

Divisions affected: *Chalgrove and Watlington*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
2 SEPTEMBER 2021**

**CUXHAM: PROPOSED 20MPH SPEED LIMIT & TRIAL TRAFFIC
CALMING**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of a 20mph speed limit and trial traffic calming measures as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit (phase 1) and trial traffic calming measures (phase 2) at Cuxham village.

Financial Implications

3. Funding for consultation on the proposals has been provided by the County Council. Should the speed limit and traffic calming measures proceed to implementation, then funding for this work will also be provided by the County Council.

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate walking and cycling within the village and safe movement of traffic.

Consultation

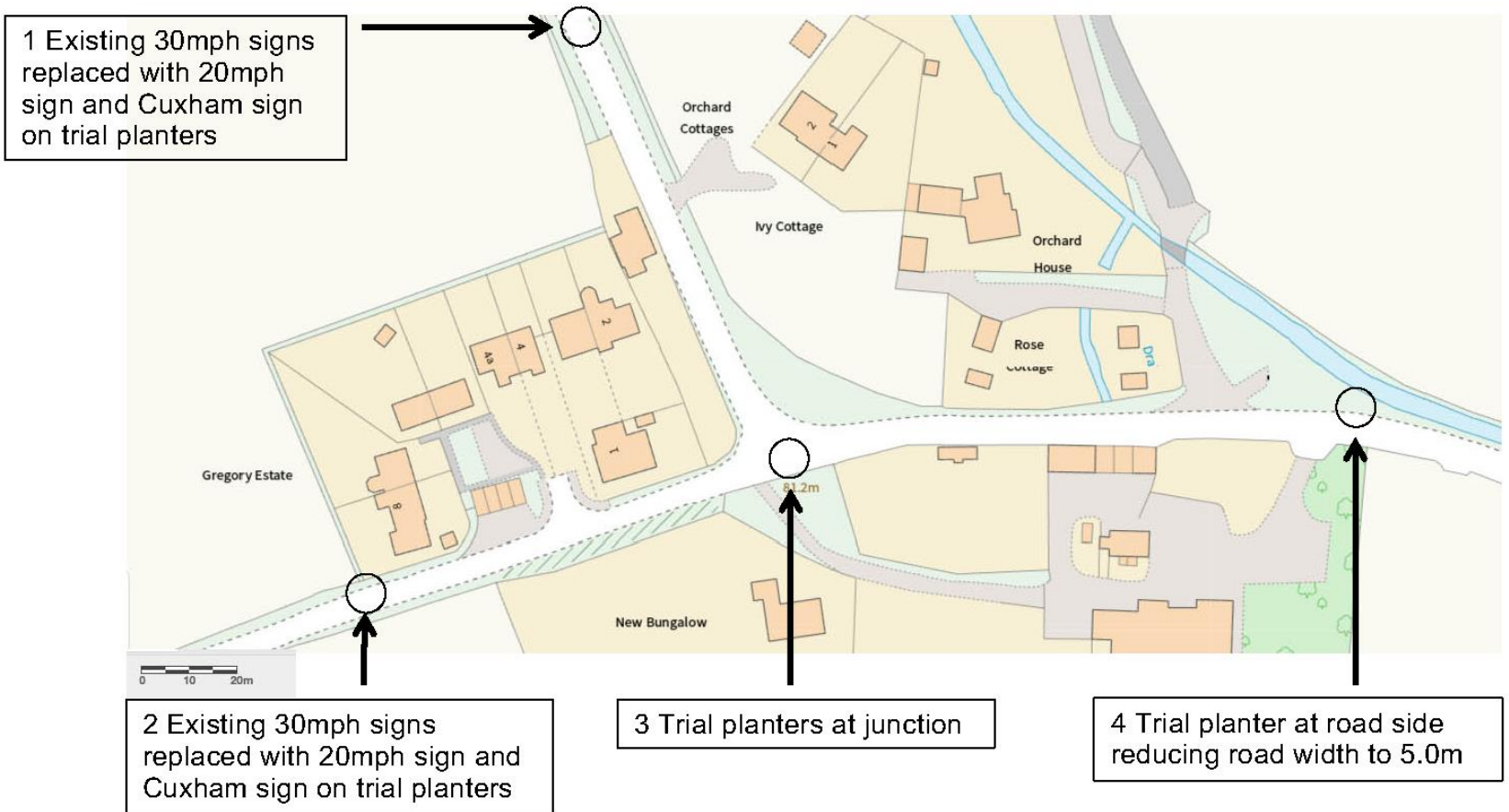
6. Formal consultation was carried out between 15 July and 13 August 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Bus operators, South Oxfordshire District Council, Cuxham Parish Meeting and local County Councillor. Letters were also sent directly to approximately 90 properties within the village.

7. 34 responses were received during the formal consultation. 28 in support (82%), 3 objections (9%), two expressions of concern (6%) and one non-objection.
8. The responses are shown at Annex 5 with copies of the original responses available for inspection by County Councillors. The more detailed response from the 'Cycling UK Oxford' group is set out in full at Annex 6.

