

Divisions affected: Kingston & Cumnor

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
23 FEBRUARY 2023**

**CUMNOR (INCLUDING FARMOOR): PROPOSED 20MPH & 30MPH
SPEED LIMITS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to defer a decision to approve the following proposals as advertised, pending further discussions to assess the acceptability of reduced proposals that meet the needs of all parties:
 - a. 20mph speed limit in Cumnor,
 - b. 20mph speed limit in Farmoor, and
 - c. 30mph speed limit on the B4044 Eynsham Road in Farmoor.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Cumnor and Farmoor and a 30mph speed limit on the B4044 Eynsham Road in Farmoor, as shown in **Annexes 1 to 2**.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal consultation

6. Formal consultation was carried out between 05 January and 03 February 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Cumnor, and North Hinksey parish councils, and the local County Councillor representing the North Hinksey, and the Kingston & Cumnor divisions.

Statutory Consultee Responses:

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Thames Travel support much of the proposal but object to the introduction of a 20mph speed limits on Glebe Road, the section of Oxford Road to the east of the junction of Glebe Road and the section of Abingdon Road southeast of its junction with Glebe Road where they observe road widths are wider and with minimal active frontages to encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic. They also express concerns about the 20mph limit proposed for Appleton Road and High Street with similar arguments as above but where the impact of the proposals on services are anticipated to be too modest to maintain an objection. Cumnor Parish Council support all the proposals.

Other Responses:

8. 108 responses were received via the online survey during the course of the consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
20mph Cumnor	17 (16%)	7 (6%)	80 (74%)	4 (4%)	108
20mph Farmoor	14 (13%)	11 (10%)	71 (66%)	12 (11%)	108
30mph B4044 Eynsham Road	20 (19%)	9 (8%)	69 (64%)	10 (9%)	108

9. Three local councillors and 78 members of the public either expressed support or had no opinion for the proposals in Cumnor and Farmoor. There were also an additional 5 expressions of support solely for the Cumnor proposals. Both areas each received around 28 objections. Cumnor proposals prompted 11 expressions of concern and Farmoor prompted 15.
10. An objection was received from a member of the public from Witney who railed against the proposal in principle suggesting it was a dark day for democracy

and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.

11. The following analysis is taken from the remaining 19 respondents who offered focussed objections to the proposals.

Reason	No. of Comments
Unnecessary	18
Waste of money	4
Safe enough as it is	3
Increased congestion and delays	3
Will make driving more difficult	3
Increased emissions	3
Will not be enforced	3
Frustrating and divisive	3
Just a political gesture	1

12. Those who responded online (108 responses), were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	14 (13%)
Yes - cycle more	24 (22%)
No	60 (56%)
Other	10 (9%)

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

Officer response to objections/concerns

14. The main purpose of the scheme is to improve road safety and encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
15. The responses from members of the public indicate around 80% support with objections from the remaining 20% focussing on the usual concerns. The

unfocussed objection raised no new pertinent points and challenges much of the philosophy behind the democratically agreed policy to promote 20 mph speed limits in communities, as such there is no obligation to consider it further. The remaining objections are comparable to those expressed and considered in earlier similar schemes and were not seen as warranting a change in those previous proposals given the explicit intention of the County Council's 20mph limit policy.

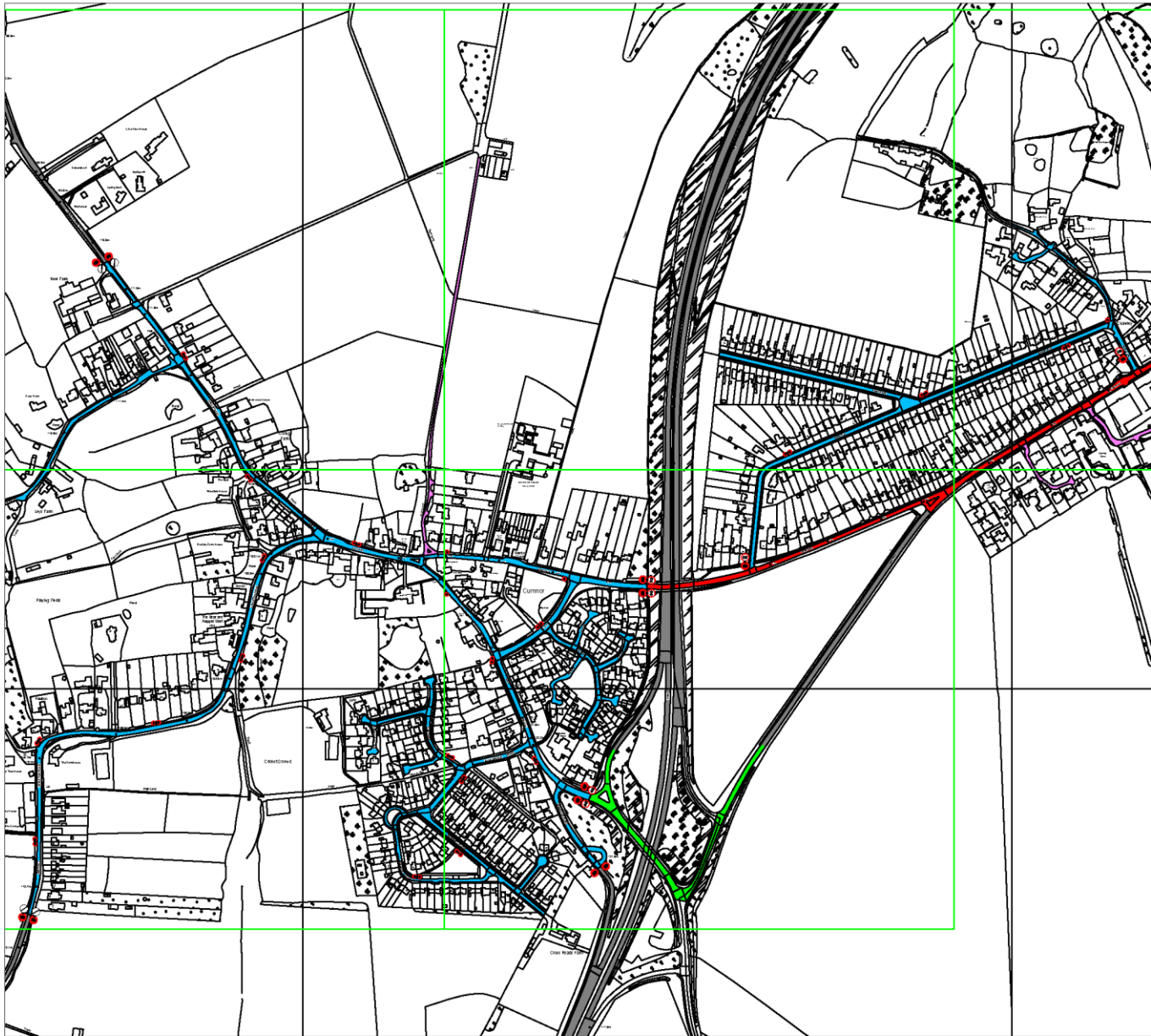
16. The nature of the Thames Travel objection suggests it should be considered carefully. While Cumnor Parish Council support the proposals there may be merit in further discussions with both local councils and the local member to assess the acceptability of reduced proposals that meet the needs of the bus operator and pose no threat to the operational viability of services.

