



## ***Delegated Decisions by Cabinet Member for Highway Management***

***Thursday, 18 November 2021 at 10.00 am***

***Council Chamber, County Hall, New Road, Oxford OX1 1ND***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Friday 26<sup>th</sup> November 2021 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

### **These proceedings are open to the public**

Please note that Council meetings are currently taking place in-person (not virtually) with some Covid-safety measures still in place at the venue. However, meetings will also continue to be live streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid 19 infection.

If you wish to view proceedings, please click on this [Live Stream Link](#). However, that will not allow you to participate in the meeting.

If you wish to attend and speak at this meeting you must contact the Committee officer (see Item 3 below for contact details) by 9am four working days before the meeting i.e. Friday 19<sup>th</sup> November 2021. If you wish to just observe the meeting please contact the Committee officer as soon as possible for advice as to whether you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

**Please note that in line with current government guidance *all* attendees are strongly encouraged to take a lateral flow test in advance of the meeting.**

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees  
Chief Executive

November 2021

Committee Officer:

**Graham Warrington**

Tel: 07393 001211; E-Mail:

[graham.warrington@oxfordshire.gov.uk](mailto:graham.warrington@oxfordshire.gov.uk)

Note: Date of next meeting: 16 December 2021

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## Items for Decision

1. **Declaration of Interest**
2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time

3. **Petitions and Public Address**
4. **Wallingford: Central and North Wallingford: Proposed 20mph Speed Limit** (Pages 1 - 8)

*Forward Plan Ref:* 2021/148

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Mike Horton, Technical Officer (Traffic Schemes South) Tel: 07912 474356 / Jon Beale, Traffic & Traffic Schemes Technical Officer Tel: 07860 330031

Report by Corporate Director Environment & Place (**CMDHM4**).

This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit in Wallingford central and north areas.

***The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits in Wallingford central and north areas as advertised.***

**5. Tokers Green (Kidmore End and Mapledurham Parishes) - Proposed 20mph Speed Limit** (Pages 9 - 24)

*Forward Plan Ref:* 2021/147

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Jon Beale, Traffic and Traffic Schemes Technical Officer Tel: 07860 330031

Report by Corporate Director Environment & Place (**CMDHM5**).

The report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit at Tokers Green in place of the current 30mph speed limit following a request by Kidmore End Parish Council.

***The Cabinet Member for Environment is RECOMMENDED to approve as advertised the 20mph speed limit at Tokers Green.***

**6. Ewelme Village: Proposed 20mph Speed Limit** (Pages 25 - 28)

*Forward Plan Ref:* 2021/169

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Jon Beale, Traffic and Traffic Schemes Technical Officer Tel: 07860 330031

Report by Corporate Director Environment & Place (**CMDHM6**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit at Ewelme in place of the current 30mph speed limit as requested by Ewelme Parish Council.

***The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit at Ewelme.***

**7. Long Wittenham: Proposed 20mph Speed Limit** (Pages 29 - 44)

*Forward Plan Ref:* 2021/151

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Lee Turner, Principia Officer, Traffic & Road Safety (South) Tel: 07917 072678

Report by Corporate Director Environment & Place (**CMDHM7**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit in Long Wittenham village.

***The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of a 20mph speed limit as advertised.***



**8. Stonesfield: Proposed 20mph Speed Limit and Introduction of Traffic Priority Markings at Laughton Hill and Boot street Junction** (Pages 45 - 58)

*Forward Plan Ref:* 2021/143

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545  
/ James Wright, Traffic & Traffic Schemes Technical Officer Tel: 07789 926984

Report by Corporate Director Environment & Place (**CMDHM8**).

The report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit at Stonesfield in place of the current 30mph speed limit and, as part of this project, revised traffic priorities at Laughton Hill at its junction with Boot Street following a request by Stonesfield Parish Council.

***The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit at Stonesfield together with revised traffic priority markings at Laughton Hill and Boot street Junction.***

**9. Chinnor: B4009 and B4445 - Proposed Traffic Calming Build Out** (Pages 59 - 90)

*Forward Plan Ref:* 2021/173

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545  
/ Geoff Barrell, Senior Infrastructure Planner Tel: 07392 318869

Report by Corporate Director Environment & Place (**CMDHM9**).

The report presents responses received to a statutory consultation on the proposed introduction of traffic calming on 3 radial routes in Chinnor consisting of buildouts supplemented by vehicle-activated speed warning signs.

***The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the traffic calming buildouts on the B4009 and B4445.***

**10. Didcot: Various Locations Proposed Waiting Restrictions** (Pages 91 - 106)

*Forward Plan Ref:* 2021/125

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Mark Francis, Traffic and Traffic Schemes Technical Officer Tel: 07730 926962

Report by Corporate Director Environment & Place (**CMDHM10**).

The report sets out responses received to a consultation for waiting restrictions at various locations in Didcot.

The Cabinet Member for Highway Management is RECOMMENDED to approve the waiting restrictions on the side roads leading off the B4493 Foxhall Road at

Brasenose Road, Blakes Field, Lydalls Close, Manor Crescent and Manor Road as advertised.

