I completely welcome this but doubt that just signs will slow people down, we may end up needing further speed restriction methods</p>

	<p>50mph speed limit - Object It is absurd that the top of the Henton road is stated to become 50mph because it joins the main road. That is a dangerous corner and we have a huge amount of horse riders and dog walkers coming out and back into Henton around that corner. It HAS to be 20mph along with the rest of Henton or there will be a serious accident. The 50mph section will go right past the main Manor Farm entrance and exit where tourists, fisherman and horse riders all come and go all the time.</p> <p>Travel change - No</p>
<p>(20) Local Resident, (Henton, Road running through Henton)</p>	<p>20mph speed limit - Support It is a narrow road with no street lighting (which is good, keep it that way), many horse riders, dog walkers and pedestrians. It has a high usage of lorries for Thames Water, horses and building works as well as agricultural vehicles, delivery vans and lorries, resident and business users cars - equine and The Peacock and also two school buses. Therefore with this mix of pedestrians and vehicles 20 mph makes it safer for everyone.</p> <p>50mph speed limit - Object I object because it is a narrow road with no verge or pavement, there is a reduced visibility corner at the junction of the B4009, an equine business access point, vehicles (lorries, school buses, vans, agricultural vehicles, residents and business users cars, Thames Water vehicles, delivery vehicles for residents and businesses, refuse collectors, oil delivery lorries to name but a few) combined with pedestrians, cyclists and horse riders make this is a very unsafe road for this mixed use at 30 mph. At 50 mph the safety of all road users is highly compromised and there is a high probability of an accident. An accident could be avoided if the road remains at 30mph or better still if this stretch becomes a 20mph too. An accident involving a horse and rider/a cyclist/a dog/a pedestrian and a large goods vehicle isn't going to end well.</p> <p>Travel change - Other I will use my car to exit the village rather than walk as I do now on a regular basis. It will encourage me to use of my car which is at odds with a clean environment and all the associated factors of reducing my carbon footprint and promoting exercise for health.</p>
<p>(21) Local Resident, (Henton, Unnamed Henton Road)</p>	<p>20mph speed limit - Support I fully support a total 20mph speed limit for Henton from the very top at the B4009 Junction to the very bottom.</p>

	<p>I wholeheartedly object to any form of 50mph speed limit on the proposed 175m section. Further explanation is provided in the next section.</p> <p>50mph speed limit - Object</p> <p>The proposed 50mph 175m section from Upper Farm Bungalows to the B4009 is complete madness. OCC state that this is for safety reasons, however I fail to see how safety can be improved by increasing the speed from 30mph to 50mph for this section of the unnamed Henton road. There is no pavement in Henton (from the top to the bottom). Therefore residents (myself included) regularly walk to the top of Henton to then head up to The Ridgeway or in to Chinnor. Having vehicles pass pedestrians at 50mph on this 175m section of road (with no pedestrian pavement) certainly WILL NOT improve public safety for those of us on foot.</p> <p>Henton is also home to many horses (around 80) many of whom take the same route up Henton to the B4009.</p> <p>In addition, there is business access to Upper Farm Henton on this proposed section of road, with many vehicles and riders on horseback entering and exiting via this commercial entrance.</p> <p>I therefore fully support a total 20mph speed limit for Henton from the very top at the B4009 Junction to the very bottom.</p> <p>I wholeheartedly object to any form of 50mph speed limit on the proposed 175m section.</p> <p>Travel change - No</p>
(22) Local Resident, (Henton, unnamed Henton village road)	<p>20mph speed limit - Support</p> <p>There is no footpath, the road through the hamlet is shared by vehicles, walkers, joggers, cyclists and horses and riders. A speed limit of 20mph may address concerns regarding safety and well-being for all users.</p> <p>50mph speed limit - Object</p> <p>I wish to object to the proposal to raise the speed limit on the section of the road in the village leading northwards from the B4009 from 30mph to 50mph.</p> <ul style="list-style-type: none"> • ‘ 20mph speed limits will help reduce casualty rates and improve road safety’ quote from your ‘Statement of Reasons’ . Conversely, therefore, raising speed limits will result in casualty rates rising and will have an adverse effect on road safety. • ‘For safety reasons a section of the main village road leading northwards from the B4009, will see the introduction of