Bill Cotton
Corporate Director, Environment and Place

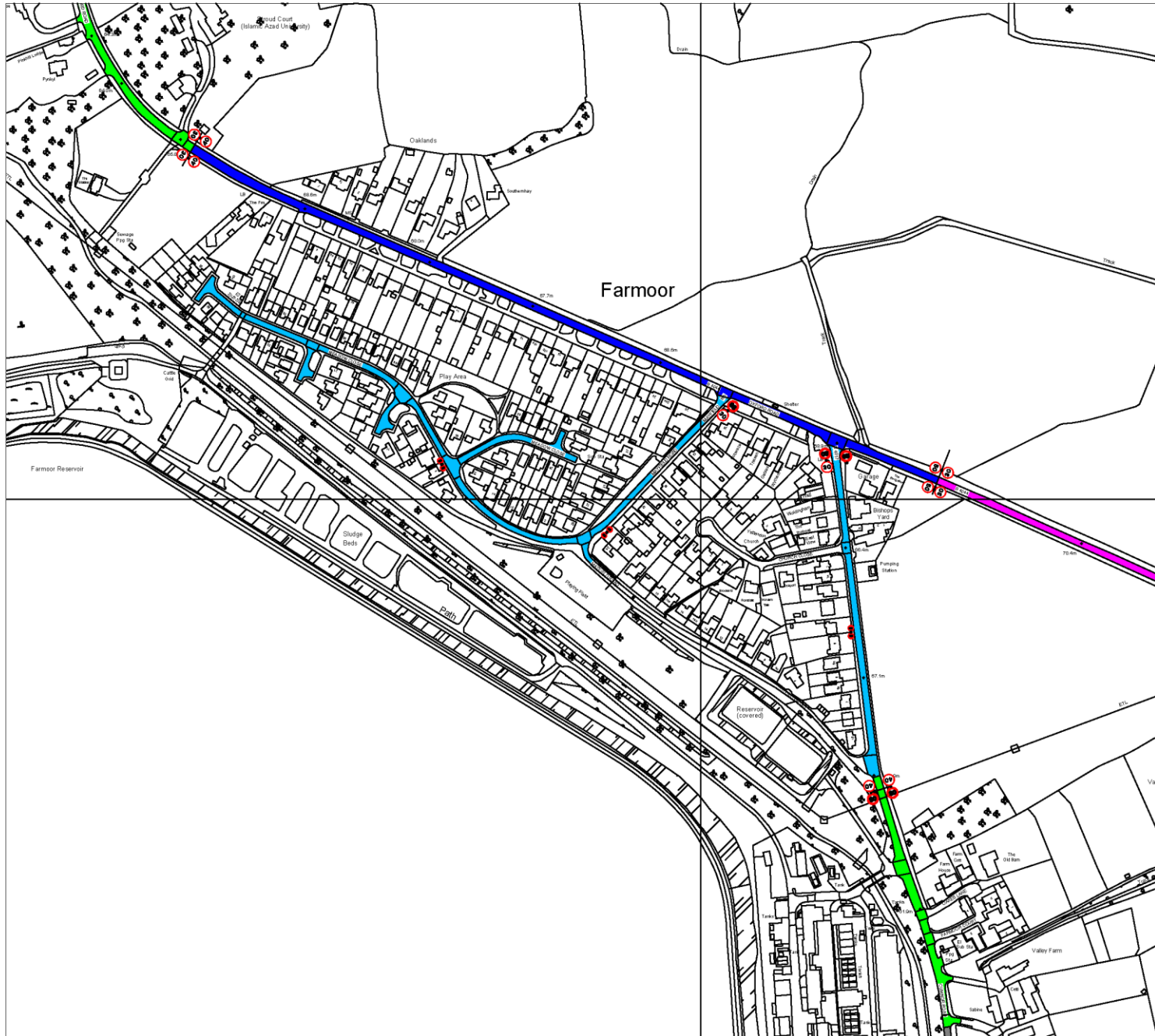
Annexes Annex 1-2: Consultation Plans
Annex 3: Consultation responses

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February 2023



Cumnor Village Overview		Revision 1.0
Legend		
Proposed 20		
Existing 20		
Not within Highway Boundary		
Existing 30		
Existing 40		
Existing 50		
Existing NSL		
Not Public Highway		
Private Rd		
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Rev.	Date	Purpose of revision
1.0	02.12.22	Final Draft
Drawn	Checked	Approved
C.R		
OXFORDSHIRE COUNTY COUNCIL <small>Owen Jenkins Director for Infrastructure Delivery Cammerley Cammerley County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>		
Project title: Cumnor 20mph Scheme		
Drawing title: Cumnor 20mph Scheme Overview Pg. 1		
Drawing Status		
Scale @ A3	Drawn by: C.R	Checked by
	Date drawn 02.12.22	Date checked
		Date approved
Oxfordshire Project No. & File Ref		
Drawing No. 1.0	Revision 1.0	



Farmoor Overview		Revision 1.0			
Legend					
Proposed 20					
Existing 20					
Not within Highway Boundary					
Existing 30					
Proposed 30					
Existing 40					
Existing 50					
Existing NSL					
Not Public Highway					
Private Rd					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	13.12.22	First Draft	C.R		
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;"> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1HD Tel: 0945 310 1111 </div>					
Project title: Farmoor 20mph Scheme					
Drawing title: Farmoor 20mph Scheme Overview					
Drawing Status					
Scale @ A3	Drawn by: C.R	Checked by: GJB	Approved by:		
	Date drawn: 13.12.22	Date checked:	Date approved:		
Oxfordshire Project No. & File Ref					
Drawing No. 1.0					Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – that National Guidance has not been followed regarding other speed limit changes</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. 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)

	<ul style="list-style-type: none"> • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Cumnor Parish Council	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support</p> <p>Cumnor Parish Council put forward the proposal following concerns from residents over school children, pedestrians and driver safety. The reduction along Oxford Road/Cumnor Road, Farmoor has been a concern for many years.</p> <p>Travel Change: Other Residents would be more inclined to cycle/walk/scoot if the roads are safer.</p> <p>B4044 30mph – Support Fatalities and near misses have been recorded at the mini roundabout, School children trying to cross the road to catch the bus are in danger from being hit due to the volume and speed of traffic using this road. Reducing the speed will hopefully make drivers more aware of their surroundings and drive in a safe and courteous manner.</p>
(3) Business Development and Partnerships Manager, (Thames Travel)	<p>Support – We have no problem with and support these proposals where they do not affect bus services.</p>

Cumnor has good bus service provision including buses up to every 20 minutes on the Stagecoach S9 between Oxford and Wantage and hourly buses on Thames Travel service 33 between Oxford, Abingdon, Didcot and Wallingford via Wootton. Additionally Thames Travel service 63 between Oxford and Southmoor also serves the village.

We believe the introduction of a 20 mph speed limits on Abingdon Road between the junctions of Glebe Road and High Street and on Oxford Road between the junctions of High Street and Glebe Road are sensible suggestion, given the road widths, narrow pavements and the fact that it is unlikely buses are able to operate much faster than 20 mph currently. We therefore support 20mph speed limits on these sections of road.

Concerns – We have concerns about the 20mph to be applied to Appleton Road and High Street. In these areas, road widths are wider and there are minimal active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic. The impact of the proposals on our 63 service are nevertheless anticipated to be modest, sufficient that we do not consider that an objection should be maintained.

Object – We object to the introduction of a 20mph speed limits on Glebe Road, the section of Oxford Road to the east of the junction of Glebe Road and the section of Abingdon Road southeast of its junction with Glebe Road. In these areas also, road widths are wider and there are minimal active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic. These roads are served by up to four buses per hour in each direction.

It is important that buses are able to make progress where it is safe for them to do so. Unlike a private motorist that may typically go along the road once in each direction in a day, buses operate along the above roads up to 67 times a day in each direction and so the impact is that much greater. Slowing journeys makes bus services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the council's policies. Ultimately if journey times become too great, either, extra bus and driver resource needs to be added to maintain the same level of service (i.e. increased cost for no increased revenue) or alternatively timetables need to be trimmed so that they can be operated with the existing resource (i.e. reduced revenue from the same operating cost). This could lead to services becoming financially unsustainable and so could lead to service reductions.

Given the nature and the distance involved it is unlikely that cycling or walking will make up significant mode share on the Cumnor to Abingdon, Southmoor or Abingdon corridors and only limited mode share on the Cumnor to

	<p>Oxford corridor. Therefore the council should be seeking to maximise support for public transport on these corridors to help achieve our decarbonisation objectives.</p>
<p>(4) Local Resident/Member of public, (Cumnor Road)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Concerns North Hinksey 20mph – Object</p> <p>There is no history of accidents in Cumnor to justify 20mph limits. I've seen no study of current speeds but latest research suggests little to no benefit in Cumnor. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf</p> <p>North Hinksey: The section parallel to the service road could safely be a 40 limit, no pavement, no crossings, no frontages. There is no reason to reduce the limit to 20mph. Compliance of the existing 30mph is already poor due to the low risk of higher speeds.</p> <p>The rest of the areas indicated already have lower speeds and traffic calming measures. Farmoor, no particular knowledge or opinion of the residential parts as I'm not familiar with them.</p> <p>Travel Change: No</p> <p>B4044 30mph – Object It's a main road with good visibility and separation from frontages. There have been no accidents along the 40mph stretch so no justification for lowering the limit.</p>
<p>(5) Local Resident/Member of public, (Cumnor, Robsart Place)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – No opinion North Hinksey 20mph – No opinion</p> <p>As a parent of 2 children in Cumnor I am happy that the current speed limit is safe, my youngest walks herself to school and eldest cycles to secondary school. The time and expense to change what is realistically at most a minor risk isn't justifiable.</p> <p>Travel Change: No</p>

	<p>B4044 30mph – No opinion No strong opinion but all the houses are set well back from the main road, so don't see that any change would make Farmoor safer!</p>
<p>(6) Local Resident/Member of public, (Cumnor, Oakwood Way)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – No opinion North Hinksey 20mph – No opinion It doesn't need to be lowered to 20 mph in Cumnor</p> <p>Travel Change: No</p> <p>B4044 30mph – No opinion No comments</p>
<p>(7) Local Resident/Member of public, (Botley, Hawthorn Close)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – No opinion North Hinksey 20mph – Support Unnecessary in Cumnor, but the roads around North Hinksey are narrow with plenty of bends, often without good pavements</p> <p>Travel Change: No</p> <p>B4044 30mph – Object 40mph seems the right balance. There's no large amount of pedestrians close to the road.</p>
<p>(8) Local Resident/Member of public, (Botley, Crozier Close)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object I simply do not support the 20MPH initiative. Driving round Oxford is quite frankly dangerous because you are constantly looking around for the speed changes, both signs and then checking your speed. The number of times it changes in such short distances is a joke. And I cannot see how it achieves anything other than causing even</p>

