

Divisions affected: *Berinsfield & Garsington, Sutton Courtenay & Marcham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

CULHAM: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

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

Executive summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Culham as shown in **Annexes 1 & 2**.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

5. Formal consultation was carried out between 06 March and 29 March 2024. A notice was published in the Oxfordshire Herald Series 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, Culham, and Sutton Courtenay Parish Councils, and the local County Councillors representing the Berinsfield & Garsington, and Sutton Courtenay & Marcham divisions.

Statutory Consultee Responses:

6. 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.
7. Whilst Oxford Bus Company offered no formal objection, they did however raise considerable concerns regarding the cumulative impact of the newly introduced 20mph speed limits on the viability of some bus services, specifically the No.33 route which could make the route unattractive to any but those who are non-ambulant or partially/unsighted.

Other Responses:

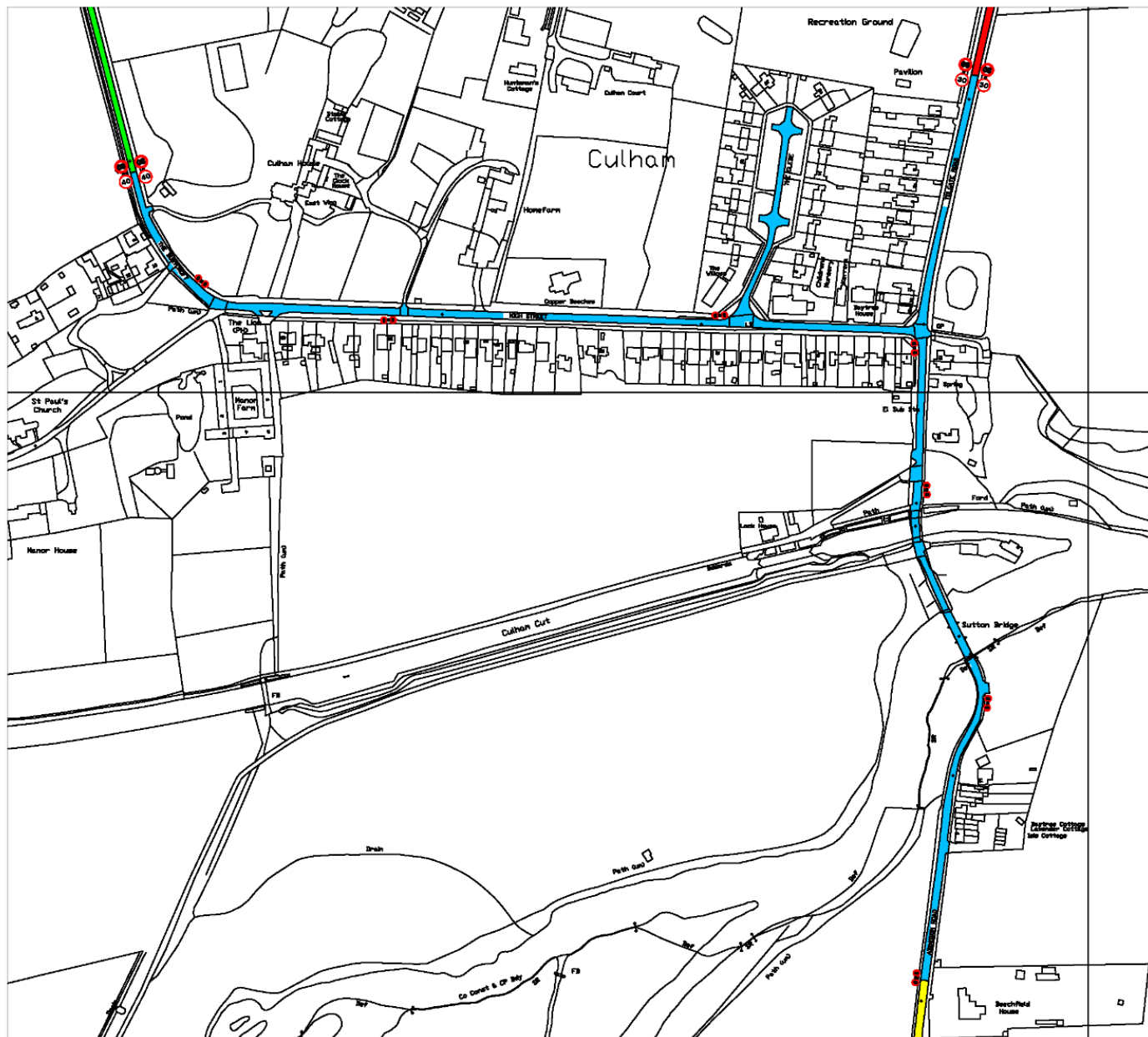
8. 47 responses were received (from 43 local residents, three members of the public, and one local Cllr) via the online consultation survey during the course of the formal consultation, comprising of: eight objections (17%), 34 in support (72%), four partially supporting (9%), and one non-objection.
9. 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	18 (38%)
Yes - cycle more	14 (30%)
No	12 (25%)
Other	3 (6%)
Total	47