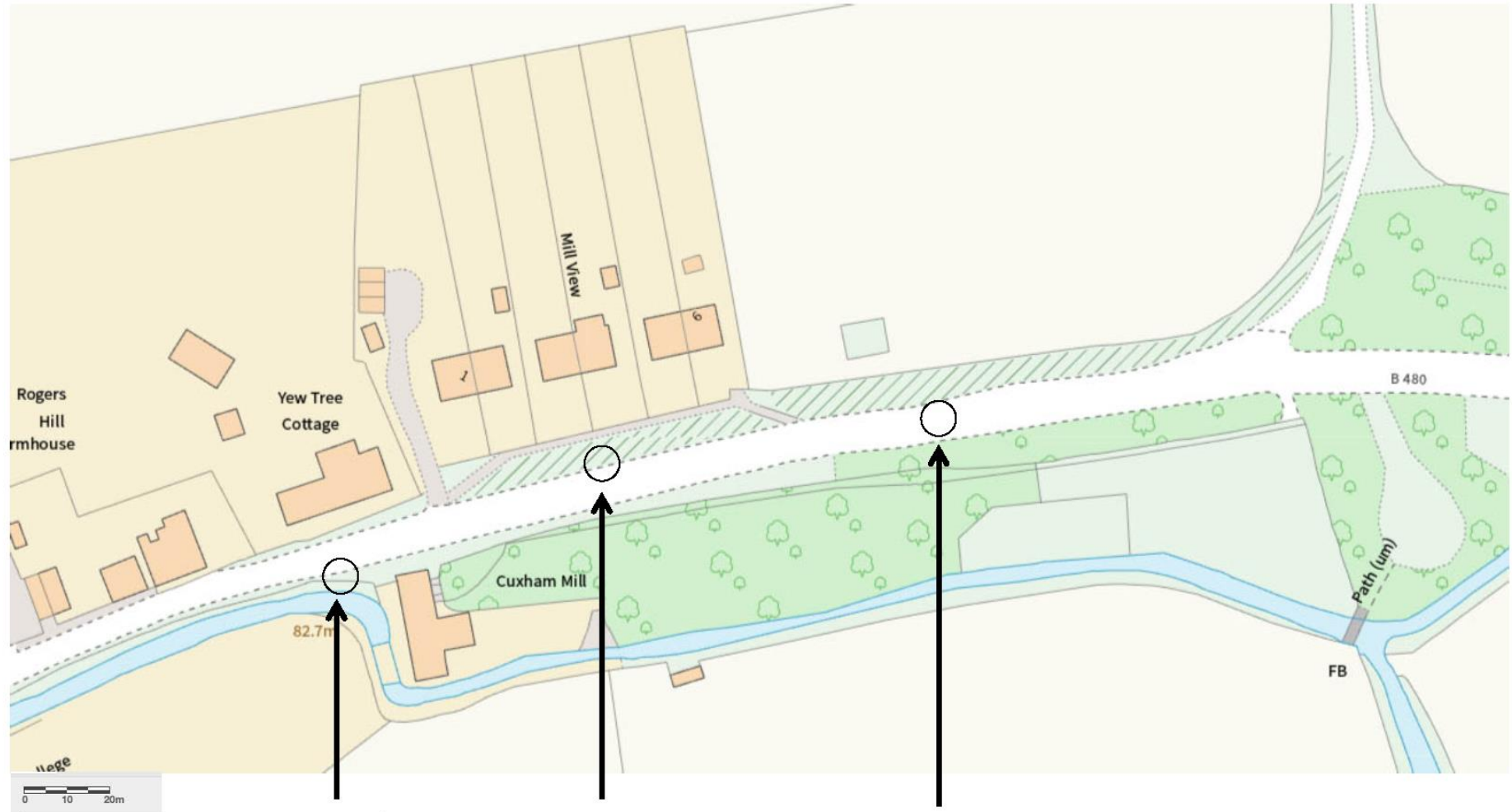
Response to objections and other comments

9. Thames Valley Police objected to the introduction of a phase 1 standalone 20mph speed limit. That was because 'before' speed data showed mean speeds to be between 27 & 29mph which, in accordance with the County Council's Speed Limit Policy (24mph or below), is too high for lowering the existing 30mph speed limit without the introduction of supporting highway measures. They also questioned whether the phase 2 trial traffic calming measures would be subject to road safety audit prior to implementation and whether the measures will comply with engineering regulations.
10. In response, 'after' speed surveys will be undertaken to determine the effectiveness of the 'sign only' 20mph speed limit. If speeds have not reduced sufficiently, then introduction of the trial traffic calming measures will be further investigated. These measures will comply with highway regulations and be subject to the road safety audit process.
11. Officers acknowledge the objection to the proposed speed limit change by Thames Valley Police. As this is a trial site, we will continue to work closely with colleagues within their organisation via the County Council's 20mph Steering Group to ensure that their comments and concerns are considered.
12. Thames Travel bus company have primarily objected to the phase 2 trial traffic calming measures. They feel that the number of measures proposed is excessive and that three of the measures conflict with bus stops. They believe that reducing the width of the road will be detrimental to traffic flow, including their no.11 Oxford to Chalgrove service. They have also questioned how many road safety incidents have occurred on the roads in Cuxham and in how many of these was speed a factor.
13. Officers acknowledge the objection by Thames Travel to this proposed speed limit change. Any engineered solutions to further reduce speeds in phase 2 will ensure that all vehicles utilising the public highway are considered. No users will be disadvantaged by any measures that are implemented and as this is a trial site officers will work with the bus companies to ensure their requirements are met. Whilst there is only one recorded slight personal injury road traffic collision in Cuxham during the last five-year period (not speed related), there is evidence of damage only collisions and inappropriate speeds on what is a narrow village road with no footways.
14. One local resident objected to and one local resident raised concerns over the phase 2 trial traffic calming measures on the grounds of Cuxham not being a

Cuxham village, Oxfordshire, OX49 5NG proposed 20mph zone and experimental/trial traffic calming



Cuxham village, Oxfordshire, OX49 5NG proposed 20mph zone and experimental/trial traffic calming



10 Trial single white post to warn drivers of bend in road

11 Trial white post to give protection to parked cars and effectively reduce road width

12 Existing 30mph signs replaced with 20mph sign and Cuxham sign on trial planters

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Object – I am aware that these proposals are part of trail being promoted by your 20 mph Steering Group at which the Police are represented. Cuxham I understand is the first of 5 trail sites using signs only and moving away from current DfT guidance in terms of Setting of Speed Limits 1/2013.</p> <p>You will be aware already that Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e., collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>There is a proven link between road environment/character and drivers' speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. 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. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p>Therefore, 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>There is mention that as part of Phase 2 some Traffic Calming measures will be considered, however experience has shown these measures are often highly unpopular and likely to be rejected by the Parish, and especially if self-funding is part of the way forward. I raise at this point the measures mentioned as part of phase 2 as to whether they will be</p>