	<p>more congestion and frustration to drivers. Enough is enough of the anti-driver mentality of OCC. I will never support it (and don't know many who do - silent majority!)</p> <p>Travel Change: No</p> <p>B4044 30mph – Concerns Yet another random change. I assume this refers to just the part of the road that passes the houses in Farmoor? Or is it the whole road from Botley to Eynsham? If the latter I fully object. If the former then it raises the question - why not 20mph? Why change at all? There are fields the other sides so what is the justification? If lots of accidents and injuries then I would support. Otherwise it is just picking on drivers yet again.</p>
<p>(9) Local Resident/Member of public, (Botley, Laburnum)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object I cycle and drive. Demonising drivers (who may have very good reasons for driving) at a time when everyone's life could just do without added constraints is just pointless. Improve schools. Improve social care. Stop focusing on things that make very little difference in reality.</p> <p>Travel Change: No</p> <p>B4044 30mph – Concerns A separate cycle Lane is needed, as has been campaigned for for years. This just penalises commuters.</p>
<p>(10) Local Resident/Member of public, (Lime road)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object Further waste of money. Teach people how to cross the road properly rather than reducing speeds. A lot of this is more about political agendas than need.</p> <p>Travel Change: No</p> <p>B4044 30mph – Object Is OK as it is.</p>

<p>(11) Local Resident/Member of public, (Botley, Turner Drive)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object The reduction in speed is not necessary in these areas. The speed limits are unlikely to be enforced so everyone will continue to drive at 30 mph. Therefore the replacement of the speed limit signs will be wasted.</p> <p>Travel Change: No</p> <p>B4044 30mph – Object If a proper cycle path was built then there would be no need to reduce the speed limit</p>
<p>(12) Local Resident/Member of public, (Botley, Eynsham Road)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object Unnecessary to reduce from 30mph</p> <p>Travel Change: No</p> <p>B4044 30mph – Object Safe enough as it is</p>
<p>(13) Local Resident/Member of public, (Cumnor, Cumnor Road)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object It is dangerous to be driving so slowly as far as cars are concerned. . It creates more emissions and is dangerous to health. It is a necessary and impossible to police. It will create a very divisive community. Locals will be extremely frustrated.</p> <p>Travel Change: No</p>

	<p>B4044 30mph – Object It won't be policed or enforced regularly enough for drivers to stick to.</p>
<p>(14) Local Resident/Member of public, (Cumnor, Robsart Place)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object Don't have a problem with current speed of vehicles in these areas.</p> <p>Travel Change: No</p> <p>B4044 30mph – Object Current speed limit is adequate for the road.</p>
<p>(15) Local Resident/Member of public, (Cumnor, Robsart Place)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object Not needed</p> <p>Travel Change: No</p> <p>B4044 30mph – Object Ridiculous</p>
<p>(16) Local Resident/Member of public, (Witney, Oxford Hill)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object</p> <p>It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road through the Villages, Cities or Towns for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants to call it that (clearly not) is going to undoubtedly ignore public opinion like Witneys because the Councillors cannot kick the habit, they appear to bitterly hate anybody that has to do an essential journey in a car. There are other ethical and more sensible approaches to cycle and walk more. For example increasing public path</p>

space to signal where a pedestrian and cyclist can have their own lane including encouragement notices on local notice boards.

I visit the Village of Farmoor sometimes to have a walk around the Reservoir and drive through within the current speed limits when safe to do so to get away from the distress of the dystopian 20 mph signs from a nearby Town that are as comparable as Russian Z symbols you see in a Russian street every 100 yards where it made a walk locally at home a utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. A political decision that has no public support and has built residential resistance (civilly making the points why they should be changed back are taking place as I write this). I don't take it lightly to compare the Russian Z symbol to a 20mph sign but if the reader googles a Russian City or Town and what it looks like with the Z symbol in that county it is as comparable as the 20mph sign easily shown every 100 yards or less. It is regretful but the honest truth especially as these 20mph signs are within even dead end streets that have no through roads as well making it even more frustrating.

Devastating to see Farmoor, a place that has brought great joy to communities either sitting on the bus going past the Village towards Oxford or Eynsham or to visit the Reservoir to see that despite seeing zero road incidents within the Village, have such a change needlessly taking place that the Police cannot cope with enforcing especially when local Politicians pushing for these changes will undoubtedly carry on going past 20mph as will emergency service personnel (when not on emergency calls) including public transportation which of course, highlights a hidden hypocrisy that will take place when the consultation ignores public opinion. If its ok for them it is ok for the rest of us and I hope many residents and within Oxfordshire will come with me to make a stand and that is to say no. No to such depressing road signs and money wasted taking away our future generations common sense, personal responsibility and the basic human right to choose how we cycle, walk and drive to places. We will be ashamed of what horrid path this Council has chosen, the decision to ignore public opinion and rule within minuit management by edict with no supportive evidence of this change and one that has no loyal compliance even after that. This will undoubtedly depress many residents psychologically seeing how needless this was, how robbed their community is of having common sense and a sense of personal responsibility as per the Highway code and is depressing for passionate motorists that can see that even the study Belfast University did to show that slower speeds don't reduce road incidents either, link here if the individual or senior management are interested in reading. Some will sadly ignore this objection to the proposal but some I hope will take back these genuine points to senior bosses of whom are trying to fight against this nonsensical anti-car movement.
www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre

Farmoor when visiting has great access for cycling and walking safely so does not make sense and urge all residents to write to MPs, maintain pressure on Councillors and the County Council that for as long as those in charge have one rule for themselves it is ok for the rest of us to decide to drive near to 30mph with competent common sense just as seen over the decades when even our Grandparents drove safely. No card can be played to ignore this as hope to explain further.

On the road towards Botley as one example shows there is massive space between the road, houses and pathways where traffic can pass safely. Therefore there is no risk to the pedestrians and suggestions the Parish Council concerns appear to possibly be a political false flag that is simply justifying the Council's next attack on the Motorist but interestingly also to Bus passengers. Surprised the Parish Council never wrote about it ten or twenty years ago the urgency to change the speed limit until now. As a Bus passenger the 20mph roads put me and my Fiancee off personally travelling on the bus. Why does a 20mph road in a Town/Village put us off? Let me explain in case your interested. The longer Bus journey because of this speed limit imposed makes it more frustrating when sat on the Bus, first because on the Bus, the Passengers, Bus drivers and Stagecoach officials can see there is no risk on the road ahead, second is because when going through Eynsham for example (which even TVP objected the speed limit change!), it takes longer to get through the Village. Takes longer for ourselves to complete our journeys so thoughts go out those that have jobs in the City, going through Witney or wherever where their Bus schedules are forced to change drastically making the journey even more miserable for the people that your Council seem to clap for encouraging to use Public Transport. Meaning you are also putting Passengers off from coming to Oxford as well because the Bus is forced to run as slow as cars. Maybe a Train ride now is more attractive than a Bus going a miserable 20mph (unless the Bus companies join residents in civilly ignoring as they have done). After our Bus journey with the new speed limits experienced we simply decided we would only go to Oxford when having a drink with friends but not to shop and likely never again even by car. Even Swindon are more welcoming than the Council are in Oxford (with cheaper parking arrangements) making it a disappointing remark because we love Oxford but clearly the Council do not reciprocate that for its residents at the moment. Hopefully the sun will shine on Oxford like it did under the previous administrations.

Lets not forget either that this is the same County Council of whose senior official said to the Sunday Times, "Traffic Filters in Oxford is going to happen definitely" implying the scheme would go ahead whether public opinion opposed or unopposed leading me to my point that this is the same with the speed limit changes. This Council and their staff should ask this, is it worth continueing this ruinous scheme that will create further political distrust toward local authorities. Is it worth creating distress to residents living there to see these signs every 100 yards as comparable as propaganda. Future generations will be unfortunately robbed of sensible common sense and will see this for what it is. The Highway Code officials do not see a need to amend speed limits so cannot understand

	<p>this political movement against the motorist. Why have we got a Council that has been voted in to attack the Motorist? If this is because of a personal experience then we are living in very dangerous territory democratically. Is this healthy for a car and the pedestrian to remain at 20mph? No because it does not matter if your driving 20mph or 30mph the emissions remain the same, the air does not get any cleaner in fact because you are slowing down traffic you are simply making the air worse. At 30mph emission fumes retreat a lot quickly especially on a straight road where somebody does not need to drive slower especially when there is no obstacle to hit. Even Councillors know that despite pushing for this 20mph crusade (apparently prioritising signage instead of road surfacing improvements from what I been advised within the industry). Road accidents will not be eradicated so the ideology thinking we will eradicate road incidents/fatalities I am afraid are kidding themselves.</p> <p>I do not oppose 20mph signs by a School, Town Square or Retirement Community within the road of a settlement but I am deeply against a blanket speed restriction across a Town, City or Village when the public opinion is ignored for political purposes. This creates mistrust in local politics where even sensible people will be asking like they did in other national scandals "Why should the public listening to their Council or on the News do things when people working within their Council are not prepared to listen to their Communities?"</p> <p>Travel Change: No</p> <p>B4044 30mph – Object No need for speed limit to change. 40mph has been fine throughout and explain this again further in depth below. Plenty of space between the road, pathways and safe distance from houses and private driveways. Again not expecting any interest in taking this matter seriously as the Council seems uninterested in engaging with anybody that disagrees with their ideology.</p>
<p>(17) Local Resident/Member of public, (Botley, Deanfield Road)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object Because the 30mph currently in place is adequate.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Because the road is too fast for a road with hazards, hidden entrances and sharp bends</p>