**11. Witney: Avenue 2 - Proposed Waiting Restrictions** (Pages 107 - 114)

*Forward Plan Ref:* 2021/146

*Contact:* Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Julian Richardson, Senior Engineer (Road Agreements Team C&W) Tel: 07825 052736/ Odele Parsons, Senior Transport Planner Tel: 07974 002860

Report by Corporate Director Environment & Place (**CMDHM11**).

The report presents responses received to a statutory consultation to introduce no waiting at any time restrictions on Avenue 2, Witney which are required to safely accommodate access to and from adjacent commercial land use, in line with a planning consent recently given by West Oxfordshire District Council.

***The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed no waiting at any time restrictions on Avenue Two, Witney as advertised.***

Divisions affected: *Wallingford*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 18 NOVEMBER 2021**

### **WALLINGFORD: CENTRAL AND NORTH WALLINGFORD: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits in Wallingford central and north areas as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit in Wallingford central and north areas, as illustrated on the drawings shown at Annexes 1 and 2.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by Oxfordshire County Council. Should the speed limit 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 Wallingford and the safe movement of traffic.

#### **Consultation**

6. Formal consultation was carried out between 8 September and 8 October 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, South Oxfordshire District Council, Wallingford Town Council and local County Councillor.

7. Eight responses were received during the formal consultation. One objection, one expression of concern, four in support and two non-objections. The responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object.
9. A Wallingford Town Council Councillor commented that they would also like to see Castle Street taken into consideration for a reduction to 20mph particularly near the bend of Castle meadows, as there have been many near misses due to the speed on the bend.
  - Response: Lowering the speed limit at this location does not form part of this consultation or Traffic Regulation Order. It could be included as part of any wider review of speed limits in Wallingford in the future.
10. One local resident objected as they felt that drivers would not keep to the limit and so the responsibility of sticking to speed limits where they were more crucial would be lost and citing another speed limit as an example of this and saying that this proposal was a completely ill thought-out idea from a virtue signalling council.
  - 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 further traffic management measures will be considered. The County Council wants to make built environments safer and more attractive places to walk and cycle. To enable this to happen 20mph speed limits are being used to help promote alternative modes of transport for local travel and the proposals form part of a trial to find out the impact of a simple change of road sign from 30mph to 20mph and the impact of different types of traffic management measures. It should also be noted that the Department for Transport suggests that 20mph speed limits should be self-enforcing to avoid additional demand on police resources. As mentioned, 'after' speed surveys will be undertaken to determine the effectiveness of the reduced speed limit and further traffic management measures can be considered if necessary. Additionally, the Town Council is encouraged to set up a community speed watch programme if necessary.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1 & 2: Consultation Plans

Annex 3: Consultation responses

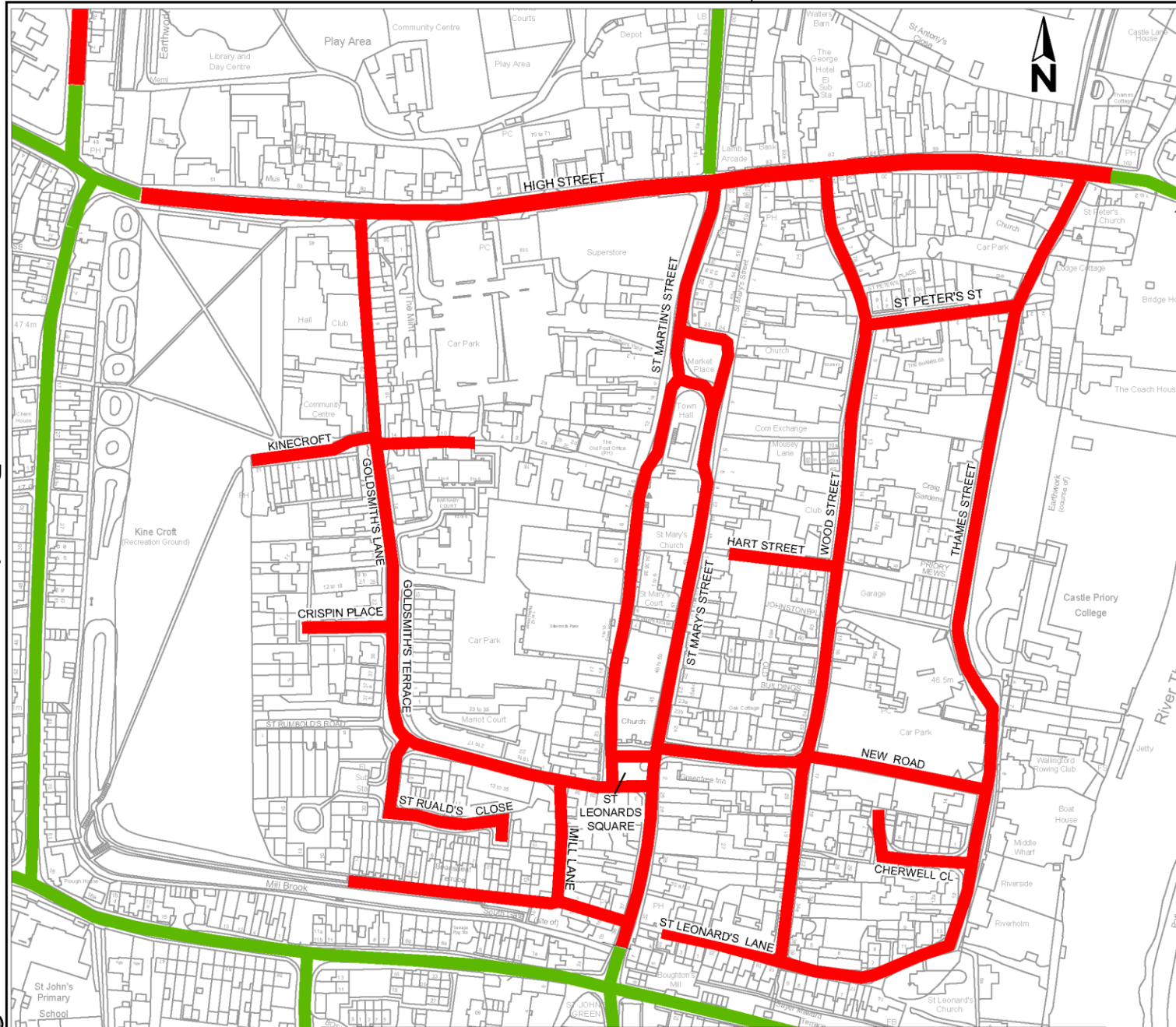
Contact Officers:

Tim Shickle 07920 591545

Mike Horton 07912 474356

November 2021





Drawing No.		Revision	
		0	

**Key**

- Proposed 20mph speed limit in place of existing 30mph speed limit
- Existing 30mph speed limit to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**Project title**

WALLINGFORD  
CENTRAL

**Drawing title**

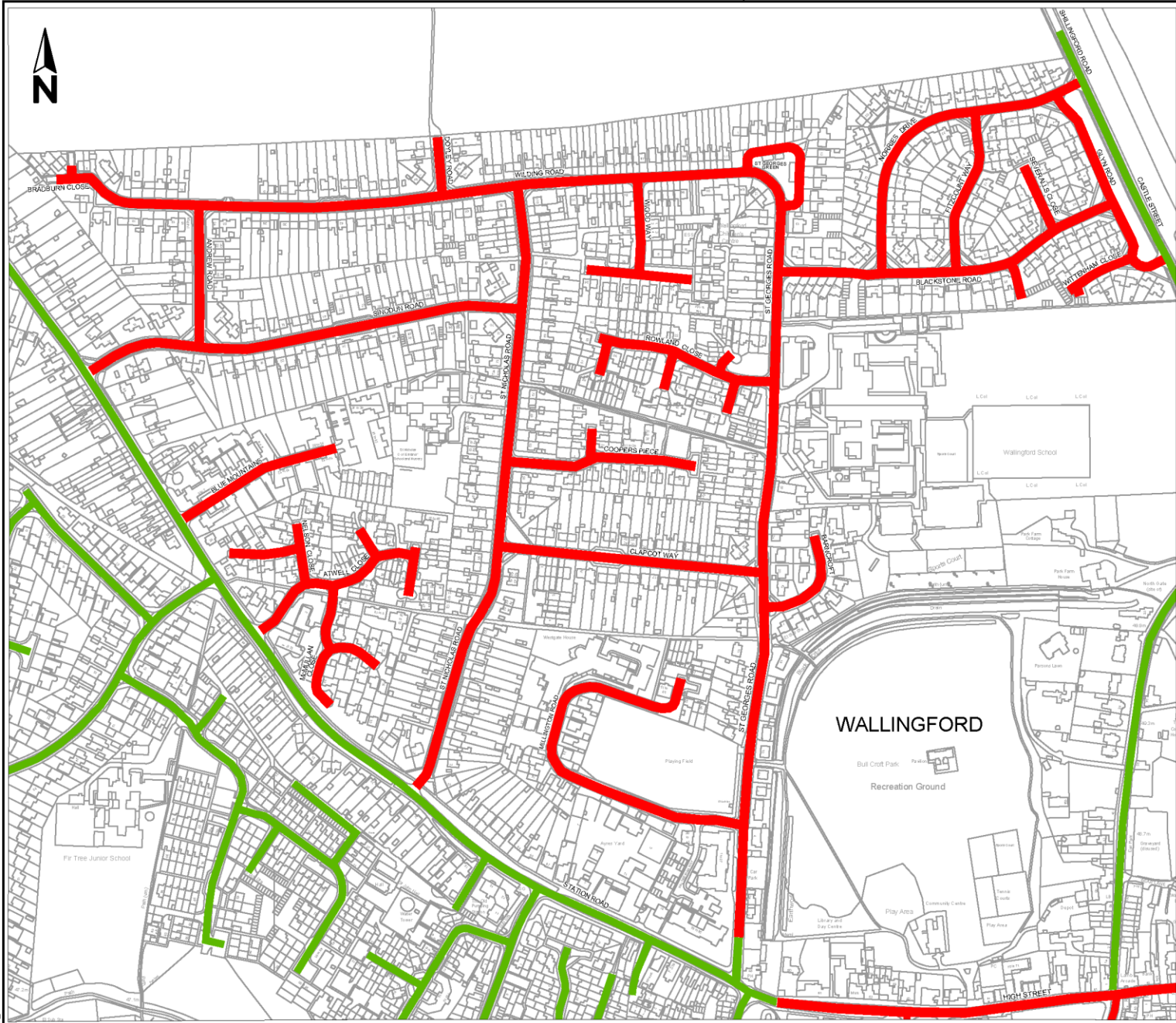
PROPOSED 20MPH SPEED LIMIT

**Drawing Status**

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	CENTRAL	
	Date drawn	Date checked	Date approved
	07/21		