	<p>a 50mph speed limit in place of the existing 30mph speed limit'. There is no indication of what these safety reasons are. As a resident who frequently walks between Henton and Chinnor I believe that the potential hazard to walkers, riders and their horses and to cyclists will significantly increase.</p> <ul style="list-style-type: none"> • Access and egress to and from Upper Farm including Holiday chalets and stabling is close to the junction with the B4009. Increased vehicle speed will significantly increase risk. • There are variations in road width along this section. Regular road users often adjust their speed or stop in order to allow safe passage of traffic at 30mph. At greater speed safe passage of traffic will be significantly compromised. • Bus stops have been installed on the B4009 near the junction with the Henton road. If Oxfordshire County Council wants to ' help promote alternative modes of transport for local travel' then surely residents have the right to expect OCC will ensure their safety when accessing alternative transport such as buses. This section of road is the only access route from the hamlet to the bus stops. Raising the speed limit puts the safety of those who wish to travel by bus at greater risk. <p>I urge OCC to complete a full and robust risk assessment taking into account all road users in this section including walkers, cyclists, horses and riders who will potentially be facing vehicles travelling up to 50mph on a village road with few places to step aside from motorised traffic.</p> <p>Travel change - No</p>
(23) Local Resident, (Henton)	<p>20mph speed limit - Support people drive too fast already</p> <p>50mph speed limit - Object traffic speed entering the village towards the blind corner adjacent to "the granary" are al ready not observed, there are horses and riders constantly on the village road, this speed limit will give people the right to speed towards a blind bend! people already put lives in danger as the accelerate away from the village to the junction at the top, 50 mph is unnecessary in this location and not safe</p> <p>Travel change - Yes – walk/wheel more</p>
(24) Local Resident, (Towersey, Chinnor Road)	<p>20mph speed limit - Support Yes, 20 mph for Henton but replacing 30 mph. Ridiculous to have 50 mph in this hamlet.</p>

	<p>50mph speed limit - Object Currently 30 mph. Just replace the sign. Horses, pedestrians, cyclists all use this road. There is no pavement.</p> <p>Travel change - Yes - cycle more</p>
<p>(25) Local Resident, (Banbury, Round Close Road)</p>	<p>20mph speed limit - Support For the safety of pedestrians and cyclists.</p> <p>50mph speed limit - Support For the safety of pedestrians and cyclists.</p> <p>Travel change - Yes - cycle more</p>
<p>(26) Local Resident, (Henton)</p>	<p>20mph speed limit - Support 50mph speed limit - Object</p> <p>I am fully in favour of this, as we are a small hamlet, a no through road and such a speed limit is appropriate.</p> <p>However what is not appropriate, in fact ridiculous, is the proposed 175m stretch from the turning off the B4009 into Henton being changed from 30th to 50mph!! Surely this is a typo? Why on earth would you increase the speed limit on that stretch? Drivers will race down there and then just before a dangerous bend slam on their brakes to decelerate to 20mph. On that stretch is also the entrance to a busy livery yard and fishing establishment. Additionally, the turning off the B4009 is quite tight, and cannot be taken safely at any sort of speed - plus there are always horses being ridden up and down the road there.</p> <p>I urge you to address this as a matter of urgency.</p>
<p>(27) Local Resident, (Henton, New Close Farm Road)</p>	<p>20mph speed limit - Support 50mph speed limit - Object</p>