<p>(18) Local Resident/Member of public, (Cumnor, Chawley Lane)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object</p> <p>A large percentage of these roads will never have more cyclists or pedestrians on them - the topography, demographics and location all mitigate against this ever happening. Reduced limits are a great idea in fully built up residential areas - housing estates, densely populated streets, etc but not in sparsely populated semi-rural areas. Reducing the limits in all the proposed areas will just frustrate most people - 20mph is too slow on an 'open' road when trying to journey from A to B. An unintended consequence of this reduction may well be more accidents and not fewer, has this been considered?</p> <p>And what of the environmental considerations? For many vehicles 20mph will mean a lower gear with higher engine revolutions and thus pollution - and we don't want more pollution do we? If the Council is keen to make our roads more pleasant places to be, then fixing all the huge potholes would be the best place to start. Many of the current potholes are big enough to cause serious injury (at best) to cyclists, potentially killing motorcyclists, and damage to cars too. Please start with fixing these! We are all already enduring a miserable time at the moment , please don't add to it with an unnecessary and undoubtedly costly, measure!</p> <p>Travel Change: No</p> <p>B4044 30mph – Support 30mph seems a reasonable speed here.</p>
<p>(19) Local Resident/Member of public, (Cumnor, Hurst Lane)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Object North Hinksey 20mph – Object</p> <p>No value to road safety or fuel consumption. Meaningless gesture that makes driving difficult</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Reasonable speed limit</p>

<p>(20) Local Resident/Member of public, (Appleton, Badswell Lane)</p>	<p>Cumnor 20mph – Object Farmoor 20mph – Support North Hinksey 20mph – Concerns</p> <p>The whole of Oxfordshire is becoming overwhelmed with 20mph speed limits. These limits are often in inappropriate places, plus the police do not have the resources to enforce these traffic management schemes. OCC would be better placed trying to make the roads suitable for all users. Fixing potholes etc. 20 mph zones are creating more bad driving habits than they are solving, those of us adhering to the speed limits as being tail gated and over taken making the roads more dangerous. I would suggest pedestrians start to pay more attention to roads, by removing ear phones and stop using mobile phones.</p> <p>This is a costly exercise along with the travel gates the only people who win are OCC who will I'm sure find a way to impose fines on those exceeding 20mph. I would point out I keep to relevant speed limits.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Due to the nature of this road and volume of traffic plus no where for cyclists as the hoped for cycle way was abandoned</p>
<p>(21) Local Resident/Member of public, (Farmoor, Meadow Close)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Object North Hinksey 20mph – Concerns</p> <p>With the school and proximity to the A420, it makes sense to reduce the speed limit in Cumnor. Farmoor isn't as built up and doesn't have a school. The main road is a connecting road between Botley and Eynsham and is very lightly populated in comparison to Cumnor and North Hinksey. Not only does it not need a reduction in the speed limit, any reduction put in place would likely worsen the issues with through traffic buildup during busy times. The connecting Eynsham Road between Dean Court and Farmoor should definitely not have a speed limit reduction (currently 50mph).</p> <p>I have fewer concerns about reducing the limit in North Hinksey, however it is still a main road, so 30mph should be adequate.</p> <p>Travel Change: No</p>

	<p>B4044 30mph – Object This is a relatively rural road, so 50mph is appropriate. I have frequently witnessed erratic driving and near misses when drivers have been going significantly below the current 50mph speed limit, closer to 30mph, as other drivers attempt to overtake. What this road really needs is a cycle lane, not a reduced speed limit.</p>
<p>(22) Local Resident/Member of public, (North Hinksey, Hazel Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Object North Hinksey 20mph – Concerns Cumnor - residential roads, tight with parked cars so 20 is ok Farmoor, the road is the main route to/from Eynsham should stay at 40 or at 30 North Hinksey - Eynsham road was 40mph until recently now 30 with zero justification for reduction to 20. If desired to reduce traffic route it onto A420 and close road to access & buses only.</p> <p>Travel Change: Other Will avoid area and take my money elsewhere</p> <p>B4044 30mph – Object Its the main arterial road and reducing speed will increase congestion and pollution</p>
<p>(23) Local Resident/Member of public, (Botley, Hurst Rise Road)</p>	<p>Cumnor 20mph – No opinion Farmoor 20mph – Concerns North Hinksey 20mph – Object They are unnecessary.</p> <p>Travel Change: No</p> <p>B4044 30mph – Concerns I'm not convinced it's necessary.</p>
<p>(24) Local Resident/Member of</p>	<p>Cumnor 20mph – Concerns Farmoor 20mph – Concerns</p>

<p>public, (Eynsham, Hazeldene Close)</p>	<p>North Hinksey 20mph – Concerns 20 mph is good on residential roads and in stretches adjacent to schools. However, on main roads 30 mph would be far more suitable. Blanket 20 mph speed limits are pointless - see the effect it has in Witney where cars are crawling along and impatient drivers are overtaking on these roads.</p> <p>Travel Change: No</p> <p>B4044 30mph – Concerns 30 mph through this stretch is fine although most people adhere to the current speed limit. The only thing that would make that stretch of road safer is to build the cycle path. I live in Eynsham and drive along that route every day. I would cycle but will not feel safe doing so until the cycle path is built. Reducing speed limits will have no impact on making it feel safer to cycle.</p>
<p>(25) Local Resident/Member of public, (Henwood, Cumnor Road)</p>	<p>Cumnor 20mph – Concerns Farmoor 20mph – Concerns North Hinksey 20mph – Concerns Whilst I support 20 limits on the side roads and residential roads, I believe the main trunk roads through these areas should remain at the limit they are, with the exception of Cumnor, where around the school and church area (before the roundabout) would be effective.</p> <p>Re: Botley area, Making Eynsham road a 20 limit would not be a good idea as it is a main trunk road and I do not see the justification of it, but side roads like Dean Court I support 20 as they are highly residential. Re: Farmoor, I see no point in making the small stretch from Cumnor direction to the double roundabout a 20, but would support changing the road through Farmoor becoming a 30.</p> <p>Re: Cumnor I support the limit changing to 20 from the roundabout up to the school and church, but beyond this (on the roads towards Appleton and Farmoor) I don't see much point as again the level of residential housing drops off.</p> <p>To summarise, the plans are too extensive in their ambitions to make the whole areas 20, and I believe it should be confined to side roads and areas where there is a justifiable need to make it 20 rather than blanket-changing the speed limit over the whole area to be lower. Trunk roads should not be included in this proposal.</p> <p>Travel Change: No</p>

	<p>B4044 30mph – Concerns This change from 40 to 30 makes sense to me, there is a bus service with crossings and residential properties which justifies it. However I would like to see a study on impact of congestion from changing this limit down as it is a busy trunk road.</p>
<p>(26) Local Resident/Member of public, (Botley, The Garth)</p>	<p>Cumnor 20mph – Concerns Farmoor 20mph – Concerns North Hinksey 20mph – Concerns Whilst a 20mph limit might be appropriate for smaller roads within the area, I don't think it's a good idea for the bigger roads (e.g Westminster Way)</p> <p>Travel Change: No</p> <p>B4044 30mph – Object The road isn't in a built up area and the proposed cycleway would be a better solution to improve safety along the Eynsham Road</p>
<p>(27) Local Resident/Member of public, (Cumnor)</p>	<p>Cumnor 20mph – Concerns Farmoor 20mph – Concerns North Hinksey 20mph – Concerns There should be more exact areas like outside schools should be reduced speed limits not a blanket over all roads in the areas</p> <p>Travel Change: No</p> <p>B4044 30mph – Object Busy road which has always has a lot of traffic passing through</p>
<p>(28) Local Resident/Member of public, (Cumnor, Appleton Road)</p>	<p>Cumnor 20mph – Concerns Farmoor 20mph – Concerns North Hinksey 20mph – Concerns</p>