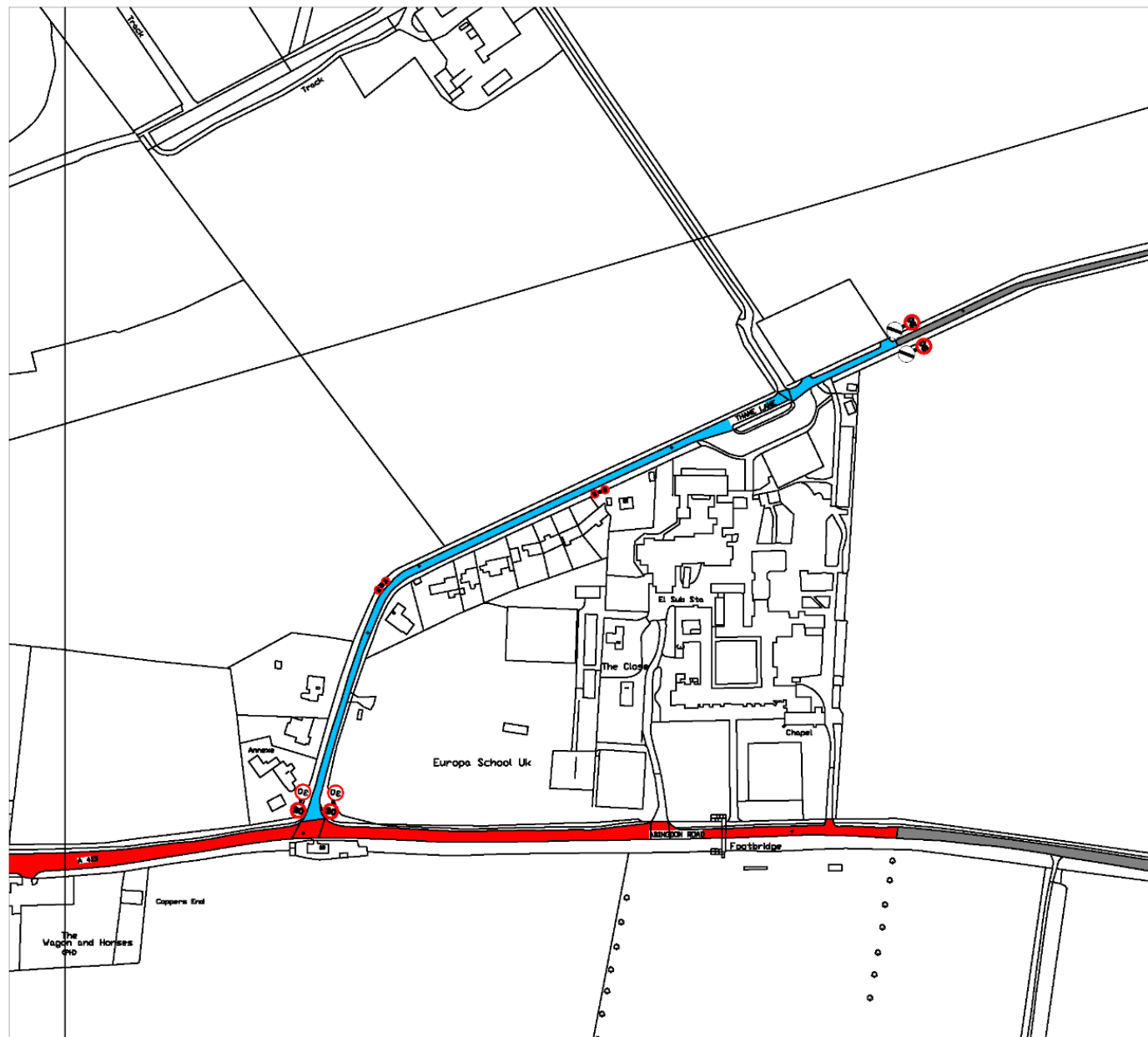
10. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially



Culham 20mph Scheme		Revision 1.0												
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1.0	08.01.24	Proposal 1	C.R.											
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Project title: Culham 20mph Scheme														
Drawing title: Culham 20mph Scheme Overview South of A road														
Drawing Status														
Scale @ A3	Drawn by: C.R.	Checked by: G.J.B.	Approved by: G.J.B.											
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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>
<p>(2) Head of Built Environment and Infrastructure, (Go-Ahead Group)</p>	<p>No objection – Notwithstanding our rising concerns, we raise no formal objection in this instance. However, we make some important points that have a direct practical and political significance to the Council.</p> <p>I refer to the proposed Traffic Regulation Order changes referenced above. City of Oxford Motor Services Limited (Oxford Bus Company) and Thames Travel (Wallington) Limited (“Thames Travel”, “TTW”) has quite serious concerns about the proposals.</p> <p>However, considering the wider situation, the companies have elected not to raise a formal objection to the proposed Order in this instance. Notwithstanding this, we urge the Council and its officers to consider the comment we make below with particular care.</p> <p>Thames Travel runs an hourly service 33 each way through Culham between Abingdon and Didcot. It originates in Oxford running via Botley and Shippon; and continues south of Culham through Sutton Courtenay. As officers will be aware, many of these villages have also been subject to implementation of 20mph limits, on an extensive basis. Following several issues whereby a large number of 20mph proposals on key sections of bus routes in Oxfordshire were advanced by the county council following requests from parish councils, which generally had not involved any prior engagement with bus operators, we formally objected to several such schemes. This included the major scheme in Abingdon which affected service 33, in addition to several other major bus routes.</p>

After some discussions regarding the process being adopted by the County Council to move forward the “20’s plenty” policy, we agreed with the Council’s Highways Officers that both major bus operators would provide a list of settlements where the council had indicated that a 20mph scheme was planned, where the potential for serious adverse impacts on bus services within that settlement from injudicious blanket substitution of 20mph for existing 30 mph limits existed.

Such a list was provided by Thames Travel to OCC on 21st March 2023, and included Culham and Sutton Courtenay on the list of potentially problematic schemes. Despite this, no advance engagement of any kind with us has been carried out by the County Council, or Parish Councils, in relation to either scheme.

Thames Travel objected to the implementation of a proposed “blanket” 20mph limit in Sutton Courtenay, affecting the full length of the village – a distance of 2.8km. We suggested an alternative, whereby the majority of the village would benefit from 20mph limits, while seeking to mitigate the most adverse impacts on the bus service. The officer report to Cabinet on 24th January 2024 appears to have set these concerns aside entirely. Interestingly, the level of public awareness of or interest in the consultation was so low that only 5 other comments were received. This is hardly indicative of a meaningful level of public engagement.

Thames Travel did not, in the event, raise any objection to the imposition of a 20mph limit throughout Milton. This decision was made on 16th November 2023.

The practical result of the cumulative impacts of the proposals between Abingdon, Culham, and Didcot is that the vast majority of service 33 will operate at a maximum legal operating speed of 20 mph. It is hard to see how such conditions can allow a bus service to offer any relevance to any residents other than those who are dependent on the bus due to an inability to use other modes.

The effects of this on bus operation in the immediate area are influenced both by severe traffic congestion on the A415, and the approaches to the Culham Bridge, which is under an existing 30 mph limit, and single track under signal-controlled shuttle working. This means that speeds much in excess of 20mph are inappropriate, especially in a larger vehicle. Furthermore, the residual 40mph limit between Sutton Courtenay and Milton over a distance of just 350m makes the maximum speed practically achievable - having regard to prudent acceleration and deceleration - between 27 and 29mph. As such, the 40mph limit on this section has, in practical terms, been reduced to 30mph. We and other bus operators have repeatedly advised the Council that the cumulative effect of the blanket application on 20mph limits in this way on bus operations would be material. Across multiple substantial settlements, it cannot but have the effect of slowing buses to down to the point where timetables can be both no longer relevant to large sections of the population, and moreover are no longer operable within the current operating and financial resources.

In this case the 33 service is designed to operate on an hourly frequency. This will no longer be achievable shortly as a result of the implementation of the Sutton Courtenay 20mph, and we are already committed to making changes to the 33 corridor timetable as a direct result.

The effect of the proposal in Culham obviously would be to further slow the service 33 down. In contrast to Sutton Courtenay the limited distance involved and current operating speeds through the High Street are accepted to be sufficiently de-minimis on its own, to be inconsequential. Accordingly, we conclude that raising a formal objection would serve little practical purpose, and could be construed as being churlish.

Furthermore, the number of boardings at the two pairs of stops on the High Street is very low, reflecting the extremely low population of the village either side of the High Street which essentially reflects one row of relatively large low-density homes to the south, set well back from the highway over a distance of 600m and a single side street of former local authority dwellings to the north. There is an overwhelming clear preference to drive, also reflected in the exceptionally high levels of car availability per household: in 2021 about 20% of households had three or more cars per household, while only 38 of 501 in the wider Census output area (7.5%), had no car available at all. Thus, while this is not currently our firm intention, were we to withdraw the service from Culham High Street, as part of a strategy to maintain the relevance and reliability of the service within current resources as we raised in our prior response to the consultation on Sutton Courtenay, it would appear that almost no household would be materially affected. There are no other bus stops currently available in Tollgate Road, thus, we would expect in this situation that the County Council might consider installing a pair at the eastern end of the village, to maintain access to the service for the very low number of users.