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0



Drawing No.		Revision	
		0	

**Key**

- █ Proposed 20mph speed limit in place of existing 30mph speed limit
- █ Existing 30mph speed limit to remain

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**OXFORDSHIRE COUNTY COUNCIL**

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**Project title**

WALLINGFORD NORTH

**Drawing title**

PROPOSED 20MPH SPEED LIMIT

**Drawing Status**

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	07/21		

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0



RESPONDENT	COMMENTS
(1) Thames Valley Police, (Traffic Management Officer)	<p><b>No objection</b> – 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>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and driver speed. Drivers must respect the need for a speed limit and if it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</p> <p>I am aware that Speed limit data has already been obtained on a number of roads subject of this consultation and the results support such a lowering.</p> <p>The Police have no objection but wish to point out the speed data still shows a significant number of motorists exceeding 24 mph on some roads, in particular High Street.</p>



# CMDHM4

(2) Wallingford Town Council	<p><b>Concerns</b> – One Councillor has commented that they would like to see Castle Street reduced to 20, I can vouch for this area to the bend of Castle meadows is horrendous, I have seen so many near misses due to the speed on the bend. Could this be taken into consideration</p> <p>The 50-metre gap in the 20mph zone between the area near the Cross Keys and St. George's Road. Ensuring the reduction in signage for the 20mph zone.</p> <p>The maps need to be expanded and improved to include areas such as Blackstone Road and Norries Drive;</p> <p>Councillor Whelan reported that the maps can be tailored to be more effective to Wallingford with Councillors' local knowledge</p>
(3) South Oxfordshire District Council	<p><b>No comments</b></p>
(4) Local Resident, (Wallingford, Warborough Road)	<p><b>Object</b> – Drivers will not keep to the limit and so the responsibility of sticking to speed limits where they are more crucial will be lost. An example is the 30 limit through Buscot which is frequently ignored because there is no need for it. In most other counties it would be at least 40 or even 50. I have observed non urgent police vehicles and Oxfordshire CC vehicles exceeding this limit because they don't see it as necessary so the danger is that they will ignore other limits as well. It is a completely ill thought out idea from a virtue signalling council.</p> <p>In Wallingford it will not be policed as parking on double yellow lines is not controlled by the police or the council. They don't seem to care less. Cars are parked along every road despite there being free car parks. Road safety would be greatly improved if they were booked for illegal parking. So again a 20 limit is an ill thought out idea by a virtue signalling council.</p> <p>Cars are also constantly going through the traffic lights after they have turned red yet the council have done absolutely nothing to address this problem, I doubt they even know about it. A 20 limit will do nothing to address this issue but will produce more frustrated drivers who are more likely to give it a go.</p>
(5) Local Resident, (Wallingford, St Nicholas Road)	<p><b>Support</b> – Cars speed up and down St Nicholas Road creating a danger especially during start and finish of St Nicholas School. Traffic heavy especially there are speed bumps on St Georges Road creating heavier traffic on St</p>

# CMDHM4

	Nicholas Road.
(6) Local Resident, (Wallingford, Blackstone Road)	<b>Support</b> – Volume of traffic has increased in central and north Wallingford in recent years owing to expansion of Didcot and nearby villages using Wallingford as a cut-through. North Wallingford roads, especially Wilding Road and St George's Road, both leading to Blackstone Road and Norris drive, to take travellers to Shillingford and onwards north are now all very busy. Not just at peak times but throughout the day. This is a wholly residential area and the volume and speed of vehicles is detrimental to the overall health of this area's residents.
(7) Local Resident, (Wallingford, St George's Road)	<b>Support</b> – I think 20mph is the appropriate speed given the nature of the roads in the central area. In the northern area the schools and rat run nature of the roads leads to the 30mph being exceeded a 20mph limit would be a stronger incentive for people slowing down.
(8) Local Resident, (Wallingford, Castle Street)	<b>Support</b> – The 50-metre gap in the 20mph zone between the area near the Cross Keys and St. George's Road  Ensuring the reduction in signage for the 20mph zone  The maps need to be expanded and improved to include areas such as Blackstone Road and Norries Drive; Councillor Whelan reported that the maps can be tailored to be more effective to Wallingford with Councillors' local knowledge.

Divisions affected: *Goring*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 18 NOVEMBER 2021**

### **TOKERS GREEN (KIDMORE END & MAPLEDURHAM PARISHES): PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Environment is RECOMMENDED to approve as advertised the 20mph speed limit at Tokers Green

#### **Executive summary**

2. This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit at Tokers Green in place of the current 30mph speed limit following a request by Kidmore End Parish Council.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by Kidmore End Parish 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 the safe movement of traffic.

#### **Consultation**

6. Formal consultation was carried out between 29 September and 29 October 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, bus operators, South Oxfordshire District Council, Kidmore End Parish Council, Mapledurham Parish Council and local County Councillor.