	<p>Concerns about adding to traffic congestion</p> <p>Travel Change: No</p> <p>B4044 30mph – Support As a regular cyclist along this dangerous road anything that improves cycle safety should be encouraged</p>
(29) Local Resident/Member of public, (Cumnor, Halls Close)	<p>Cumnor 20mph – Concerns Farmoor 20mph – No opinion North Hinksey 20mph – No opinion No comments.</p> <p>Travel Change: No</p> <p>B4044 30mph – No opinion No comments.</p>
(30) Local Resident/Member of public, (Botley, Conifer Close)	<p>Cumnor 20mph – Concerns Farmoor 20mph – Support North Hinksey 20mph – Support Farmoor and north hinksey are both narrow roads and vehicles often go far to fast along there, especially where no pavements for pedestrians. Cumnor in the main is Ok at the current speed limit (and i used to live and travel that way daily for 40+ years), the village has pavements on at least one side if not both for most of the way. on the arterial roads then i think the current limit is Ok as people know to take care.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support 30 is about right for the road conditions (and people will still exceed it in all probability).</p>
(31) Local Resident/Member of	<p>Cumnor 20mph – No opinion Farmoor 20mph – Concerns</p>

<p>public, (Farmoor, Eynsham Road)</p>	<p>North Hinksey 20mph – No opinion I live on the b4044 where there is a 50 mph zone yet this is not being reduced even though there is a residential home, a camp Site, houses on both sides of the road and a farm. Several Cars have gone in the ditch and there have been two fatalities in the last few years. I do not agree That the b4044 40 mph zone needs to be reduced to 30 as there are only houses on one side of the road for the majority. The 50 mph should Be reduced first!</p> <p>Travel Change: No</p> <p>B4044 30mph – Concerns As outlined ealier</p>
<p>(32) Local Resident/Member of public, (Cumnor, Bertie)</p>	<p>Cumnor 20mph – No opinion Farmoor 20mph – No opinion North Hinksey 20mph – No opinion The question is so generalised I can't answer</p> <p>Travel Change: Other I will drive at 20 or below</p> <p>B4044 30mph – Support 40 is too fast to react to cyclist farm traffic bnds etc especially at night</p>
<p>(33) Local Resident/Member of public, (Farmoor, Oakes lane)</p>	<p>Cumnor 20mph – No opinion Farmoor 20mph – Support North Hinksey 20mph – No opinion Because it will be dangerous for residents without this speed limit</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Object It should be 20mph</p>

<p>(34) Local Resident/Member of public, (Oxford, Dean Court Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – No opinion North Hinksey 20mph – Support My children go to Cumnor school and it is not safe with cars going past at 30+ mph.</p> <p>Travel Change: No</p> <p>B4044 30mph – Object There are not very many houses so the current 50mph is appropriate. It does need a cycle lane.</p>
<p>(35) Local Resident/Member of public, (Farmoor, Cumnor Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Object I live in farmoor, in valley farm barns, and often struggle to cross the road due to speeding cars and especially trucks, last week I was walking in the road as I couldn't walk on the over grown, flooded swampy grass, and a truck came around the corner next to the national speed limit sign, it's a good thing I wasn't on my phone as he didn't even slow down and I had to jump onto the grass. Or I would've been run over.</p> <p>Travel Change: Other It would mean not only would I be able to get the bus more frequently but also cycle without the fear of being hit, as lots of bikes have been hit near where I live</p> <p>B4044 30mph – Object Because it's unsafe, and I a teenager have to walk home everyday from the bus stop and often am out in dangerous situations due to speeding vans and lorry's</p>
<p>(36) Local Resident/Member of public, (Cumnor, Abingdon Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support High pedestrian usage especially at school entry/exit times. The villages should not be used as "rat runs"</p> <p>Travel Change: No</p>

	<p>B4044 30mph – Object High volume of traffic where the residences are located further back</p>
<p>(37) Local Resident/Member of public, (Farmoor, Oakes Lane)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support</p> <p>I support the implementation of the 20mph speed limits. However, re: Farmoor, to not extend the 20mph zone a short distance to the entirety of the existing 40mph zone would not only be grossly unfair to the residential properties at that end of the village, but more importantly, an extremely dangerous move which will very likely result in accidents in the future. Specifically, the point at which the proposal suggests the 20mph speed limit stops on the Cumnor Road is at the top of a blind hill crest, which is just above a busy crossing point for wildlife (foxes, deer, badgers and hedgehogs etc) and at the bottom of which fog often sits (a low point near the reservoir) around the busy main entrance to the Thames Water facility. This wide entrance is regularly used as a turning point for cars and lorries who often sit in the middle of the road waiting to turn right. Furthermore, on the other side of the road in quick succession are 3 residential turnings and the very busy entrance to the Farmoor Court business park (to say nothing of the proposed entrance to an enormous solar power plant currently under consultation). It is for this very reason that highways/ the council have in the past refused planning permission on the land directly opposite the Thames Water entrance at the bottom of the blind hill. We regularly hear the screeching of brakes as people brake to avoid animals, or cars dawdling in the middle of the road as they turn into or exit Thames Water, so if this now becomes the point where drivers, (impatient at coming from a 20mph zone and keen to make up time) begin to rapidly accelerate with their foot on the accelerator, it will actually become even more dangerous than it already is. We're aware of at least 3 accidents in the past on this very spot and many more close shaves. For this very reason we've been requesting a reduced speed limit for years. In the other direction (towards Farmoor), the same blind crest has resulted in at least 2 accidents we know of in the past, where speeding cars have ploughed into the back of parked cars on the left by the end of Mayfield Road. I therefore urge you to do the logical thing and extend the zone to the whole of the existing 40mph area, and indeed slightly further beyond the entrance to Valley Farm Barns and the proposed solar farm construction entrance (approx 20m beyond Valley Farm Barns), which is where an extension of the existing pavement has been proposed to run for the last few years.</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Object</p>

	<p>The entirety of the current 40mph zone should be 20mph.</p>
<p>(38) Local Resident/Member of public, (North Hinksey, Raleigh Park Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support It is safer at 20. Residential areas should be 20</p> <p>Travel Change: Other no because i have mobility issues so I have to use my car unfortunately</p> <p>B4044 30mph – Object Too fast really, although not much need to cross the road there as most of the houses are on one side.</p>
<p>(39) Local Resident/Member of public, (Oxford Cumnor Hill)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I think the one in Farmoor should be extended further</p> <p>Travel Change: No</p> <p>B4044 30mph – Object A dangerous and difficult road, no cycle lane many bikes use it</p>
<p>(40) Local Resident/Member of public, (Farmoor, Cumnor Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Concerns North Hinksey 20mph – No opinion My family and I, along with other residents and business users we have spoken to have substantial concerns regarding the double standards that seem to be being adopted by Oxfordshire Highways along the B4017 Cumnor Road whilst still within Farmoor.</p> <p>The proposals limit the speed only from the round about to Mayfield Road. The road corridor beyond this is used by a range of users, workers for local businesses walking from the bus stop, residents and their children, the</p>

	<p>camp site users and walkers from the reservoir. Usage is despite limited pavement in the area. The road is already a speed risk with either accelerating vehicles out of the village towards Cumnor, after the blind slope, or de-accelerating as they approach. The area is heavily used with visitors to the reservoir, Thames Water and as a cut through to the A420.</p> <p>Any speed limit should apply for the full extent of the 40 miles per hour restriction up to the village sign. Not doing so provides double standards and will further impair the safety of the villages who live along the road.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Its a positive step</p>
<p>(41) Local Resident/Member of public, (Farmoor, Cumnor Road B4017)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Concerns North Hinksey 20mph – Support</p> <p>I fully support the proposed 20mph speed limit along the section of the B4017. There is a narrow pedestrian pathway from the roundabout at the junction of the B4044 to the junction with Mayfield Road. It can be very dangerous to walk along this path (especially on bin day) with the traffic travelling from the direction of Cumnor frequently exceeding the current speed limit of 40mph. It is also becoming increasingly difficult to exit and enter our drive safely.</p> <p>A policed 20mph speed limit should hopefully improve these dangers. However, the proposed 20mph limit from the 40mph limit is on a 'blind hill' and traffic often doesn't decelerate for several hundred yards. It would make far more sense to extend this 20mph speed limit to at least the developed farm buildings at Sabine Barn entrance. Here traffic calming measures such as those in other villages (i.e. gated and give way to vehicles leaving the villages) could be safely installed and hopefully have the desired effect of reducing the speed to 20mph.</p> <p>The proposed route for all construction traffic for Red House Solar Farm (and possibly Botley West Solar Farm) is via this section of the Cumnor Road (and not directly off the Eynsham Road or or through Cumnor) - entering the site at a field opposite the reservoir. It is imperative that these vehicles travel at 20mph along the whole of this stretch for safety and noise concerns.</p> <p>Travel Change: Yes - cycle more</p>