CMDHM6

	<p>subject to a full Safety audit before implementation and their compliance to engineering regulations.</p> <p>It is currently unclear how such schemes will be monitored moving forward and who will make the decision for future engineering in order to achieve greater compliance. The steering group criteria has yet to be formalised and agreed by full Council yet I am also aware other 20 schemes are being promoted by local areas. There needs to be a consistent approach and it would be very helpful if speed data could be shared with future speed limit proposals.</p> <p>It is strongly felt this whole process needs greater thought and planning and a solid evidenced base and rationale before it should move forward. Thames Valley cannot support the introduction 20 mph limits based on the process that has been set out thus far. Thames Valley Police remain willing to continue to work with you to help direct and guide this process and to provide a clear rationale to our public who will quite rightly want to know and see the reasoning behind any new speed limit introduction.</p> <p>I am aware that speed data has been gathered in respect of Cuxham and that it does NOT support a lowering to 20mph. Unless vigorous physical engineering is included from its introduction we object to the proposal.</p>
<p>(2) Local Parish Meeting</p>	<p>Support – we held a formal Parish Meeting last Thursday (29th July) at which there was unanimous support for Phase 1 of the proposed scheme</p> <p>In response to the question posed as follows:</p> <p>"Speed limit and Traffic Calming Scheme. Does the Parish wish to proceed with the trial as per Phase 1 of the current OCC consultation" there was unanimous support with (including 14 votes by proxy) 36 votes in support and zero against.</p> <p>The parish would like to express our thanks to you all for your support with this initiative, and hope that you can see our strong support from the above vote.</p> <p>I have not yet put forward a vote regarding Phase 2 as of course at this stage the details of that possible phase are as yet not fully defined.</p> <p>Four requests were raised in the meeting as listed below - so if you would be so kind as to amend / include in the process we would all be most grateful and if you could confirm the position we would be most grateful</p>

CMDHM6

1. Location of the starting points for the future 20mph area

It seems to us that there appears to be a slight vagueness in the consultation documents regarding the location of the commencement of the 20mph limit on the unnamed road from the B480 to Brightwell Baldwin. Our reasoning below:

- The document entitled "Cuxham with Easington Speed Limits - DRAFT ORDER 2021" correctly identifies the location of the start of the 30 (to be 20) limit as being 161m from the junction with the B480 - (Point 2 of Schedule 1)
- The document entitled "Cuxham 20mph Speed Limit (Phase 1) - CONSULTATION PLAN" also correctly identifies the location of the start of the 30 (to be 20) limit
- However, the document entitled "Cuxham Traffic Calming (Phase 2) - CONSULTATION PLAN" shows on Page 1 Location 2 the wording "2 Existing 30mph signs replaced with 20mph sign and Cuxham sign on trial planters". This could be read to imply that the current 30 limit (to be 20) is to be moved circa 100m into the village and very close to the entrance to the Gregory Estate.

Our concern arises as at the current location (161m SW of the B480/ unnamed road location) there is no informal painted road marking confirming a 20 / National speed limit at that point - as there is at the other two 50/30 limit change locations at present. The coordinates of the point in question here are 51.6537N, 1.0423W. We are trying to avoid the 50mph limit being increased closer to the houses in Gregory estate as might be implied by the Cuxham Traffic Calming document.

Could you confirm that (for Phase 1 & 2), that the existing signage (National speed limit / 30mph) 161m from the junction with the B480 on the unnamed road to Brightwell Baldwin will be retained and replaced with National / 20 mph at the current location and that the Location 2 signage is additional, rather than a replacement?

2. Current repeater 20mph signs through the village

Could you confirm that all current repeater signs and road surface painted 30mph roundels will be replaced?

3. Phase 1 additional repeater signs

There are limited repeater 20cm diameter 30mph signs through the village at present and we feel that two additional sets of 20cm small circular 20 repeater signs at would be beneficial as follows:

- a) On the current VAS sign pole at location (eastbound side) 51.6527N 1.0397W adjacent to the Lower Green at the West end of the village
- b) On the railings by the stream around the location (westbound side) 51.652N 1.0384W adjacent to the West end of the boundary of Chestnut Cottage opposite Chestnut Cottage

Would you be so kind as to review and confirm that these will be added?

4. Liability for any incidents as a result of the trial (Phase 1 & 2)

CMDHM6

	<p>I have understood from verbal comments that Oxfordshire County Council will retain liability for any incidents regarding the trial, and as such Cuxham Parish and its officers (i.e., me) are completely without liability.</p> <p>Would you be so kind as to confirm that formally in writing for our Parish records?</p> <p>I reiterate that the Parish is very grateful for the interventions that OCC are proposing in Phase 1 and we all look forward to seeing a significant reduction in speeds and hence road safety through the village. We are equally committed to engage in detail with the plans, if any are required, for Phase 2.</p> <p>Would you be so kind as to consider a sign to be erected on the eastbound carriageway circa 100m prior to the sharp bend approaching the pub - perhaps a warning sign of some sort (Children crossing perhaps?) and a brown heritage sign saying "The Half Moon public house 100m on left" or similar - just to make it clear that there is pedestrian movement that is invisible until drivers round the bend at the point just 15m from the Pub door</p>
<p>(3) Local County Cllr, (Chalgrove & Watlington division)</p>	<p>Support – 20mph limits improve safety, air quality, and take action on the climate emergency. The "Stockholm declaration", signed by the United Kingdom in February 2020, supports 20mph zones wherever vulnerable road users and vehicles mix. Reducing the speed of vehicles in the presence of people walking and cycling reduces road traffic collisions and mitigating the severity of casualty when they occur.</p> <p>As part of its COVID response, the UK Government stated "20mph speed limits are being more widely adopted as an appropriate speed limit for residential roads, and many through streets in built-up areas. Reducing the speed limit can provide a more attractive and safer environment for walking and cycling".</p> <p>In December 2020, councillors of Oxfordshire County Council voted to support a motion that supports the premise that 20mph is the optimum speed limit in built-up areas, unless there is compelling evidence for a higher limit. Additionally, Parish, Town, City Councils should, by default, be supported in reducing speed limits in existing streets or areas on the basis of their local knowledge and the wishes of their residents, whilst taking note of national guidance.</p> <p>The village of Cuxham is divided along either side of the B480. Cuxham is a small but vibrant community, with a popular public house and recreation facilities. These measures will slow traffic through the village to ensure the safety of road users.</p> <p>The proposed phase 2 measures are proportionate and cost effective. The measures will ensure vehicles using the B480 to travel through the village are made aware of the village surroundings and behave accordingly. Measure will</p>