Irrespective of the ultimate outcome for bus services in due course in Culham, it is increasingly hard to discern what benefit is derived from the arbitrary imposition of the 20mph limit in rural communities such as this, with few if any facilities within the village and very low levels of active travel use. At the same time, these limits are entirely unenforceable, except in very specific instances where clear risks and safety implications arise from breach that might justify periodic police enforcement. This is a point repeatedly made by the Constabulary's formal responses to these kinds of consultation.

If the Parish Council were interested in pursuing the objectives that the 20mph limit were intended to secure, a much more robust approach in this case, given there is no need to use High Street except for access, would be to entirely stop up the highway to motorised traffic at one end. This would remove all non-essential through traffic. Any non-compliance would therefore also thus be likely to arise only from village residents, or their visitors. Notwithstanding this, in the light of the above discussion Oxford Bus Company and Thames Travel Ltd. offer no formal objection in this instance.

	<p>However, the County Council and indeed all the Parish Councils on the line of the 33 route should be advised that the 33 service is no longer operationally feasible, and we have no choice, under the terms of the Transport Act 1985, except to revise the timetable and, potentially, the route through Culham High Street, in order to address the substantially longer end-to-end running times. These changes cannot but tend to make the service so unattractive as to be practically useless to any but the non-ambulant or partially/unsighted. In the longer term we would expect the principal effect, in terms of mode share, would be to increase cycle use at the expense of bus patronage. There is no evidence that there would be any meaningful reduction in car use, especially given the high commitment to multiple car ownership which is already evident in many of the communities served.</p> <p>The increasingly arbitrary, ill-considered and unevenced approach to the application of this policy on bus routes is a matter of high and rising concern to us, particularly in light of previous commitments made by the council regarding advance engagement with us on the limited number of 20mph schemes which we had identified as representing a risk to bus operation. These commitments sadly have not been kept.</p> <p>We invite the Council's officers to re-engage with us, while we consider what prudent steps we should take as a business going forward. It would appear very difficult to justify maintaining our generally optimistic, revenue growth-focused approach, in light of the behaviours currently being exhibited by the council.</p>
<p>(3) Local Parish Cllr, (Culham)</p>	<p>Support – I am supporting the lower speed limit, however we must ensure High Street Culham is also on this reduced speed reading the report High Street is not mentioned. Tollgate Road we also query that it changes from 29 to 39 nit far from the traffic lights, we all feel on the CPC that this should stay as 20 till the A415 it would be pointless going 20 to 30 to stopping at traffic lights.</p> <p>Can these points be looked at in the meeting when it goes to approval, we hope that the village back your proposal as we are all in favour of the reduced speed. Siobhan Sargeant CPC</p> <p>Travel change: Other Walk</p>
<p>(4) Local resident, (Culham, High Street)</p>	<p>Object – With so many villages becoming 20 mph it is becoming ludicrous to travel anywhere by vehicle, car or public transport, adding on significant times to journeys. By reducing the speed at which vehicles travel through an area, the</p>

	<p>amount of pollution produced by the vehicle in the given distance is increased. Slapping on a 20 mph limit is a tick box exercise for the councils to hit 'green' targets without actually having the scientific data to back this up. I would agree however to have a school time only 20mph limit to improve safety of children getting to school, but to impose this permanently is absurd.</p> <p>Sutton Courtenay, Drayton, Milton and Steventon are already 20mph, which have a vast amount of traffic heading through these areas, and congestion is only getting worse. By slowing down the transit of traffic through these areas, the backlog of traffic builds and renders commuters having to leave an hour to get between Abingdon and Milton Park (one of the largest business districts in the county).</p> <p>It is also well known that the A34 has issues, when this is closed from the multitude of accidents that occur, the surrounding areas become grid locked. 20mph limits cannot fix this issue, the amount of money being spend by the councils to impose 20mph limits across the county would be better spent improving the A34 in order to reduce the frequency of accidents and therefore ensure this main line remains open, alleviating the pressure on the surrounding villages that fundamentally do not have the infrastructure to cope with the vast amounts of traffic coming off the a34. I am completely opposed to blanketing larger issues with actions that to the general public appear 'green', when in fact the impact is negligible.</p> <p>Travel change: No</p>
<p>(5) Local resident, (Culham, High Street)</p>	<p>Object – No need at all. The few dangerous drivers right now go well above 30 and won't pay attention to 20 limits. As a cyclist bringing my kid to school the last thing I want is cars overtaking me at 5mph - I'd feel much happier with cars able to get past me quickly and safely.</p> <p>I have had zero unsafe experiences on the roads in culham on a bike. The traffic lights by the wagon and horses however are a nightmare and I routinely see drivers jumping lights, there are no pedestrian crossings, and not even space in the middle of the road for a bike and trailer. I've personally had several bad experiences as have many other parents.</p> <p>I can't honestly believe a 20mph limit is being proposed here in preference to anything done at the lights if you actually care about safely</p> <p>Travel change: No</p>
<p>(6) Local resident, (Culham, High Street)</p>	<p>Object – Studies have shown that 20mph zones have little to no impact on the number of collisions, casualties and the speed of drivers however, they did show a reduction in traffic volume.</p>