	<p>B4044 30mph – Support It will be safer entering the roundabout from all directions especially from the B4017. As the B4044 is straight, traffic frequently exceeds the current speed limit of 40mph, and traffic from Oxford does not always slow on approach to the roundabout.</p>
<p>(42) Local Resident/Member of public, (farmoor, oakes lane)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Concerns North Hinksey 20mph – Support I think that the 20 MPH or at a minimum 30mph limit should be extended passed the water works entrance on Cumnor road in Farmoor up to where the current 40mph limit ends. Vehicles enter and leave the village far too fast and there are several entrances along this road. People will see the end of the 20 limit and speed right up .</p> <p>Travel Change: No</p> <p>B4044 30mph – Support 40mph is too fast with people crossing road for bus stops</p>
<p>(43) Local Resident/Member of public, (Cumnor - Abingdon, Bertie Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – No opinion North Hinksey 20mph – No opinion Cars drive far too fast past the Cumnor primary school, nursery and park. It would be an easy fix to drop the speed to 20mph around the school/church/park.</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – No opinion</p>
<p>(44) Local Resident/Member of public, (Cumnor, High Street)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – No opinion North Hinksey 20mph – No opinion</p>

	<p>Regularly witness fast moving heavy goods vehicles through cumnor village centre past school/church/post office) passing cm from people on pavements on narrow roads. Also causing vibrations and noise through properties from as early as 5 am. Slowing down to 20 will reduce risk to public especially at school times and improve quality of life for residents. The high street/oxford road/Abingdon road desperately need the change.</p> <p>Travel Change: Other May allow my children to cycle more often. Right now roads are lethal with the truck rat run.</p> <p>B4044 30mph – Support With no cycle path it is a very dangerous road. Cycle path or 30.</p>
<p>(45) Local Resident/Member of public, (Cumnor, High Street)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – No opinion North Hinksey 20mph – No opinion It will slow down the traffic coming through - particularly HGVs who increasingly use Cumnor high street as a bypass</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support Will make things much safer for cyclists. Minor inconvenience to other transport is worth it</p>
<p>(46) Local Resident/Member of public, (Botley, Hutchcomb Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – No opinion North Hinksey 20mph – Support 20MPH would bring greater safety to local roads, reduce noise pollution and be better for the environment,</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – No opinion Don't know enough about this one.</p>

<p>(47) Local Resident/Member of public, (Cumnor, Oxford)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – No opinion North Hinksey 20mph – Support Should be 20mph near schools</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – No opinion</p>
<p>(48) Local Resident/Member of public, (Cumnor, Cumnor Hill)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – No opinion North Hinksey 20mph – Support</p> <p>Narrow roads in both N Hinksey and Cumnor. Both villages have schools. Drivers often use these roads as a shortcut and drive considerably faster than 30mph through them. Farmoor at least has a two sided carriageway but because residential a drop in speed limit to 30mph seems sensible</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Residential area. Bus stops on other side of road, school children and others have to cross road</p>
<p>(49) Local Resident/Member of public, (Cumnor, Tumbledown)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – No opinion</p> <p>HGVs in particular go too fast along High St, the backdraught has been known to knock cyclists off their bikes and an elderly lady on the pavement. We need to change the mindset of drivers through this village. It is being used as a cut through when the A34 is congested, drivers need reminding that this isn't just a route from A to B but a place where people live.</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Support</p>

	<p>This road is dangerous. One fatality is too many. Two is unacceptable. The mini roundabout has a very low visibility splay and consequently is like playing car v bike roulette.</p>
<p>(50) Local Resident/Member of public, (Farmoor, Cumnor Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – No opinion</p> <p>I have lived on Cumnor Road in Farmoor for over 30 years. I've therefore used the roads of Farmoor and Cumnor for all that time and have seen on numerous occasions the dangers of traffic going too quickly (even within speed limits), especially when moving out to go past parked cars. I also have had one cat knocked down and killed on Cumnor Road, and another hit and injured.</p> <p>In my view, the 20mph scheme for Cumnor Road, Farmoor should extend down the rise and past the first entrance to Thames Water. The rise creates a blind spot for traffic coming into Farmoor from Cumnor and cars are often parked at the top of the rise. In addition, the works access to the solar farms will be from Cumnor Road, so traffic exiting Farmoor towards Cumnor will have a blind spot if the speed limit stays at 40mph at the top of the rise.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Traffic goes far too fast near the roundabout</p>
<p>(51) Local Resident/Member of public, (Farmoor, Meadow Close)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – No opinion</p> <p>I think these will help make a safer area for walking and cycling in the villages and area of Botley. Minimal increase in travel times for cars.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Houses join on to this road and there's a couple of bus stops here too, making it 30 will help make it safer and quieter.</p>

<p>(52) Local Resident/Member of public, (Farmoor, Oxford Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – No opinion Houses close to road in both Cumnor and Farmoor. Both have pedestrians walking along and crossing roads. Current limits are unsafe - especially 40 mph in Farmoor.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Pedestrians walk along and cross this road. Current 40 mph is dangerous.</p>
<p>(53) Local Resident/Member of public, (Cumnor, Appleton Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I want it to be safer for pedestrians and cyclists to use our local roads. There are no crossings to help safely cross. I've run into a few drivers that get impatient with vulnerable road users, they seem to think that the aim is to get through as quickly as possible rather than safely. Having the roads designated as 20 will help set expectations when route planning to help stop frustration.</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Concerns Support but the rest of the road should be 40 It's bendy with hidden dips. With 50 as an expectation drivers are impatient with those that use caution, or with cyclists and frequently don't slow to 30 when signed to at Botley. Also get aggressive when leaving Botley as they see the 50 sign and want to instantly be going fast. My concern is that the same behaviour will happen both sides of Farmour leading to more accidents in those areas, we already have one memorial in that area.</p>
<p>(54) Local Resident/Member of public, (North Hinksey, Beech Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Safer driving, no need to be rushing - what's the hurry. Save lives without too much inconvenience.</p>

	<p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Concerns Nobody adheres to that because it's too close to the 50 zone. Plus there are cyclists there, make it safer for cycling.</p>
<p>(55) Local Resident/Member of public, (North Hinksey, Laburnum Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Sensible but placing some traffic measures to assist like rumble strips to know you are entering a different area would help unlike Witney when you go from National Speed limit to 20mph and have the wrong size entry signs to the zone</p> <p>Travel Change: No</p> <p>B4044 30mph – Concerns Won't help the cyclists if that is the thinking behind this.</p>
<p>(56) Local Resident/Member of public, (Botley, Hutchcomb road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support For a safer, quieter and cleaner community</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – No opinion Not sure of what the arguments are for this</p>
<p>(57) Local Resident/Member of public, (Cumnor, Oxford Rd)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support</p>

	<p>20mph zones have been proven to increase safety for all road users and pedestrians.</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – No opinion Don't feel strongly about this issue</p>
<p>(58) Local Resident/Member of public, (Cumnor, Norreys Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Pedestrian safety, especially around schools</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – No opinion</p>
<p>(59) Local Resident/Member of public</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I am supporting because I think it's a good idea to have the 20mph speed limits</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – No opinion I would not say</p>
<p>(60) Local Resident/Member of public, (Botley, Arnolds Way)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Safety, health and environmental concerns</p> <p>Travel Change: Yes - cycle more</p>

	<p>B4044 30mph – Support Safety, health and environmental concerns</p>
<p>(61) Local Resident/Member of public, (Botley, Hutchcomb)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I believe our roads are unsafe while the speed limit remains at 30 mph. Some drivers even exceed that speed, particularly on the hills which is extremely dangerous. I would expect a reduction to result in a safer environment especially for children and cyclists.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Safer for residents</p>
<p>(62) Local Resident/Member of public, (Botley, Hutchcomb Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support A lower speed limit will make the roads safer for pedestrians and cyclists</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support A lower speed limit will make the road safer for cyclists</p>
<p>(63) Local Resident/Member of public, (Botley, Hutchcomb Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I am in support of lower speed limits as narrow roads in bad condition, no or too narrow pavements and no cycle paths make walking or cycling unsafe with cars passing at high speed.</p>

	<p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support See above.</p>
(64) Local Resident/Member of public, (Botley, Hutchcomb road)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Safety of children walking and cycling the same roads</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support People drive too fast along there</p>
(65) Local Resident/Member of public, (Botley, Sweetmans)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Cars drive too fast, so dangerous! There are many children in these areas.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Current 50mph is too fast as no cycle lane safety for cyclists</p>
(66) Local Resident/Member of public, (Botley, Maple)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I am generally in support of lowered speed limits in built up areas. However, I am unsure how much difference this will actually make. In Botley for example, the speed on the estate roads is probably around 20mph anyway, due to the twisting roads and huge number of parked cars which limit visibility. I honestly don't think that this will actually make a lot of difference in our area. Removing the cars parked on the pavements would make it nicer to walk, and</p>

	<p>now affordable and reliable public transport would make me more likely to take the bus - the speed limit doesn't affect this.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support This does seem fairly sensible to make the roundabout easier to manoeuvre around. There are very small numbers of pedestrians or cyclists here, do perhaps this will help.</p>
<p>(67) Local Resident/Member of public, (Botley, Laburnum Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support It will be much safer for local residents and consistency across all areas is much easier for drivers. There is no need to drive faster in these areas</p> <p>Travel Change: No</p> <p>B4044 30mph – Support I presume this is the slowest rate possible for this area</p>
<p>(68) Local Resident/Member of public, (Botley, Oxford, Laburnum Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support It is a predominantly residential area including elderly people and families with children.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Too many accidents</p>
<p>(69) Local Resident/Member of</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support</p>