CMDHM6

	transform the current impression drivers get of 'houses next to a main road' to 'a road running through a village'.
(4) South Oxfordshire District Council	No objection – If you have not heard from me by the end of that period please assume we have no comments to make on the consultation.
(5) Thames Travel Bus Company	<p>Concerns – Whilst Thames Travel generally support proposals that improve road safety, we have significant concerns about the proposal and the impact it will have on the Watlington - Oxford service 11 and so are objecting to the proposals as described.</p> <p>The Statement of Reasons included with the consultation documents states that the “proposals are being put forward following road safety concerns raised by the Parish Council”. However, no information is provided about the number of incidents there have been on the roads in Cuxham and in how many of these speed was a factor. It is therefore difficult to comment on this aspect.</p> <p>The traffic calming measures being proposed seem to be excessive with 12 separate interventions shown on the Cuxham Traffic Calming Phase 2 Consultation Plan. The Trial Planters at locations 5 and 6 in particular look to conflict with existing bus stops as does potentially the Trial White Post at location 10. Reducing the width of the road will be to the detriment of traffic flow. Until such time as a Cuxham by-pass is built it is unlikely that the measures will reduce traffic through the village and the impact on the bus service from Watlington to Oxford could actually lead to an increase in other road traffic.</p> <p>Service 11 operates between Oxford and Chalgrove every 60-70 minutes on Mondays to Saturdays with most journeys continuing beyond Chalgrove to Watlington. A limited Sunday service was reintroduced in August 2020 with financial support from the County Council using Central Government funding.</p> <p>Around ten years ago the service operated with two buses and it was possible to operate an hourly service with all journeys serving Watlington. Increased traffic congestion and slowing bus speeds resulted in the service becoming un-reliable and an extra bus was added to the cycle (shared with the then T2 service which was also suffering from unreliability). The increase from 2 to 2.5 buses operating the service resulted in the revenue from the route no longer covering the increase operating costs. Since then, there have been various attempts to design financially sustainable timetables to serve the B480 corridor. The current route requires the equivalent of two buses to operate but with reduced service in the morning peak due to the need to provide a school journey and to keep costs of operation down</p>

CMDHM6

	<p>as much as possible. The 60–70-minute gaps in service makes the service less attractive to potential passengers than a service operating at a regular headway as it is more difficult for passengers to remember the times that the bus will be at their stop. The service is a mixture of commercial and financially supported journeys.</p> <p>Any measures that further reduce bus speeds are likely to be detrimental to the 11 service in terms of increasing costs and reducing passenger revenue. It is likely that this would result in the commercial service being scaled back to simply operate between Oxford and Chalgrove with the section between Chalgrove, Cuxham and Watlington being withdrawn.</p>
(6) Local Group, (Cycling UK Oxford)	<p>Support – We believe both the 20 mph Speed Limit and the Traffic Calming will make Cuxham safer for people who wish to walk and cycle. We will submit further information on a supplemental document.</p>
(7) Local Resident, (Cuxham)	<p>Object – I support Phase 1 a 20mph speed limit. Average speed where the village has straight sections is 26.8mph and 27.3mph. A reduction to low 20s expected from a speed sign change will make the shared road safer for pedestrians and cyclists. Cycling is unlikely to increase because the 600m village road is walkable and the measures are not part of a coherent plan for cycling.</p> <p>I object to Phase 2 trial traffic calming. Cuxham is not a suitable location. We have a bus service and Phase 2 will make it harder for the bus to serve the village. In our rural location, bus services are vital as an alternative to the private car. If the county is investing in measures that are not supported by bus companies, it will be disadvantaged bidding for central government bus grants.</p> <p>The B480 in the LTP is a Class 4 type road - "A road suitable for other shorter cross and inter-county movements where volumes are relatively low and no principal road is available". According to ROSPA, 27% of drivers take alternative routes to avoid 20mph, this could be higher if Phase 2 is implemented. OCC would be moving journeys off a road intended for multi-purpose, cross and inter-county use, maintained, such as gritted, on to unclassified roads not intended for such use. For this reason, I do not support Phase 2.</p> <p>Vehicle speed is not the only safety criteria in villages, typically with shared roads and buildings and walls close to the road. There are dangers by increasing manoeuvres and reversing which the Phase 2 measures would do. Large vehicles in the village, like commercial refuse collection to the catering business, the many farm vehicles, HGVs serving the local economy, will still need to use the road. Such vehicles reversing, manoeuvring even at low speeds can be dangerous to pedestrians and cyclists, especially if pinned against walls.</p>

CMDHM6

Overtaking - for almost 25 years the bus has passed me very safely thousands of times cycling in the village, as have all other vehicles, at slow speeds relative to outside the village on 50mph and national speed limit roads. The revised Highway Code specifies 2m for a safe gap to pass cyclists. If the road is narrowed in places to below 5m, the bus will not be able to pass safely until out of the village. Cyclists instead of being in the secondary position will cycle in the primary position to avoid having to navigate around experimental planters/permanent built features. This will lead to traffic building up behind cyclists and then over taking on faster roads. My experience is the safer option is to allow safe over taking in the village by not narrowing the road.