	<p>I fully support the introduction of a compulsory speed limit of 20 mph completely through the hamlet of Henton. If it is appropriate for the main road through Chinnor to be 20 mph, then it makes even more sense for it to be introduced through Henton.</p> <p>We also have a very sharp blind corner at the top of the road. this is where you are proposing a 50MPH speed limit as I understand it. This would not only be ill-considered but dangerous. Despite being on the correct side of the road, travelling at less than 20 mph, or cycling on my bike, I have seen many near misses with speeding cars and horses at this point in the road.</p> <p>In addition, I strongly suggest the adjoining Bridleway no 12 also a public highway, New Close Farm Road also be included under the order. The extreme speed of traffic on this part of the public highway is also extremely dangerous. Again I have seen many near misses on this stretch of the Bridle too.</p> <p>In relation to the above, I strongly believe the speed limit should be 20 mph completely through Henton is not only sensible but necessary.</p>
<p>(28) Local Resident, (Henton)</p>	<p>20mph speed limit - Support 50mph speed limit - Object</p> <p>I fully support the speed restrictions of 20 mph being introduced entirely village.</p> <p>If the council considered it appropriate to introduce a 20 mph speed limit to the main road through Chinnor, It would be even more appropriate to introduce the same 20 mph speed limit to a small residential hamlet like Henton.</p> <p>I also suggest you re considered your suggestion for a 50mph limit to be introduced at the top of Henton road. I believe you are mistaken that this is a safe or sensible idea. It does not achieve anything. Does anyone really need to do 50 mph for less than 1/8 of a mile?</p> <p>As a resident of the Hamlet, I consider 20 mph to be not necessary as speeding traffic has become completely out of control throughout the village. Most do not even follow the 30 mph limit. There is no benefit to having a limit above 20 mph in the village. In fact, it is a serious safety issue.</p>

	<p>I fully support the speed restrictions of 20 mph being introduced entirely through the village including New Close Farm Road. The Bridleway/Public Highway is used by horse riders, walkers, families and cyclists from the villages and surrounding areas.</p>
<p>(29) Local Resident, (Henton)</p>	<p>20mph speed limit - Support 50mph speed limit - Object</p> <p>Regarding the proposal to make part of Henton a 50 MPH Zone. I am writing to OBJECT MOST STRONGLY to this.</p> <p>Henton is a single track road and to move the speed limit UP to 50 MPH from the current 30MPH is frankly unacceptable. I see no reason whatsoever for such a short stretch of road to be 50MPH. There are a huge number of horse riders and walkers who use that stretch and there is no pavement.</p> <p>We face the prospect of the rest of Henton being 20MPH with the entry at 50MPH therefore drivers will NOT slow down.</p> <p>We see this daily with the delivery drivers and Thames Water employees driving down the road above the current speed limit.</p> <p>It is therefore only a matter of time before there is a serious accident this proposed change of speed is also on a BLIND BEND</p> <p>As for moving the limit DOWN to 20 MPH I have no objection to this but the entire street from Lower Ickneild Way to the Thames Water works. It would be good if some form of enforcement can also be made on the Thames Water driver too.</p>
<p>(30) Local Resident, (Henton)</p>	<p>20mph speed limit - Support 50mph speed limit - Object</p> <p>We entirely agree with changing the speed limit from 30 to 20 miles per hour in Henton as it should, hopefully slow the traffic down. The proposal, however, to change the first 175 yards from the B4009 to 50 miles per hour is completely unacceptable. There are no pavements or suitable edges along this stretch and all pedestrians, dog walkers, cyclists and horses going in and out of Henton have to walk on the road. As well as domestic cars and delivery vans, which</p>