<p>public, (Cumnor, Norreys Road)</p>	<p>North Hinksey 20mph – Support I have 2 small kids who are just learning to cycle. We cycle to the Cumnor school and pre school daily and its a permanent worry that an HGV that is driving way too fast for the small roads in Cumnor will clip them and cause them to fall into the road. At school drop off and pick up times the pavements are also very congested (not helped by cars that mount the kerb). Cars drive down the road past the school at top speed regardless of all the kids and parents around and it feels like a disaster waiting to happen. If we want to encourage kids to walk or ride to school then we need to make it as safe and easy for them as possible. At the moment this is not the case.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support I use this road regularly and almost daily see cars trying to overtake cyclists when it's unsafe. I don't know why anyone would want to cycle on this road at present. I would fear for my life doing so.</p>
<p>(70) Local Resident/Member of public, (Cumnor, Abingdon Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Living in these areas with small children, I feel cars and (more worryingly) lorries travel too fast through these villages. There is no need to pass through them at 30mph (and often faster). 20 is plenty</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support I believe traffic going slower along these roads will benefit residents as reduce issues on these roads</p>
<p>(71) Local Resident/Member of public, (Cumnor, Arnold's Way)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Residential area should be for residents, not cars</p> <p>Travel Change: No</p> <p>B4044 30mph – Support</p>

	Slower is safer
(72) Local Resident/Member of public, (Cumnor, Cumnor Hill)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I have lots of concerns about both road safety and pedestrian safety across this Parish that 20mph limits would do a lot to address</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Support Given recent history of accidents , injuries and sadly fatalities this is a very welcome initiative for this road</p>
(73) Local Resident/Member of public, (Cumnor, Cumnor Hill)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support These are quiet family communities with plenty of young children. There is no need for the speed limit to be set at 30mph or more when a very real threat exists for the safety of all residents. The recent 30mph restriction on Cumnor Hill is still too generous and the road remains dangerous to cross in many places.</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support 30mph is an appropriate speed limit.</p>
(74) Local Resident/Member of public, (Cumnor, Cumnor Hill)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I live on Cumnor Hill. The speed limit here was recently reduced from 40 to 30. It has not worked - in particular lorries and vans still exceed 40. In part I believe this is due to a lack of signage. I sometimes cycle to work and particularly on the hill, even worse when it is being used as an alternative to the A420, traffic behaviour is alarming.</p>

	<p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support Really this road needs a cycle path but in the absence of that this is better than nothing.</p>
(75) Local Resident/Member of public, (Cumnor, Cumnor Hill)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support To make the villages safer for cyclists and quieter for residents.</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support To make it safer for cyclists.</p>
(76) Local Resident/Member of public, (Cumnor, Glebe Road)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I live opposite the park in Cumnor with a young family, and the 30mph limit is far too quick for children potentially running out of the park or out of the school. Drivers regularly go over this limit and our family and local families are very concerned about a child getting hit by a vehicle. It must be changed as quickly as possible.</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Support There are many cyclists who are constantly being pressured to pull over to allow vehicles past. We need to make it safe for them and not allow vehicles to try and overtake.</p>
(77) Local Resident/Member of public, (Cumnor, High Street)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support</p>

	<p>Because there have been serious accidents in Cumnor involving school children. This could easily happen anywhere with a speed limit of 30-40mph. Bringing it down to 20mph could reduce the number and severity of accidents.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support It creates safer roads.</p>
<p>(78) Local Resident/Member of public, (Cumnor, High Street)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I live in the centre of cumnor village and I'm constantly seeing people struggling to cross the road. My son also cycles to school so safety of children travelling to school. On this stretch of road, there is a school, shop, breakfast and after school club, pub, old people's home and residential properties. It should absolutely be a 20mph! Damage has also been caused to our property from vehicles speedy through the village, particularly HGVs which are using the village as a rat run</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support There has already been a death on that road</p>
<p>(79) Local Resident/Member of public, (Cumnor, High Street)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I support the lowering of speed limits to 20 mph for safety and environmental reasons. In Cumnor heavy goods vehicles use the village as a cut through. The narrow pavements and roads combine to make travel to and from school potentially dangerous for school children. Slower traffic means vehicles are less likely to kill or seriously injure a child in the event of an accident. Due to the twisting roads and prevalence of parked cars, drivers generally already drive quite slowly in the village centre, but a lower speed limit would encourage those who speed and don't stop at junctions or the mini round about to drive more safely.</p>

	<p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support Safer for cyclists.</p>
<p>(80) Local Resident/Member of public, (Cumnor, Kimmeridge Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Child at Cumnor Primary. The narrow road passing the school needs speed reduction for child safety</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Support Through traffic ignoring the roundabout at Cumnor Road at speed has nearly caused accidents</p>
<p>(81) Local Resident/Member of public, (Cumnor, Norreys)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support To make our roads safer.. especially by cumnor school the lorries hurtle along ...</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Support Make the road safer</p>
<p>(82) Local Resident/Member of public, (Cumnor, Norreys road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support It will bring much needed safety, environmental and noise reduction benefits to the communities</p> <p>Travel Change: Yes – walk/wheel more</p>

	<p>B4044 30mph – Support It will be much needed safety improvements to this stretch of road for road users, residents and children crossing for school buses</p>
<p>(83) Local Resident/Member of public, (Cumnor, Sands Close)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I live in Cumnor with my children and it's for their safety and that of others</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Safety</p>
<p>(84) Local Resident/Member of public, (Cumnor, The Glebe)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support the roads need to be safer in the village of cumnor</p> <p>Travel Change: No</p> <p>B4044 30mph – Support would like the area to be a safer place to walk, drive etc</p>
<p>(85) Local Resident/Member of public, (Cumnor, Abingdon Rd)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Living on the Abingdon Rd our house shakes when lorries go past at 30mph to the point pictures fall off. This is similar for friends in farmoor and NH. Also, the villages have younger families than 50/60 years ago so a lot more chance of a youngster being hurt. Many near misses on our road.</p> <p>Travel Change: No</p>

	<p>B4044 30mph – Support Such a dangerous road. So many blind corners, families wanting to walk to various places and cyclists going between villages. Driving on it most days, I'm amazed there's not more casualties.</p>
<p>(86) Local Resident/Member of public, (Cumnor, Cumnor Hill)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Two areas have schools and Farmoor is full of cyclists</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Very fast road and lots of cyclists</p>
<p>(87) Local Resident/Member of public, (Cumnor, Oxford Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support The section by Cumnor school is particularly dangerous for pedestrians</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support To make the road safer for cyclists, since you refuse to fund a cycle path</p>
<p>(88) Local Resident/Member of public, (Cumnor Cumnor Hill)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I'm a parent living on Cumnor Hill and it's shocking the way the children are endangered getting to Cumnor Primary school every day. They need a safe speed limit in the village of Cumnor and regular monitoring and enforcement of the limit in Cumnor and on Cumnor Hill to avoid more accidents.</p>

	<p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Support Again the safety of our children has to be prioritised over the convenience of motorists.</p>
<p>(89) Local Resident/Member of public, (Cumnor, High Street)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support For the safety of cyclists, pedestrians and, in particular, children on their way to school, I think 20mph is sufficient. Furthermore, in Cumnor many heavy lorries come through the village at speed, which is (a) terrifying when walking kids to school and (b) causes vibrations in our house. Hopefully a 20 mph speed limit will encourage such drivers to take more care.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support For the many cyclists that use this road a reduction in speed, even for part of it would be of benefit.</p>
<p>(90) Local Resident/Member of public, (Bushy Close)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Happy to support slowing cars on cumnor hill because I wouldn't dare cycle up there I usually get off my bike!</p> <p>Travel Change: Other Yes I would both walk / cycle more.</p> <p>B4044 30mph – Support I support the proposals because cars absolutely fly down eynsham road past deanfield road at well over 30mph. It puts me off cycling because I know people go for risky overtakes to get in front before the crossing island.itll help speed buses up too. I strongly suggest this speed limit on eynsham road is enforced with a speed camera on after the turn in to eynsham road off the b4044 cumnor hill. You would make a fortune.</p>

<p>(91) Local Resident/Member of public, (Dean Court ward, Cumnor, Stone Close)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I want the roads to be a safer space for pedestrians and cyclists and reducing the speed limits to 20 mph will help to achieve that.</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Support The reduction to 30 mph will allow the school children to cross the road to the bus stops as the school bus has been removed.</p>
<p>(92) Local Resident/Member of public, (Eynsham Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support As a botley resident I see children going to school & old people trying to cross the roads this is urgently needed</p> <p>Travel Change: Other Bus</p> <p>B4044 30mph – Support As it is urgently needed</p>
<p>(93) Local Cllr, (Farmoor, B4044)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support As a resident of Farmoor the 40mph limit through Farmoor needs to be reduced to 30mph as people regularly travel through the village at speeds greater than 40mph. Residents (some elderly) have to cross the main road to get to two of the bus stops currently in situ, and in the absence of any zebra crossing / traffic lights this can be hazardous.</p>