I have concerns about some of the trial measures:

Illumination - Cuxham has no street lights. Will features, trial or permanent, placed near the road or partly on the carriageway, be visible enough, with reflectives to be seen in day, night, and fog to normal standards. There has been no RSA to consider this.

Posts - is a post on its own a traffic calming measure within the meaning of the legislation?

Location 1 and 2 - Solid objects placed near the carriageway on non-built-up roads, where vehicles are approaching at 50/60mph. Of 272 fatal accidents recorded by the DfT in 2019 on non-built-up roads, 68 hit a tree, 23 a wall or fence and 16 other permanent objects. Buckinghamshire County Council has a traffic calming policy that gateway features must be collapsible. Impractical to replace speed signs on poles with planters, signs will be less visible and it will damage valuable, ancient hedgerows (Cllr Pete Sudbury will be concerned by any loss of hedgerow). There has been no RSA to consider this.

Location 5 - narrowing the road at this spot has increased highway incidents, two collisions not speed related with cars written off. OCC knows already narrowing to 4m will cause more highway incidents.

Location 6 - planter partly on pavement and in way of bus stop. Permanent proposal is for pavement to become hard shoulder, off the carriageway, for resident parking. Residents currently park with all wheels on the pavement which has no effect at all on slowing traffic. Measures do not support walking and sustainable transport. The permanent proposal is planning for multiple car ownership by providing additional parking on public areas that should be kept clear for pedestrians for use on foot only.

Location 9 - the owner of the pub is not changing how she trades

CMDHM6

	<p>Cuxham has been working on speed reduction measures with OCC. The parish jointly funded with OCC installation of SIDs and these have been effective. The parish voted unanimously for SIDs permanently, rather than the current arrangement rotating with two other villages. It allocated £500 from the parish precept, plus there are additional funds from the first project. If Cuxham is a trial location for experimental traffic calming, OCC has said we can't use SIDs during the trial. There has been no independent Road Safety Audit of the Phase 2 measures. A trial could be in place for 18 months. At the end of the trial, the parish has no funding and has not agreed how permanent measures would be installed. During this time, we could have been benefitting from Phase 1 20mph and SIDs. It seems this is the better, safer route for Cuxham to secure.</p>
<p>(8) unknown, (Oxford)</p>	<p>Object – An imposition of a 20mph Speed Limit ominously called Phase 1, and Traffic Calming ominously called Phase 2, is another method of imposing traffic penalty fines on residents who regularly use the roads here perfectly safely but will be hit with a speeding fine when they go a mile over 20mph.</p> <p>There will be a further burden to council taxpayer's money for the manufactured need for a speeding camera. This is simply another stealth tax imposed by Oxford city council to extract more cash out of its residents and bolster its annual income, but wasting it by spending money on unnecessary speeding cameras, and also the cost of the traffic calming installations themselves with its associated initial manpower installation, the associated administration of its introduction and further permanent ongoing administrative costs, and ongoing maintenance costs of the traffic calming, and inevitable cameras to police them.</p> <p>OBJECTION: STEALTH TAX</p>
<p>(9) Local Resident, (Cuxham)</p>	<p>Concerns – We are supportive of the new limit of 20 mph. However, we are less in favour of the amount of calming proposed, in particularly those in the central section.</p> <p>Our concern is entirely based on the increase in pollution caused by stationary vehicles and would rather see visual reminders to encourage drivers to stick to the speed limit and smooth driving.</p>
<p>(10) Local Resident, (Cuxham)</p>	<p>Support – Traffic through our medieval village is very heavy and while the majority travel at just less than 30mph, there are many who exceed the limited by wide and dangerous margins. The road is not really suitable even for 30 mph limit as there are blind spots where the viability of oncoming traffic is poor and there are limited pedestrian pavements, thus creating a real hazard for pedestrians and vehicles. A 20mph limit is far more appropriate for the road conditions and we fully support the proposal.</p>

CMDHM6

(11) Local Resident, (Cuxham)	<p>Support – I live in the village and have to walk along the road several times every day. The majority of the road has no pavement and I frequently feel threatened as vehicles pass close to me at speed and often showing little consideration for pedestrians. Although some drivers are considerate, there are a significant number of vehicles that appear to be travelling well above the existing 30 miles an hour speed limit. On several occasions I have been soaked by passing vehicles during inclement weather. Heavy vehicles often damage the verges and there have been many incidents in the last few years where parked vehicles and buildings adjacent to the road have been damaged. Twice my pets have been seriously injured by vehicles on the road, resulting in upset and expensive vet bills - one had to be euthanised. I will not let my children walk or cycle along the road on their own due to my concerns over road safety. I believe that a serious accident is inevitable under present conditions and I give my unreserved support to the immediate implementation of both a reduced speed limit and traffic calming measures.</p>
(12) Local Resident, (Cuxham)	<p>Support – The traffic through our village is out of control. Speeding, volume, HGV's. There has been so much damage to property, cars and it won't be too long until there is an injury/fatality to a pedestrian. With the ludicrous amount of new housing being built around here, it is only adding to the volume of traffic and, to be brutally honest, people are driving like idiots nowadays - with no respect to anyone. I am so upset about the traffic through our village.</p>
(13) Local Resident, (Cuxham)	<p>Support – The speed and amount of traffic passing through this village is too much. There is no pavement, the road is quite narrow and bendy in places and the grass verges are being ruined as lorries try to pass. We risk our lives getting around the village. There is supposed to be a weight restriction in force which is ignored.</p>
(14) Local Resident, (Cuxham)	<p>Support – Very strong support from me as I am sure that this will substantially reduce accident and injury risk through the village</p>
(15) Local Resident, (Cuxham)	<p>Support – I have lived in Cuxham for many years and in the last few years I see a clear rise in traffic and especially speeding traffic. Walking the dog has quick become a dangerous activity, walking through the village to reach the fields or back to the house, I really have to make an effort to get out of the way of the traffic. I feel like our lives at risk at this point. Many cars will not slow down when seeing us, they will even speed up. I am so disappointed that people in general rarely keep to the speed limit (I notice this so often elsewhere too) and I can only hope that reducing our</p>