	<p>have increased over the years, there is also considerable large, heavy traffic, particularly from the sewage works and it would be extremely dangerous for any vehicles to travel in Henton at 50 miles per hour.</p> <p>In addition, the turning out of the Henton onto the B4009 towards Chinnor is already very difficult with poor vision from the left. The 50 mile an hour speed limit on leaving Chinnor on the B4009 going past the Henton and Wainhill turn offs makes it even more dangerous as vehicles immediately increase their speed.</p> <p>Would you please give your proposal further consideration to avoid creating a very hazardous situation and an accident waiting to happen.</p>
(31) Local Resident, (Henton)	<p>20mph speed limit - Support 50mph speed limit - Object</p> <p>Reducing the existing 30 mph to 20 mph may well be of benefit to our little hamlet. However the proposed increase from 30mph to 50mph at the upper small section of road meeting the junction at the B4009, this would create a number of unnecessary hazards and problems!</p> <p>This section of road often has Horse riders wanting to cross the road, also many people on foot with either children or dogs or both.</p> <p>Henton is very often visited by cyclists and they too have to negotiate this same junction. Of course we are not forgetting many cars and vehicles attempting the same manoeuvre. This turning onto the right towards Chinnor has a blind spot, which needs careful driving. Coming into Henton care must be taken to slow down especially from Chinnor direction as this is not visible from the B4009 Therefore your new proposal of this section of road being increased to a 50 mph is reckless.</p> <p>We ask you to re-visit your decision.</p>
(32) Local Resident, (Henton)	<p>Object – I write essentially to object to ludicrous proposal to make Henton, like Chinnor, but not Thame and the other surrounding villages, a 20mph zone in lieu of the current 30mph.</p>

	<p>I am not aware that the residents of Henton have been properly informed about this scheme and furthermore the one accident that you have used to support your draconian scheme happened outside the area of the intended 20mph zone so the basis of your proposal is invalid.</p> <p>From a practical point of view are Thames Valley Police really going to have the resources to police these crazy 20mph zones, they cannot cope with their current workload. By all means have a 20mph limit outside a school or maybe a shopping area but elsewhere it is unnecessary and actually far from being environmentally friendly makes cars run more inefficiently at slower speeds in lower gears.</p> <p>Instead of wasting our hard earned council tax on pathetic schemes like this and the traffic "calming" (which has the opposite effect) in Chinnor maybe you should address the potholes and failed road surface which in many roads in Chinnor resembles a third world country.</p> <p>As for Henton I am sure the majority are quite happy with the current arrangement and with the money saved you could send the gritter along the road on the rare occasions it snows and the road becomes almost impassible for many.</p>
(33) Local Resident, (Henton)	<p>50mph speed limit - Object</p> <p>Following Oxfordshire County Council's proposal to increase the speed limit on 175m section of road between Upper Farm Bungalows and the B4009 to 50mph, I have been collecting electronic signatures, comments and signee usage of that section of road.</p> <p>We have 280 people that have signed the petition objecting to this proposed change.</p>
(34) Local Resident, (Henton)	<p>Concerns – I write to voice my concerns over the proposal to change a stretch of road in Henton to a 50 MPH limit. The road into and out of Henton is effectively single track and the area identified for the change is on a blind bend</p> <p>It would make considerably more sense to make the whole of Henton the revised 20MPH than have a speed limit designed ti cause accidents with children , walkers , horses and drivers.</p>

	<p>Whilst 20MPH also appears a sensible limit I should point out that from an emissions point of view this is actually WORSE for the environment as cars will not be in the correct gear to minimise NOX emissions. That said the decision is made and we have to abide by it.</p> <p>Please can you ensure that the new speed limit also applies to the Thames water employees and the current contractors who view the road as a speedway currently</p>
<p>(35) Local Resident, (Towersey)</p>	<p>50mph speed limit - Concerns</p> <p>This road is used by pedestrians, cyclists and horses. Horses need to cross the B4009 to get to the Ridgeway and all the bridle paths of the Chilterns. Cyclists go to Chinnor and also access the Phoenix Trail through the village. Many many people walk on the road as there is no pavement. I fear that Oxfordshire's good reputation for prioritising walking and cycling is now undermined in the village of Henton. I spoke to villagers who are absolutely seething. I can only think that this was a desk based survey without anyone looking at the reality on the ground. I suggest a site visit to observe just how many vulnerable people there are using this road. I live in Towersey and, when we raised a petition to support 20mph there was overwhelming support from the whole village. We cannot let speeding motor vehicles dominate our rural villages. Please can you ensure that the new speed limit also applies to the Thames water employees and the current contractors who view the road as a speedway currently</p>