	<p>Travel Change: No</p> <p>B4044 30mph – Support This is a residential village with a high volume of traffic running through the village at speeds higher than 40mph. Many residents have to cross the road to the bus stops, lack of zebra crossing or traffic lights make this hazardous and difficult especially for older people.</p>
(94) Local Resident/Member of public, (Farmoor, Cumnor Road)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I strongly believe that 20 mph is the appropriate speed for residential/built up areas.</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support The road is dangerous and off putting for cyclists. Reducing speed would be a big help.</p>
(95) Local Resident/Member of public, (Farmoor, Cumnor Road)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Living in Farmoor the 40mph is too high. People do not slow down for roundabout or allow for children possibly crossing the road for bus stops. As a residential area and used as an alternative route when A34 busy or closed speed limit needs to be lower</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support Roundabout, bus stops, people crossing main road and vehicles using it as an alternative route to A34</p>
(96) Local Resident/Member of public, (Farmoor, Cumnor Road)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support</p>

	<p>I believe this is a more appropriate limit for a built up area</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Cars travel too fast over the mini roundabout at the junction with Cumnor Road making it dangerous to pull out onto Eynsham Road</p>
<p>(97) Local Resident/Member of public, (Farmoor, Cumnor Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support The proposed 20mph on the B4017 is directly in front of our house. The speed and frequency of traffic on this road has increased. It is becoming more difficult even to enter or leave our own driveways.</p> <p>In addition here is only a narrow footpath between the corner of Mayfield Road and the Eynsham Road. The volume and speed of traffic makes walking along this path dangerous.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support It will make the approach to the roundabout safer.</p>
<p>(98) Local Resident/Member of public, (Farmoor, Meadow close)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support These are family communities, with narrow roads, lots of kids, dogs and walker and it would be great for them to be even safer. It does also help with noise reduction which makes these even better places to live.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support</p>

	<p>Cars drive way above 40mph, bus services are on the opposite side and crossing can be difficult, noise reduction is a benefit, safer for all</p>
<p>(99) Local Resident/Member of public, (Farmoor, Oakes Lane)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I would like to see this speed limit extended to the proposed entrance of the Red house solar farm development which would include the houses and businesses beyond the Mayfield Rd cut off point</p> <p>Travel Change: No</p> <p>B4044 30mph – Support There is a lot of traffic flow on this part of the road including cyvlists</p>
<p>(100) Local Resident/Member of public, (Farmoor, Eynsham Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Traffic regularly speeding in all areas. Botley is getting more built up and therefore more hazardous to navigate</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Traffic regularly speeds way past 50mph on this stretch. No speed cameras have been seen. Very dangerous for the residents and walkers/cyclists using this road</p>
<p>(101) Local Resident/Member of public, (Farmoor, Valley Farm Barns)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support The speed limit must reach and include the 4 houses in Valley Farm Barns.I have an elderly Mum, a toddler and 4 older children.We all have experience of dangerous speeding cars and heavy stone trucks in Farmoor.Cumnor Road is also used as a racetrack by motorbike groups.All residents here need to cross the road to walk our dogs</p>

	<p>or catch a bus. In summer there are scores of young sailors also who walk from the bus on Eynsham Rd to Farmoor reservoir.</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Support Multiple accidents occur on this road because it has no space for cycles, pedestrians crossing and because the sun blinds early morning going east and evening going west.</p>
(102) Local Cllr, (North Hinksey, Conifer Close)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support 20mph limits improve air quality and road safety</p> <p>Travel Change: Other Both walk and cycle more</p> <p>B4044 30mph – Support Support for road safety reasons</p>
(103) Local Cllr, (North Hinksey, Hutchcomb Road)	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support 20mph is crucial for improving road safety in North Hinksey and the neighbouring villages. This is a step in the right direction in helping pedestrians and cyclists feel more confident using the highways network. I fully support.</p> <p>Travel Change: Yes - cycle more</p> <p>B4044 30mph – Support This should help make cyclists feel a little safer, however the B4044 Community Path is still very much needed to ensure people in North Hinksey can access Hill End and Valley Farm Pizza, the Care Home and other communities on foot or bike.</p>

<p>(104) Local Resident/Member of public, (North Hinksey, North Hlinksey Lane)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Makes it safer to walk and cycle</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Makes it safer to walk and cycle; plus it's a dangerous road with lots of lorries etc.</p>
<p>(105) Local Resident/Member of public, (Oxford, Eynsham Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support I think cars travel far too fast along the roads in our local district</p> <p>Travel Change: No</p> <p>B4044 30mph – Support Vehicles often exceed the existing speed limit</p>
<p>(106) Local Resident/Member of public, (Oxford, North Hinksey Lane)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Narrow pavements and cycle lanes in places mean pedestrians/bikes are often pushed out into the road (North Hinksey Lane). Reducing traffic speeds generally makes for a safer environment and encourages active travel for those that are able.</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Support This road section runs through a residential area. Lower road speeds make travel for residents safer and also help to improve safety for cyclists travelling through from Eynsham to Oxford.</p>

<p>(107) Local Resident/Member of public, (Oxford, Springfield Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Safer for local residents. Discourages driving and encourages cycling/walking</p> <p>Travel Change: Yes – walk/wheel more</p> <p>B4044 30mph – Support Encourages cycling</p>
<p>(108) Local Resident/Member of public, (Oxford, Springfield Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Safety. It should help to reduce accidents.</p> <p>Travel Change: No</p> <p>B4044 30mph – Support As long as this includes the stretch of road around the mini roundabout, this will improve safety.</p>
<p>(109) Local Resident/Member of public, (Oxford, Hutchcomb Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Even small reductions can save lives. With more cars on the road it's more important than ever for people to reduce speeds to reduce the number of accidents and injuries on the roads.</p> <p>Travel Change: Other I try to take alternative modes of transport to car where possible anyway.</p> <p>B4044 30mph – Support</p>

	<p>I wholeheartedly support this. My 11 year old daughter needs to cross this road daily and there are no safe crossings so anything that can be done to reduce speeds is a good thing. She also travels by bus along this road and has so commented many times that some bus drivers go very fast and she feels unsafe, particularly as she often does not get a seat on the bus.</p>
<p>(110) Local Resident/Member of public, (Sutton, New Road)</p>	<p>Cumnor 20mph – Support Farmoor 20mph – Support North Hinksey 20mph – Support Lowering speed on residential roads saves lives</p> <p>Travel Change: No</p> <p>B4044 30mph – Support It will make little difference to travel times, but should reduce issues at the roundabout</p>
<p>(111) Email response, (unknown)</p>	<p>Support – We endorse the proposed 20 mph limit in Cumnor. Especially the 2 footpath exits from St. Michael's Church are hazardous, we have experienced problems with traffic when crossing the road there, there is a downward hill on the road and even cyclists go past with much speed. Additionally, the Cumnor Primary School is nearby and a danger to children and parents crossing the road to visit the shop and Post Office.</p>
<p>(112) Local Resident/Member of public, (Cumnor)</p>	<p>Support – I am writing to express my support for the 20mph speed limit proposals for Cumnor and North Hinksey parishes. I tried to complete the survey online but it wouldn't load for me.</p> <p>I am writing as someone who lives in this area and drives, cycles and walks regularly. The reason for my view is that traffic speeds need to be reduced to increase the safety of cyclists and pedestrians and to encourage people to use active ways of getting around. At present many vehicles exceed the current 30 mph limit and this is dangerous for other users particularly where the road space is limited or where the road surface is in a bad state of repair. A 20mph speed limit would give a better chance of reducing traffic speeds to a level where other users would feel safer. Even if a driver slightly exceeds the new proposed limit they will still be travelling slower than the current speeds of around 35mph.</p>

<p>(113) Local Resident/Member of public, (Botley)</p>	<p>Support – wish to contact you to provide the strongest possible support for the reduced speed limits, and to urge OCC to adopt these proposals. I would in fact go further, given that there has still been no progress on the B4044 segregated path for pedestrians and cyclists. In the absence of such a path alongside the B4044, and thus the extreme danger posed to pedestrians and cyclists by traffic, the B4044 should have a speed limit of 20mph continuously from Cumnor hill to Eynsham. The 20mph limit should also be applied throughout the residential areas of Cumnor, Botley and Farmoor (and the rest of the county), including, for example, Cumnor Hill.</p> <p>A major reason for the low numbers of vulnerable road users on the B4044 is precisely because of the danger imposed by vehicles. The statement on the consultation web page that 'existing 30mph, 40mph & 50mph speed limits will remain in place, with Officers having taken the current road environment & traffic usage into account' suggests that this catch 22 situation for vulnerable road users has not been taken into account.</p> <p>Retaining a 50mph limit on the B4044 is in conflict with both the urgent need to reduce carbon emissions, including by promoting sustainable transport, and OCC's commitment to Vision Zero. If and when segregated infrastructure for vulnerable road users is installed it may then be appropriate to review the speed limit, but up until that point it is impossible to see how retaining a 50mph limit is compatible with the wider objectives of the council.</p>
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