CMDHM6

	<p>speed limit to 20mph will help us make them slow down. I believe that the 20mph together with traffic calming will help us get back our streets and feel safe again while walking by the road (lack of pavement).</p>
<p>(16) Local Resident, (Cuxham)</p>	<p>Support – The B480 running through Cuxham has become an extremely dangerous stretch of road. A reduction in the speed limit to 20 will undoubtedly mitigate the risk to pedestrians in a village without the benefit of pavements, however, monitoring speeds and volume of traffic will also be necessary to determine whether the reduced speed limit has had the desired effect. In the long term, it's likely that additional traffic calming measures will need to be adopted.</p>
<p>(17) Local Resident, (Cuxham)</p>	<p>Support – The road through Cuxham village is narrow with bends, has no pavements for pedestrians who, consequently, have to share the road with speeding cars and HGV's, and has over 25 separate access points from dwellings, many with poor visibility. Therefore, traffic speeds need to reflect these clear and obvious dangers to all road users and the proposed 20 mph will improve the situation.</p>
<p>(18) Local Resident, (Cuxham)</p>	<p>Support – This email is to say that we both fully agree with the proposals for 20mph and traffic calming for Cuxham.</p>
<p>(19) Local Resident, (Cuxham)</p>	<p>Support – Like most Cuxham residents I think these proposals are excellent. If you are familiar with our village you will know that we have a lack of footpaths which presented no danger when vehicles that drove through were few and far between. However, house building either side of Cuxham means that, having been given permission by our Council, construction lorries and other huge vehicles now pass through Cuxham each and every day and our 'B' road has now turned into more of any 'A' road where traffic - construction and other - pays no heed to the speed limit in a rush to reach their destination. Not infrequently, when two large vehicles meet at the village pinch-point, everything grinds to a halt because one is unable to pass the other. This results in a large build-up of traffic from both directions until, at some point, one of the heavy goods' drivers agrees to reverse sometimes up to 100 yards.</p> <p>Of course, traffic calming and speed limits aren't going to reduce the amount of traffic currently driving through the village but with signals that remind drivers to slow down and obstacles placed at strategic points, it will help enormously. The main culprits when it comes to speeding are those car drivers on their way to work in the morning, school run drivers and nighttime traffic which drives at excessive speeds under the cover of darkness. Many of the Cuxham residents have children and dogs and trying to walk with their families along any part of the road in Cuxham has become very perilous, thanks to inconsiderate speeding and the huge length of some of the trucks that drive</p>

CMDHM6

	<p>through daily, flouting official weight restrictions.</p> <p>Perhaps we cannot avoid heavy traffic and reckless car drivers but anything that can be done to slow it down will be a great relief to us all.</p>
(20) Local Resident, (Cuxham)	<p>Support – We would be very supportive of a reduced speed limit, and traffic calming measures through our village.</p> <p>There are daily examples of dangerous situations arising from drivers speeding through the village and this would go some way to alleviating the risk to all road users.</p>
(21) Local Resident, (Cuxham)	<p>Support – I would like to confirm I am in firm agreement for this. The road is very dangerous with no pavements and vehicles including HGVs are going way too fast.</p>
(22) Local Resident, (Cuxham)	<p>Support – I fully support this proposed limit. I live in the centre of the village and am elderly. Any proposal that will make me and my friends safer as I walk and drive will be good. The quantity, size, and speed of current traffic here is far more than so small a village should have to contend with.</p>
(23) Local Resident, (Cuxham)	<p>Support – I am writing to express my full support for the trial and hopefully, permanent 20mph speed limit through the village of Cuxham. Our village has experienced a steady increase in traffic from creeping developments in the area for some time and is now THE route very heavy construction vehicles must take to sites in Watlington.</p> <p>Speed through the village has become a major problem as has the risk of accidents with so few areas along the road having any possible safe place for pedestrians. A lowering of the speed limit, together with road layout changes have my full support and I can anticipate a much-improved sense of safety for residents and visitors to the Half Moon and other venues in the village.</p> <p>The narrowness of the highway constricted as it is by the brook and houses requires drivers to take great care, but this is often not the case. I note that in the plans the proposal is to replace the existing 30 mph signs with 20 mph in their current positions. Having seen how drivers react to these signs, I have concerns that a more significant speed reduction (from 50 to 20 mph) from these points will inevitably lead to sharp braking and a delayed adherence to the</p>

CMDHM6

	<p>new limit. For that reason, can I suggest the 20mph signs are repositioned further out of the village AND that the 50 MPH signs which are positioned far too close to the village anyway are removed.</p> <p>At present motorists are reminded it is a 50mph at both main approaches to the village only to be confronted with a lower 30mph within a VERY short driving time. This is unhelpful and dangerous.</p>
<p>(24) Local Resident, (Cuxham)</p>	<p>Support – I would very much like to support the proposed 20MPH speed limit through Cuxham. It has become mostly impossible to walk along the village without fear of being injured by speeding cars and lorries (which have increased significantly these past 6 months). 20MPH mitigation that helps protect the residents from injury as well as the fabric of the village environment from damage to verges etc is greatly appreciated.</p>
<p>(25) Local Resident, (Cuxham)</p>	<p>Support – I write as a resident of Cuxham, and as the owner of cars written off in Cuxham due to poor driving through the village. The road running through the village unfortunately is enduring increasing amounts of cars, and especially construction vehicles - many of which drive at speed and with little care for the safety of pedestrians or cyclists - or parked cars.</p> <p>I am therefore thoroughly in favour of the proposed 20 mph speed limit trial - and much look forward to its implementation, and hope that it will be followed by the various other speed mitigation plans which have been proposed by the OCC advisor.</p>
<p>(26) Local Resident, (Cuxham)</p>	<p>Support – We live in Cuxham. Whilst we only moved in recently, we have been shocked by both the speed and dangerous manner of driving through the village. Whilst pulling out of our driveway - which is pretty hidden, both my husband, my son and myself have all nearly had the front of our cars hit on mutinied occasions due to the speed of drivers coming through the village. There are four driveways sharing this drive and we all have the same issue. What's more we have children who I firmly believe are at risk when they walk through the village for example to the post-box or to walk the dog. Both their and our freedom to walk out of our house to enjoy the beautiful countryside is hindered by these selfish drivers and I do believe that it is dangerous - life threatening even to do so. As a household we feel that a 20mph speed limit is a must for our village and we strongly support the proposed 20mph speed limit.</p>