	<p>Perhaps we could consider advisory speed reduction near culham nursery during peak times rather than a blanket 20 zone?</p> <p>Travel change: No</p>
<p>(7) Local resident, (Culham, The Glebe)</p>	<p>Object – Firstly. ALL legitimate studies show that 20mph increase pollution, increase collisions, and increase congestion. They are, proven, to be a terrible idea. No rational informed person would support them. Secondly, from a safety perspective 20mph limits make lone females, joggers, etc feel less safe as the road traffic is moving creepily slowly. Thirdly, the rate of collisions with bicycles is shown to increase significantly because it isn't safe to pass. So it's actually discouraging to cyclists. Fourthly, as a pet owner, all studies show an increase in small animal fatalities due to hyperfocus on speedometer and less focus on the road Fifthly, all of your current signage in abingdon and Oxfordshire isn't highways compliant, so none of your 20mph limits are actually legally enforceable anyway, which will lead to a 2 tier system of large number of drivers ignoring them. Sixthly, as you know there is a critical mass for laws such as speed limits being effective. They have to be recognised as 'the right thing to do' by the majority of the populace. 20mph simply are not and never will be. Because they are frankly idiotic. So again, they simply won't work. Overall its a ridiculous ill conceived idea that has literally been proven to have only negative consequences. Everything it seeks to achieve it makes worse. This parish Council has proven over and over again that it acts unlawfully and ignores the views of the majority of residents. The appropriate route to improving road safety in the village would be to restore the 60mph limit on the A415 to reduce people using the village as a rat run</p> <p>Travel change: No</p>
<p>(8) Local resident, (Culham, High Street)</p>	<p>Object – Excluding Tollgate Road from the 20 mph scheme makes it nugatory in terms of positive impact on village life. Tollgate Road forms part of the pedestrian route from the village to Europa School and should be a 20 mph road to help protect children walking to school.</p> <p>Travel change: Other</p>

	Extending the scheme to include Tollgate Road would mean I would definitely walk my children to school every day.
(9) Local resident, (Culham, High Street)	<p>Object – I live on the high street in Culham and regularly commute up Tollgate Road, mainly as a pedestrian and cyclist with children. I doubt think there is a significant problem with problem speeding in the village and don't feel unsafe with children. I think introducing the 20mph limit is unnecessary and a waste of money particularly as it is unlikely to be enforced. Such funds should be spent improving the junction at the Wagon and Horses to make this safe for pedestrians and cyclists and the pedestrian/cyclist crossing of Thame Lane. These pressure points are extremely dangerous at peak times and I have seen an experienced a number of near misses</p> <p>Travel change: No</p>
(10) Local resident, (Culham, The Glebe)	<p>Object – Seems a waste of resources to change the limit, it has never felt like people speed through Culham. It's already frustrating to drive through the new 20 limit in Sutton Courtenay, which just seems to slow everyone down for no gain. Spend the money on new pedestrian crossing lights on the A415 at Tollgate road instead - much more important for pedestrian safety.</p> <p>Travel change: No</p>
(11) Local resident, (unknown)	<p>Object – Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on the roads and mean that zones which are actually really needed around areas such as schools are also ignored instead of being used properly to flag areas for greater safety awareness. Cllr Gant in particular is pushing these zones in the face of increasing opposition, evidence that they do not reduce accidents (increasing them in some areas) and needs to urgently reconsider what he is doing. Be bold enough to pause this policy, to evaluate the impact and to admit mistakes - many of the existing 20mph zones need reverting to 30mph, just as the Welsh Government are finding and are doing. The pity is that valuable public funds are being wasted in the face of clear need to spend on other genuine priorities or in not increasing taxation on those living in poverty - it is no exaggeration to say that families who cannot properly afford to feed their children or heat their homes are having to pay their council tax to pay for projects like this which is an absolute disgrace. I know OCC will not change policy, will not listen, but I live in hope that one day those responsible for this will look back and feel guilty that they missed their chance to effect meaningful benefit for the people of the county to push this agenda.</p>