7. 75 responses were received during the formal consultation. 2 objections (3%), 2 expressions of concern (3%), 70 expressions of support (93%) and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

### Response to objections and other comments

8. Thames Valley Police did not object to the proposals but highlighted that the speed data showed a 'significant' number of motorists exceeding 24mph on some roads. Adding that further engineering measures must not be ruled out in order to achieve better compliance and safety.

#### Officer Response

The introduction of the 20mph speed limit doesn't preclude further future discussion with regards to vehicle speed should that be necessary.

9. The vast majority of responses (93%) were in support of the proposed 20mph speed limit.
10. Those objecting to or raising concerns about the village speed limit cited the following reasons:

- a) *'20 is way to slow, hopefully they won't impose this anywhere else if it goes ahead' and 'This reduction in speed limit is unnecessary and will impair traffic flow'*

#### Officer Response

Traffic speed surveys were undertaken between the 19<sup>th</sup> and 27<sup>th</sup> of March 2021 at three locations within the proposed 20mph area. The mean vehicle speed in both directions was recorded at 21.68mph, 19.66mph at two locations on Tokers Green Lane and at 21.49mph on Rokeby Drive. The implementation of a 20mph speed limit is, therefore, not expected to significantly impair traffic flow but is considered appropriate for the location.

- b) *'There is no point in instigating a reduced speed limit without visible signage. The Highways department have refused to cut the hedges this year so the current signage is largely invisible. This needs to be addressed on an annual basis for the scheme to be successful.'*

#### Officer Response

New 20mph signage would replace the existing speed limit signs and be installed to meet current guidance. Where appropriate, vegetation will be trimmed back to facilitate the installation and provide visibility. However, in general, it should be noted that it is the adjacent landowners' responsibility to keep their hedges cut back from the Highway.

- c) *'I think the current 30 mph is appropriate. The problem is drivers do not drive at a speed which is suitable for the conditions; so in some parts of the area 30 mph is both safe and reasonable whereas in others 20 mph may indeed be the right speed. I do not believe that altering the limit to 20*

*mph will cause this behaviour to change. I also consider that at 20 mph drivers' attention may lessen.'*

Officer Response

The results of the speed survey demonstrate that the mean speed of vehicles is already around the 20mph mark. Indeed, speed limits do rely heavily on driver behaviour and to assist, the County Council is actively encouraging a behavioural change as part of a wider endorsement of 20mph speed limits becoming commonplace within the Towns and Villages of the County. Locating the change of speed limit within sight of properties (and the change of character between a road with hedges to the side and one with properties) helps alert drivers of a change of roadside environment and that they should drive appropriately.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

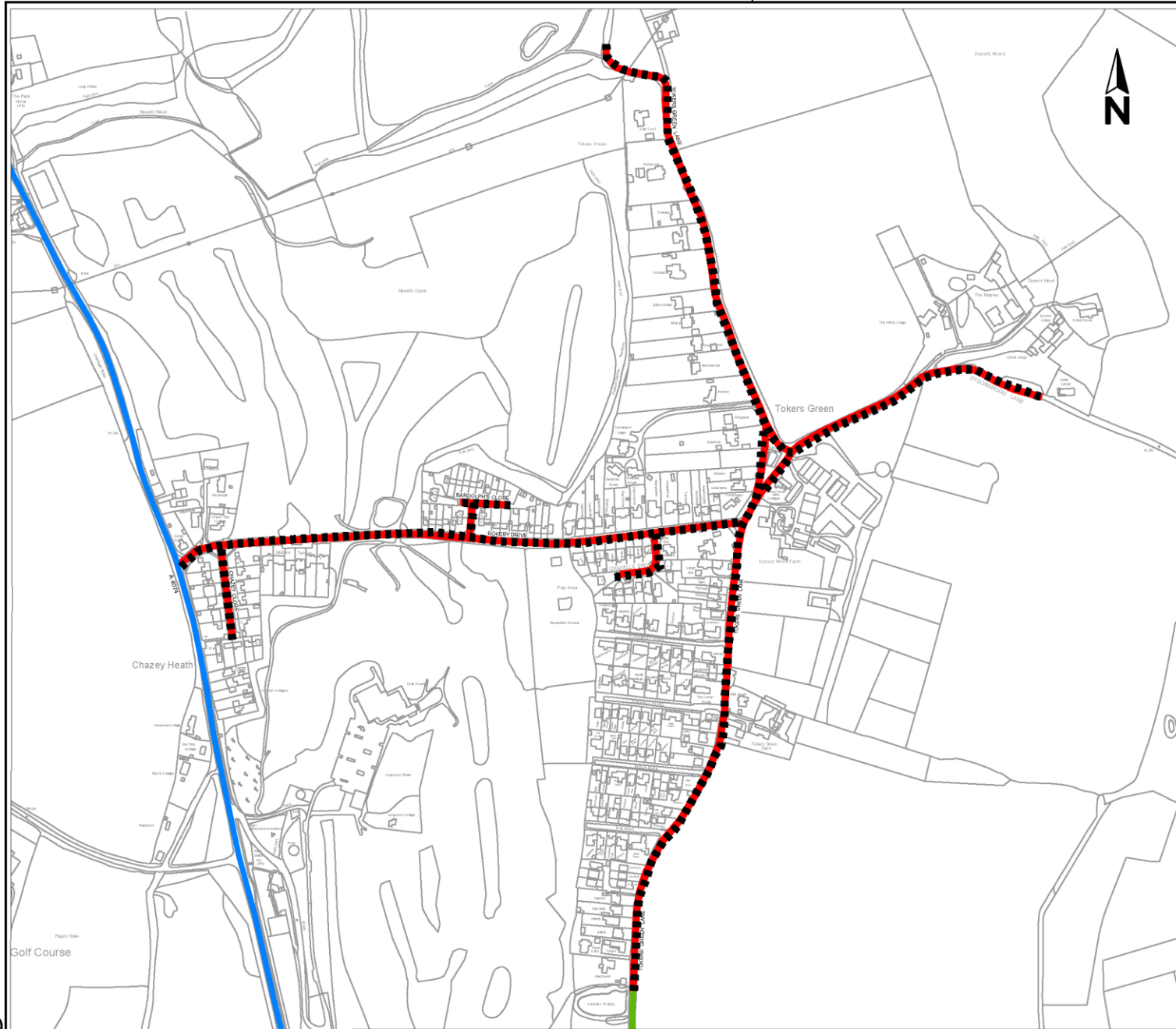
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Jon Beale 07860 330031