CMDHM6

<p>(27) Local Resident, (Cuxham)</p>	<p>Support – I am writing to record my wholehearted support for OCC's proposal for a 20mph speed limit in Cuxham village. My family and I have lived in Cuxham for many years; it is a beautiful, historic, and friendly place, but the one and only road through it has always been a major concern and the speed of the traffic has always been a huge worry for all the residents.</p> <p>As you are aware, as there are no pavements through most of the village, young and old have to walk in the road with all the traffic, including speeding cars and HGV's up to 44tons. This is not a pleasant experience, but one that has had to be lived every day.</p> <p>Recently, the decision was taken for the road to be used by the construction traffic for the Bloor Homes site in Watlington. This has added dozens of HGVs to the village traffic every day. The dangers of speeding lorries (not necessarily exceeding the current 30mph limit) but definitely travelling too fast for the very specific nature of the road in a tiny village which is narrow and windy, have become even more obvious. There are numerous skid marks on the road as they travel round a bend to find another vehicle blocking the road, they often have to reverse around blind bends when they meet a lorry or bus, or transit van which they cannot pass in the narrowest parts and, as well as the obvious danger to pedestrians and other road users, they have caused terrible damage to verges throughout the village Conservation Area. We have been very lucky that there has not been a serious accident, yet.</p> <p>The reduction of the speed limit should help focus the minds of all drivers to drive through the village much more carefully and with much more respect for pedestrians and the village environment.</p> <p>Some concern remains, however, in the current position of the 50mph signs approaching the village in both directions, but particularly approaching from Watlington.</p> <p>The 50mph sign here is situated on a bend and unless you know the area, a driver does not know that the village lies just around that bend. Nor will they be aware that the carriageway is significantly narrowed by the cars parked on the road outside Mill View and that pedestrians will be walking on the road as there are no pavements. It takes just 3 seconds to pass this 50mph sign travelling at the 50 mph the sign encourages to reach these dangers and quite frankly it is miraculous that there have only been minor accidents here up to now. Would it be possible to move these signs further out from the village, or perhaps to reduce them to 40mph at the very least?</p> <p>I look forward to the implementation of the trial and hope the results will be encouraging. I also look forward to living in a safer village in the future.</p>
--	---

CMDHM6

<p>(28) Local Resident, (Cuxham)</p>	<p>Support – I wanted to write and let you know that as a villager of Cuxham, I am fully supportive of the proposed Phase 1 traffic calming measures to try and reduce the speed limit through the village from 30mph to 20mph, and to keep vehicles on the road and off the verges. I feel this is critically important to prevent loss of life for pedestrians and cyclists (I have personal experience of near misses as both) and especially for the children in the village, who are not so aware of the imminent dangers.</p> <p>I am very happy to see OCC taking this initiative and appreciate everyone's efforts to increase safety.</p>
<p>(29) Local Resident, (Cuxham)</p>	<p>Support – I would like to voice my concerns over the speed that vehicles drive through the village Three times now my daughter in law has had near experience, whilst taking my grandchildren out of her car, where the traffic will not slow down regardless.</p> <p>Cars have been hit due to impatience of drivers regarding oncoming traffic, and until something is done, I'm afraid of what could happen.</p>
<p>(30) Local Resident, (Cuxham)</p>	<p>Support – as a resident of Cuxham, I am writing to you to confirm my whole-hearted support for the proposed 20mph speed limit through our village.</p> <p>The volume of traffic is terrible through Cuxham and this change frankly can't come quick enough! With that volume also comes an increase in speeding and reckless, inconsiderate drivers. We have no pavements or street lighting and there has been damage to residents parked cars and property and it won't be too long before someone is injured or killed.</p> <p>A 20mph speed limit will go a step in the right direction to help control the traffic and somewhat improve the lives of the people of Cuxham.</p>
<p>(31) Local Resident, (Cuxham)</p>	<p>Support – As a retired medical practitioner with advanced trauma life support training, and who has operated in Hospitals at Race Circuits, I am well aware of the result of high impact injuries on the human body.</p> <p>Experience of running the 'Speedwatch' campaign in our village has shown me the urgent need for an enforceable lower limit, and this trial is extremely welcome. Whilst I maintain sufficient skills to resuscitate at the roadside, I trust I</p>