	Travel change: No
(12) Local resident, (Culham, High Street)	Partially support – Supporting the 20 zone through Culham village. Do not support a 20 zone on Tollgate road. Travel change: Yes – walk/wheel more
(13) Local resident, (Culham, Tollgate Road)	Partially support – Tollgate Road should also be designated a 20mph street Travel change: No
(14) Local resident, (Culham, Tollgate Road)	Partially support – As a Tollgate Road resident, I fully support the switch to 20mph for this road, plus that of the High Street, The Glebe and Thame Lane. However, I question the reason why Tollgate Road switches from 20 to 30 approaching the junction of the A415. Assuming this is due to a legal reason, could an exception be made in this instance? Going from 20 to 30 and then 0 at the traffic lights does not sound sensible. It would encourage unnecessary acceleration of vehicles, resulting in more noise, pollution and most likely mean vehicles end up speeding into the 20 zone, or as they approach the traffic lights. Travel change: Yes - cycle more
(15) Local resident, (Culham, Tollgate Road)	Partially support – Fully support change to 20mph. Tollgate Road should be 20mph all the way to A415, otherwise cars will just speed up towards the traffic lights. This is a school walking route and should be low speed. Travel change: Yes – walk/wheel more
(16) Member of public, (Abingdon, Clifton Drive)	Support – Safety, chance of survival at 20mph if hit by car, lots of school pupils walking along Culham roads, Europa School UK Culham has primary and secondary school children along a very busy main road without safe crossing points!

	Travel change: Yes – walk/wheel more
(17) Local resident, (Culham, High Street)	Support – Safety - children and pets crossing these roads Travel change: Yes – walk/wheel more
(18) Local resident, (Culham, High Street)	Support – Safety for people and pets Travel change: No
(19) Local resident, (Culham, High Street)	Support – Increased safety in the village, discouraging drivers to use village as short cut, more emphasis on people, walking, cycling, social interaction, environment is more inviting, many drivers currently do not stick to the 30mph (long, straight road), so a 20mph limit would be very welcome! Travel change: Yes - cycle more
(20) Local resident, (Culham, High Street)	Support – It will make the road safer for children and animals Travel change: Yes - cycle more
(21) Local resident, (Culham, High Street)	Support – Safer for local children and cyclists Travel change: Yes - cycle more
(22) Local resident, (Culham, High Street)	Support – A 20 mph limit should reduce speeding, particularly as part of the high street is past a children's nursery. Maybe some sleeping policemen road humps would also help. The Burycroft could be changed to 30 mph instead of 40

	Travel change: Yes - cycle more
(23) Local resident, (Culham, High Street)	<p>Support – I think it is a good proposal BUT the limit should be extended the full length of Tollgate Road to the A415 traffic lights. There is a proposal for a Community Orchard off Tollgate Road and adjacent the proposed travel lodge and as the pavement on Tollgate Road is narrow it would make sense to give the extra protection to pedestrians that a 20mph should give. My main reason for supporting this proposal is the added protection it will give to pedestrians.</p> <p>Travel change: Yes – walk/wheel more</p>
(24) Local resident, (Culham, Thame Lane)	<p>Support – Traffic travels far too fast for the number of children present and travelling to school in Culham. Hundreds of children walk and cycle to the Europa school every morning. Thame Lane is incredibly dangerous with fast buses, and Lorrie's attending upper lodge farm, and dozens of cars, whilst children as young as 3 (like mine) have to walk to school from the houses in Thame lane. There is *no* pavement and a 3 year old must walk on a muddy sloped verge - which they trip off - or walk in the road. Without a 20mph a child will be seriously injured or killed.</p> <p>Travel change: Yes – walk/wheel more</p>
(25) Local resident, (Culham, Thame Lane)	<p>Support – I live on Thame Lane next to Europa school. Residents have been campaigning for a reduction in the speed limit for over 10 years, due to the number of children walking to school where there is no pavement and no reduced speed limit. Fully support.</p> <p>Travel change: Yes – walk/wheel more</p>
(26) Local resident, (Culham, Thame Lane)	<p>Support – I live on Thame Lane in Culham next to the Europa School. There are no sidewalks for our children or the school children to use. Many walk on or very near the street. The lane is quite narrow and buses/vehicles traveling to/from the school have destroyed the verges on both sides of the lane. The school traffic, which includes buses and delivery lorries, creates a need for traffic safety. For many years, residents of Thame Lane have been discussing with the school and the local council to implement safety measures. These implementations have consistently been put on</p>