November 2021



Drawing No.		Revision	
		0	
<b>Key</b> Proposed 20mph speed Limit in place of existing 30mph speed limit Existing 30mph Speed Limit Existing 50mph Speed Limit			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
<b>Project title</b> TOKERS GREEN AND CHAZEY HEATH			
<b>Drawing title</b> PROPOSED 20MPH SPEED LIMIT			
<b>Drawing Status</b>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	07/21		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – 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>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</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>The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</p> <p>I am aware that Speed limit data has already been obtained on a number of roads subject of this consultation and the results support such a lowering.</p> <p>The Police have no objection but wish to point out the speed data still shows a significant number of motorists exceeding 24 mph on some roads and that further engineering must not be ruled out in order to achieve better compliance and safety.</p>

(2) Individual, (Kidlington, Exeter)	<b>Object</b> - 20 is way to slow, hopefully they won't impose this anywhere else if it goes ahead
(3) Individual, (Oxford, Rymers)	<b>Object</b> - This reduction in speed limit is unnecessary and will impair traffic flow.
(4) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Concerns</b> - There is no point in instigating a reduced speed limit without visible signage. The Highways department have refused to cut the hedges this year and so the current signage is largely invisible. This needs to be addressed on an annual basis for the scheme to be successful
(5) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Concerns</b> - I think the current 30 mph is appropriate. The problem is drivers do not drive at a speed which is suitable for the conditions; in some parts of the area 30 mph is both safe and reasonable whereas in others 20 mph may indeed be the right speed. I do not believe that altering the limit to 20 mph will cause this behaviour to change. I also consider that at 20 mph drivers' attention may lessen.
(6) Local Resident, (Chazey Heath, Bardolph's Close)	<b>Support</b> - 'I very strongly support this proposal as I am both a pedestrian and a cyclist without a car. Some of the proposed 20 mph roads have either no pavement or are only partially paved and can be very dangerous to walk down or cross, which I have to do on a daily basis. This move would <ul style="list-style-type: none"> <li>- discourage car drivers from using Rokeby Drive as a rat-run to Caversham and Reading</li> <li>- slow down the increasing number of large delivery vehicles</li> <li>- slow down drivers who do not expect the walkers, horse riders and cyclists who use these roads in ever-increasing numbers for leisure purposes. These roads are being used as a 'gateway' to the countryside for many people from Caversham and the surrounding area.</li> </ul>
(7) Local Resident, (Chazey Heath, Chazey Close)	<b>Support</b> - We have some very narrow roads in the area and limited footpath provision so the slower the speed, the safer the roads may be. The conditions of the roads are variable so again slower speeds would make the roads safer. We have no street lighting either so again slower speeds would be beneficial.
(8) Local Resident, (Chazey Heath, Chazey Close)	<b>Support</b> - Traffic needs to be slowed for the children that are around



CMDHM5

9) Local Resident, (Chazey Heath, Mullens Terrace )	<b>Support</b> - Cars frequently drive too fast and there are many pedestrians that use the road including children for the park access and golfers crossing
(10) Local Resident, (Chazey Heath, Chazey Close)	<b>Support</b> - Safety for people walking and cycling around the area, or simply pulling out of their driveways. Cats travel far too fast around the area.
(11) Local Resident, (Dysons Wood, Dysons Wood Lane)	<b>Support</b> - I have seen many near misses and almost accidents along the narrow lanes in the area
(12) Local Resident, (Emmer Green, Kidmore End Road )	<b>Support</b> - I regularly ride my horse and walk along Tokers Green Lane and have found some drivers very fast and exceeding the limit set. The road has no footpath and in places is narrow with poor visibility. A lower speed limit with decent signage would make the village safer for non-motorised traffic. The 20mph limit would not cause any congestion.
(13) Local Resident, (Emmer Green, Grove Road)	<b>Support</b> - I use the road daily in my car or riding my horse and despite how busy it is with walkers, cyclists and riders many drivers speed through. Also, it is used as a short cut from or to Caversham Heights by heavy goods vehicles for which it is unsuitable due to it being mainly single carriage.
(14) Local Resident, (Kidmore End, Chalkhouse Green Road)	<b>Support</b> - This is a single-track road used by pedestrians, horses, cyclists, runners and vehicles. There are blind corners, and many vehicles use this route. Lowering the speed limit will be beneficial to residents and other road users.
(15) Local Resident, (Tokens Green, Russell Road)	<b>Support</b> - Increase in traffic driving too fast through the village. Danger to pedestrians and children using Tokers Green Lane
(16) Local Resident, (Tokers Green, Beech Road)	<b>Support</b> - Many people walk and cycle down Tokers Green Lane. There are no footpaths or streetlights so the reduced speed limit would improve safety along the lane greatly.