CMDHM6

	<p>shall never have to, and thus strongly support your efforts to improve our local road safety.</p>
<p>(32) Local Resident, (Cuxham)</p>	<p>Support – I am writing to express my full support for the trial and hopefully, a permanent 20mph speed limit through the village of Cuxham.</p> <p>Our village has experienced a steady increase in traffic from creeping developments elsewhere in the area for some time and is now THE route very heavy construction vehicles must take to sites in Watlington.</p> <p>Speed through the village has become a major problem, with many regular drivers becoming over-confident and not anticipating the potential risks that arise from the many driveway entrances, blind corner, road narrowing, absence of pavement and deliveries to our village pub. There has been a significant increase in the risk of accidents with so few safe areas along the road for pedestrians and vehicles mounting the kerbs and grass banks to pass each other. A lowering of the speed limit, together with road layout changes have my full support and I can anticipate a much-improved sense of safety for residents and visitors to the Half Moon and other venues in the village.</p> <p>The narrowness of the highway constricted as it is by the brook and houses requires drivers to take great care, but this is often not the case.</p> <p>I note that in the plans the proposal is to replace the existing 30 mph signs with 20 mph in their current positions. Having seen how drivers react to these signs, I have concerns that a more significant speed reduction (from 50 to 20 mph) from these points will not be achievable. In particular, the signage on the approach from Watlington will need to be addressed. It is not possible to drop speed of the current 30 mph limit from the road limit of 50mph from the first point of sight of the 30mph limit signs. It is especially important that vehicles approaching the village from Watlington are adhering to the speed limit in that area and are driven safely as there are families who have load and unload young children from parked cars at Mill View. For that reason, can I suggest the 20mph signs are repositioned further out of the village AND that the 50 MPH signs which are positioned far too close to the village anyway are removed. At present motorists are reminded it is a 50mph at both main approaches to the village only to be confronted with a lower 30mph within a VERY short driving time. This is unhelpful and dangerous.</p> <p>I very much look forward to a safer and quieter environment, for drivers, pedestrians, residents, and visitors.</p>

CMDHM6

<p>(33) Local Resident, (Cuxham)</p>	<p>Support – Please take this as our full support for the proposed 20mph speed limit through Cuxham. Our village and its residents desperately need reduced speeds and every level of protection via traffic calming it can get to ensure conservation of the village and preservation of life.</p> <p>The onslaught of HGV's and construction traffic is having a huge detrimental impact. A 20mph limit might go some small way towards negating some of that impact.</p>
<p>(34) Resident, (Watlington)</p>	<p>Support – Although we live in Watlington parish we are on the outskirts of Cuxham and regularly walk through Cuxham. The current speed of the traffic makes this a hazardous experience.</p> <p>The existing speed limit of 50 mph between Watlington and Cuxham means that traffic will have to slowdown from 50 mph to 20 mph in a relatively short stretch of road. Changing the speed limit through Cuxham to 20 mph may be more successful if the limit between Watlington and Cuxham is reduced to 40 mph.</p>



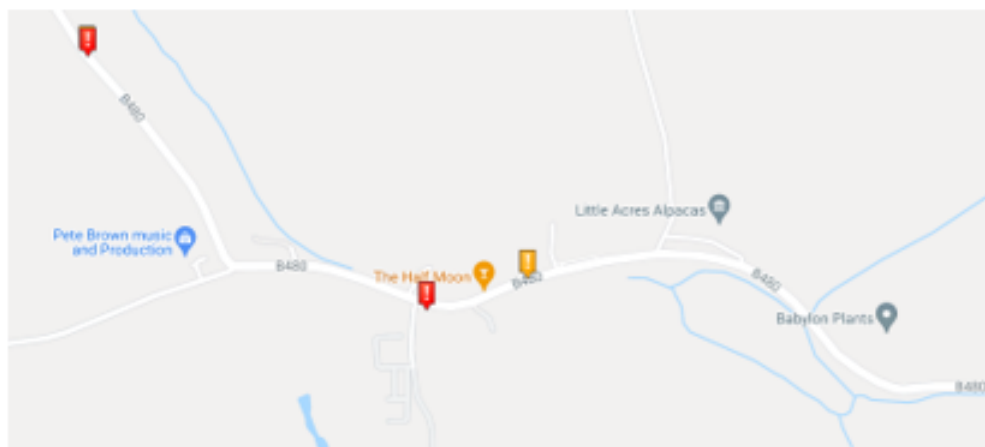
Additional input on Cuxham 20mph and Traffic Calming

This response is from the Oxfordshire Cycling Network (OCN), which includes members from 30 cycling and supporting organisations in the county. OCN represents the 180,000 people in the county who cycle regularly and the 480,000 who would cycle if it was safe, convenient and pleasant.

We have also responded on the Online Survey

We support the 20mph speed limit and the Phase 2 Traffic Calming.

We note four nearby crashes in the last 10 year, two (fortunately both 'Slight casualty' (orange) ones – one mostly hidden under the left red 'Serious casualty' marker) to cyclists.



Phase 1 20mph Speed Limit

In a small rural village, with no pavements a 20mph speed limit would have significant safety advantages.

We have concerns about adherence and enforcement, as over 80% of motorists break the law in 20mph speed limits. However, even with partial compliance in numbers and speed, conditions and safety will be improved.



Phase 2 Traffic Calming

If additional traffic calming proves desirable, we can see three approaches.

Approach 1: Vertical restrictions, as proposed.

- We are glad to see an approach that looks to comply with LTN 1/20 section 7.2.9 with gap widths of 4.0m-5.0m.
 - If a vehicle comes the other way, a car will have to slow down or stop, but a cyclist will carry on.
 - A car should be able to overtake a cyclist (subject to visibility etc.) with a safe gap >1.5m at 20mph.
 - A large group of cyclists may be a problem to pass, but that will be a rarity, and a driver should not really be considering passing a group of cyclists in a 20mph limit anyway on a twisting road in a village anyway.
 - If a car is parked in a 5.0m carriageway, it becomes about 3.0m, so still safe.
 - We'd prefer if the 4.0m gap became 4.5m as it is still close to a pinch.
- A carriageway or gap of 3.2-3.9m is to be avoided, as noted in LTN 1/20, as this causes pinch points and close passing of cyclists.
 - You should look out for places where widths are about 5.5m and parking reduces this to 3.5m. However, these will be due to the existing road, not due to the scheme. So the scheme will not make things worse.
- Any of the new features placed near the road should be visible enough, with reflectives to be seen in day, night and fog to normal standards.

Approach 2: Centre lane removal

- Create a single lane with 2 strongly marked cycleways.