	<p>hold based on the expectation that the speed limit will be reduced to 20mph. Failure to reduce the speed will put pressure on the local government, school, and residents to come up with alternative measures and further delay the needed protection to ensure child safety. Please don't wait until the worst happens to address this traffic issue.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(27) Local resident, (Culham, Thame Lane)</p>	<p>Support – As a resident of Thame Lane, I strongly support the proposed 20mph limit in the outlined areas in Culham. Thame Lane is a narrow lane without footpath. It is used primarily by local residents and the Europa School community, as well as delivery and large agricultural vehicles. There is also an AirB&B facility at Warren Farm, at the end of the Lane. Thame Lane is a popular recreational route for walkers and cyclists. The absence of a footpath, combined with the current 30mph speed limit, frequently leads to dangerous situations and poses an unacceptable risk to road users.</p> <p>The grass verges in front of the houses in Thame Lane are narrow and during rainfall they become muddy and slippery, forcing people to walk on the road. The existing 30mph limit is completely inappropriate for this. The lane is narrow and there is barely enough space for two vehicles to pass each other, let alone for pedestrians.</p> <p>During nearly 5 years of living in Thame Lane, we have witnessed some incredibly irresponsible driving down the lane. Delivery drivers and visitors to the aforementioned AirB&B facility at Warren Farm often appear to have no regard for the speed limit at all.</p> <p>The Europa School car park poses a particular risk to children and their parents. The car park is on the opposite side of the school requiring users to cross the lane. There is no official supervision during school dropoff and pickup times. The situation is not limited to school times as the school is used for sporting activities in the evenings, as well as various weekend children activities.</p> <p>The situation is exacerbated by the change from 30mph to the national limit, shortly after the car park. The car park is fairly occluded and difficult to see for traffic travelling eastbound, however the national speed limit signs are clearly visible. As a result traffic is often observed accelerating towards the end of the Lane, at the exact location of the school car park.</p> <p>The current situation is, in my opinion, an accident waiting to happen. The construction of a proper footpath should be a first priority, but the imposition of a 20mph limit would be a sensible step towards mitigating the risk. It should be accompanied by awareness raising items such as electronic speed signs (green/red face) and, ideally, speed bumps. Additionally the school car park crossing should be supervised during school dropoff and pickup times.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(28) Local resident, (Culham, Thame Lane)</p>	<p>Support – I live on Thame Lane and my children have to walk to the school where there is no path. The 30mph speed limit is so dangerous and we have had many near misses over the last few years since access to the school from our back gardens was closed off. We have been desperate for the limit to be reduced to 20mph and hope that this will be passed without objection.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(29) Local resident, (Culham, The Green)</p>	<p>Support – Totally support. People are driving too fast through the village, sometimes using it as a short cut. There is a nursery in the High Street!</p> <p>Travel change: Other I don't drive much, walk a lot</p>
<p>(30) Local resident, (Culham, The Green)</p>	<p>Support – 1 Will improve road safety and air pollution in the village. 2 Will reduce the number of vehicles using Culham High Street to avoid the A415 traffic lights. 3 Will help to limit flood wash risk to houses along road to Sutton Courtenay when the road is flooded. 4 For consistency with Abingdon and Sutton Courtenay 20mph limits</p> <p>Travel change: No</p>
<p>(31) Local resident, (Culham, Tolgate Road)</p>	<p>Support – I have lived on the Tollgate road in Culham for 23 years. I have witnessed many speed vehicles and several accidents over this time. I have several points that concern me. Why is it that the whole length of the Tollgate road and the Abingdon road in Sutton Courtenay are not going to be restricted to the new 20mph. Surely it makes common sense that is what it should be. Especially when you take into account that this is a walk and ride route for the Europa school with no cycle track with a poor footpath on the Abingdon road that is in desperate need of repair which forces walkers to walk on the road in wet weather because of the deep puddles (the road has been repaired many times but not the footpath) and the footpath at top end of Tollgate road is very narrow where you cannot walk side by side. Children's safety is paramount and it is not at the moment. The road markings need to be updated to have a double white line, no overtaking. Also the removal of the yellow, no parking lines that we had been promised would happen.</p>

	<p>Most car drivers do not slow down when turning into the Tollgate road from the A415. They are in a rush to catch the green traffic lights. The speed signage is not clear and distinctive and this needs to be addressed. These are my main concerns and I do believe that if these measures were taken into account it would make it much safer for everyone.</p> <p>Travel change: Yes – walk/wheel more</p>
(32) Local resident, (Culham, Tollgate Road)	<p>Support – Reducing noise and improving safety, especially with regard to the local school</p> <p>Travel change: Yes - cycle more</p>
(33) Local resident, (Culham, Tollgate Road)	<p>Support – The new limit would reduce noise pollution and increase road safety, especially for children. This new limit won't however be respected by those who are not respecting the current speed limit unless it is enforced with speed cameras (one on High Street, one on Tollgate Road and one on Abingdon Road in near the entrance of Europa School UK). Also, having the traffic lights detecting speeding vehicles and turning red when one is spotted would be extremely efficient.</p> <p>Travel change: Yes - cycle more</p>
(34) Local resident, (Culham, Tollgate Road)	<p>Support – We have young children and we think it's safer for traffic to be at 20mph. We live on Tollgate Road and walk out kids to school. Also it may help reduce the traffic noise on Tollgate Road. We'd prefer if the 20mph zone extended to the traffic lights near the A road to avoid people speeding up just outside our house as they approach the 30mph zone again.</p> <p>Travel change: Yes – walk/wheel more</p>
(35) Local resident, (Culham, Tollgate Road)	<p>Support – I have had enough of people speeding on Tollgate to try and catch the green light to cross the bridge. Also I would like to feel safe when walking my daughter to Europa school, which is really not the case at the minute.</p> <p>Travel change: Yes – walk/wheel more</p>