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(17) Local Resident, (Tokers Green, Beech Road)	<b>Support</b> - Too many vehicles driving far too fast on Tokers Green Lane and Rokeby Drive.
(18) Local Resident, (Tokers Green, Beech Road)	<b>Support</b> - It addresses safety concerns regarding traffic on a narrow highway with limited sightlines
(19) Local Resident, (Tokers Green, Beech Road)	<b>Support</b> - The road is very narrow and quite windy and is used by lots of pedestrians and cyclists. It is dangerous when people drive too fast along the lane.
(20) Local Resident, (Tokers Green, Beech Road)	<b>Support</b> - The volume of traffic in the village has increased rapidly and it is unsafe to walk now due to cars not slowing down especially in the lane.
(21) Local Resident, (Tokers Green, Elm Road)	<b>Support</b> - There are several points where turning onto Tokers Green Lane are blind. Lower speed would make it safer.
(22) Local Resident, (Tokers Green, Elm Road)	<b>Support</b> - There are no footpaths on Tokers Green Lane on which school children walk regularly therefore the traffic speed should be 20mph.
(23) Local Resident, (Tokers Green, Elm Road)	<b>Support</b> - Tokers Green Lane is only single file
(24) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - Because a lot of the village has no pavement a 20 mph would make it safer for pedestrians and pets.
(25) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - Whilst I have concerns that the limit will continue to be ignored by some, reducing to 20mph can only help slow the traffic.
(26) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - Young families moving to the village and fast driving cars.

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(27) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - People drive too fast down a very straight road, children and pets use the road constantly; its an accident waiting to happen.
(28) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - The roads in Tokers Green are used by pedestrians, cyclists, horses and motorists. Not all of the roads have footpaths so a 20mph will make the area safer for pedestrians.
(29) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - Lots of children and animals in the village. People use as cut through, and drive so fast
(30) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - People drive far too fast down Rokeby Drive, there is a playing field where children play. Also, a playground warning sign has been removed from the front garden by the current owner. It has been reported but nothing done about it.
(31) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - People drive too fast through the village and there is often a lot of parked cars and I think dangerous for children and pets. A lower speed limit will hopefully reduce the speed of vehicles.
(32) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - The roads without pavements are particularly dangerous for pedestrians in this village.
(33) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - It is a quiet rural village but non-residents drive through and don't slow down. Anything that makes them think will help. On Rokeby Drive there are often a lot of parked cars and animals and children crossing the road so it is dangerous if the cars drive too fast.
(34) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - Residents, children, golfers crossing the road at all times during the day. But cars assume a straight country road is a higher speed limit and go at dangerously fast speeds. At places in Tokers Green, even 30mph is too fast – i.e. where there are long rows of parked cars on one side of the road and where the road is single track only but still next to houses.

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(35) Local Resident, (Tokers Green, Rosebery Road)	<b>Support</b> - It is a narrow country lane with passing places and a variety of mixed users such as walkers, cyclists, school children, horses. Speed should be reduced to keep all safe.
(36) Local Resident, (Tokers Green, Rosebery Road)	<b>Support</b> - The lane is narrow, busy and frequently used by pedestrians, cyclists and horses so a 20mph limit is appropriate for the village
(37) Local Resident, (Tokers Green, Rosebery Road)	<b>Support</b> - I support the 20mph limit in Tokers Green and Chazey Heath: currently, some cars drive along the road much too fast. As a pedestrian and cyclist, I often feel unsafe along the roads because of the fast traffic.
(38) Local Resident, (Tokers Green, Rosebery Road)	<b>Support</b> - To keep everyone safe. The roads are narrow and have bends, so visibility is often limited. Walkers are at particular risk because there are no pavements, apart from sections of Rokeby Drive. Driving at 30mph is too fast and can result in collisions between vehicles, or vehicles and other road users -cyclists, pedestrians, horse-riders.
(39) Local Resident, (Tokers Green, Rosebery Road)	<b>Support</b> - I fully support the proposal for 20mph,as a cyclist, it would stop cars passing at speed, the same for pedestrians especially as the lane is very narrow. Many pet owners have lost their pets due to cars speeding along the lane.
(40) Local Resident, (Tokers Green, Rosebery Road )	<b>Support</b> - In the six years we have lived here we have seen increased traffic, much of it related to building activity and the village being used as a "cut through" These are very narrow lanes used by walkers, cyclists and horse riders. Jumping into the hedge for a car or lorry driving much too fast happens often and we often have to signal to drivers to slow down. The lanes are too narrow for two cars to pass comfortably and much reversing and manoeuvring has to take place. Accidents and scrapes have occurred as a result of people driving too fast. Lorries serving building activity in the village hurtle through in a frightening way. We therefore wholeheartedly support the application to reduce the speed limit to 20 mph.
(41) Local Resident, (Tokers Green, Rosebery Road)	<b>Support</b> - Our children walk along Tokers Green Lane and Rokeby Road to catch the school bus - always van drivers going too fast! Please 20mph!!!