(36) Local resident, (Culham, High Street)	<p>Support – I support 20mph limits within Culham village (and extending the proposed zone to also include Tollgate Road), for increased safety. Reducing the speed limit will make things safer for children and pets, hopefully encourage more active travel to school and nursery, and also reduce traffic noise, further enhancing the quality of Culham as a place to live. It will also bring Culham into consistency with neighbouring towns and villages already operating to 20mph (Abingdon and Sutton Courtenay), reducing confusion and increasing compliance with these new safer speed limits.</p> <p>Travel change: Yes - cycle more</p>
(37) Local resident, (Culham, High Street)	<p>Support – Speeding traffic is a problem, particularly along the high street around the nursery. Accident waiting to happen. Please please also install a speed camera with digital speed display as we see in many other locations in the area.</p> <p>Travel change: No</p>
(38) Local resident, (Culham, High Street)	<p>Support – The roads in Culham are residential and there are children and vulnerable residents who live here. Also please use Culham as a cut through to avoid the traffic lights on Abingdon Road</p> <p>Travel change: Yes - cycle more</p>
(39) Member of public, (Culham, High Street)	<p>Support – Safer for pedestrians and cyclists. Less carbon emissions and pollution. I would want the proposed 20 mph area to include all of Tollgate road and on the A415 from before the T junction coming from Abingdon past all of Europa school, in order to provide a much needed safe route to school.</p> <p>Travel change: Yes - cycle more</p>

<p>(40) Local resident, (Culham, High Street)</p>	<p>Support – Anything that will slow down the traffic through the village is fine with me. I think physical impediments work better than lower speed limits but obviously are more costly to implement.</p> <p>Travel change: Yes - cycle more</p>
<p>(41) Local resident, (Culham, Thame Lane)</p>	<p>Support – I live in Thame Lane, Culham where there the Europa school is located. There are often cars speeding down the lane at atrocious speeds in particular on days where there are Motorcross events or even worse very large haulage and construction heavy goods vehicles going at 60mph as was experienced during the bridge repair works. 20mph is the minimum required to safeguard the lives of children and residents.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(42) Local resident, (Culham, Thame Lane)</p>	<p>Support – We have an issue with people speeding down 30mph roads already, reducing the speed limit to 20mph will help.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(43) Local resident, (Culham, Thame Lane)</p>	<p>Support – Europa School on Thame lane has 1000+ pupils and no road safety measure in place. The daily situation with hundreds of cars, pedestrians without pavement, and 10 school buses is extremely dangerous. 20mph will contribute to the safety of these children.</p> <p>Travel change: Yes - cycle more</p>
<p>(44) Local resident, (Culham, Thame Lane)</p>	<p>Support – Living on Thame Lane, it makes no sense that the road is not 20mph given the proximity to school.</p> <p>Travel change: No</p>
<p>(45) Local resident, (Culham, Thame Lane)</p>	<p>Support – I have young children and when walking around the village I find too many people speed in the 30mph zones which is dangerous. Therefore, I fully support reducing the speed limits to 20mph.</p>

	Travel change: Yes – walk/wheel more
(46) Local resident, (Culham, Thame Lane)	<p>Support – A 20mph limit is necessary along the whole lane. The close proximity of housing, the Europa school and rental lodgings on Warren farm mean high levels of traffic at certain parts of the day. The limit needs to apply to the bridge at the Culham science park end to reduce risk to those using the single lane past the school. Having a 50mph limit then reducing to 20mph outside the school runs the risk of drivers failing to slow in time at a juncture where there are a lot of children crossing the road from the Europa car park.</p> <p>Travel change: Yes - cycle more</p>
(47) Local resident, (Culham, Tollgate Road)	<p>Support – People drive too fast through the village</p> <p>Travel change: Yes – walk/wheel more</p>
(48) Member of public, (Oxford, Bullingdon Road)	<p>Support – I support the proposals for the 20 mph to improve the safety for all pedestrians and cyclists. However I think that it should also be extended through the length of Tollgate Road and Burycroft to enable safety improvements for children and adults cycling and walking to Europa school from the village and into Abington to promote active travel.</p> <p>Travel change: Yes - cycle more</p>
(49) Local resident, (Culham, Thame Lane)	<p>No objection – I support the introduction of a 20mph limit for many reasons, but will outline 2 which appear to be fundamental:</p> <p>1) Thame Lane (for which I am a resident of) has no footpaths for pedestrians, and also has a primary and secondary school mid way. The traffic situation is appalling at the best of times, but when there is no congestion, there is a complete disregard for both speed and pedestrian safety. Whilst I understand that the local police believe that 20mph limits should be self policing, it seems to be a fundamental flaw to not automatically introduce 20mph speed limits around schools.</p>

2) the village and Thame Lane are not located as arterial routes between villages or towns. Thame Lane, in all intents, is a dead end road, and the main road in the village serves the village residents only. Therefore a reduction in the speed limit does not create extra congestion, as has been signalled in major routes through towns and cities.

Travel change: **Yes – walk/wheel more**