(42) Local Resident, (Tokers Green, Russell Road)	<b>Support</b> - It is a narrow road in many places and difficult to pass people. Often other vehicles approach too fast (my wing mirrors have been knocked into many times). There is no pavement - 20mph would be much safer for pedestrians. Many residents have lost pets due to cars speeding and hitting them.
(43) Local Resident, (Tokers Green, Russell Road)	<b>Support</b> - Tokers green lane is a single-track road with several restricted visibility bends frequently used by pedestrians of all ages, cyclists and horse riders. the road is the only route for pedestrians to access bus stops or cyclists to leave the village, many of whom are school children but there is no foot path nor much of a verge due to hedges. My own children have felt unsafe at the speed of traffic that passes them with many vehicles not slowing at all, particularly vans, and they have been forced into the hedge on more than one occasion, as also have I as an adult. The bends of the lane mean that exiting the residential roads (e.g. Elm road and Russel road) onto Tokers Green Lane is dangerous as there is limited visibility and little time for oncoming traffic to see emerging vehicles when travelling at more than 20mph as is often the case. Similarly, pedestrians are at risk if cars come round these corners at speed. A 20mph limit will mean if people are speeding, they may be doing so at 30 rather than 40. It will also reduce road noise for the many residents on this lane of passing speeding vehicles. I cannot see a reason not to implement a 20 limit, starting at the Shepherds Lane junction with the lane all the way through the village, only good reasons to do so!
(44) Local Resident, (Tokers Green, Russell Road)	<b>Support</b> - I support the proposal as this route has become increasingly busy with all road users and the limit will help to keep pedestrians, cyclists, horse riders as well as car users safe.
(45) Local Resident, (Tokers Green, Russell Road)	<b>Support</b> - Every day, several users of Tokers Green Lane drive dangerously, particularly at school run time morning and afternoon, and from 4.30 pm onwards. The lane is mainly single track, with several blind bends. It is dangerous for pedestrians, cyclists and car users when drivers drive too fast. Verges used as passing places are eroding, the mud washes into the drains which then causes flooding. Some signage about using passing places would be useful as well.
(46) Local Group/Organisation, (Tokers Green, Russell Road)	<b>Support</b> - the increase in traffic and speeds over the years (30) must be addressed before a fatal accident occurs - 'rat run' from the a4074 into reading

(47) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - we have a lot of non-vehicle users of the roads in the village - including pedestrians, runners, cyclists and horse riders - and the lane is narrow. So a slower speed limit will make it safer for all users. The volume of pedestrians, walkers, runners, cyclists has increased significantly since the pandemic started, especially during lock-down, weekends, school holidays etc. In many places the road is too narrow for 2 cars to pass each other and also for cars or vans to safely pass pedestrians at 30mph which is the current limit.
(48) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - Diverse road users; keeping people and animals safe; mostly no pavements; rural village setting which needs minimum speed limit.
(49) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - Common sense for such narrow lanes with walkers and children.
(50) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - Safety of pedestrians and cyclists. Narrow lane, houses close to passing traffic.
(51) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - People drive way to fast on the lane and as a mother, dog walker and pet owner I know only too well how dangerous it can be to walk on the road
(52) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - Residential streets with children and walkers
(53) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - The lane is far too narrow for speeds over 20 mph and has bends with very restricted/no view. In winter the lane is very slippery due to surrounding trees and foliage. Lots of horse riders, joggers, walkers and cyclists (including families) use this lane. Wildlife also deserve a better chance - too many animal deaths along this road!
(54) Local Resident, (Tokers Green, Tokers Green lane)	<b>Support</b> - Based on safety concerns alone

(55) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - the lanes around the area are narrow and people drive too fast on them
(56) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - Our road is being used for motorists, cyclists, horse riders and pedestrians. It is imperative the road is safe for all and I am very concerned about the current speed of which some motorists are driving. Reducing the speed limit will give clear instructions to motorists this is not a country road and they need to reduce their speed. I fear without this change someone and/or an animal will be killed or seriously injured. I implore the council to listen to residents and act in our best interest.
(57) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - I live on Tokers Green Lane and walk daily to the school bus stop with my son and walk my dog. As there are no pavements and the road is so narrow I often have to dive into the bushes to avoid cars who are clearly traveling over the 30mph limit. I fully support any reduction in the speed limit or any other traffic calming measures. This is a residential area with no pavements and there has been an increase in children living in the village over recent years who attend Kidmore End school. It is dangerous to walk with children on the road with the speed limit at 30. I often stop cars who are travelling too fast, only to be told 'I'm sticking to the limit'. It is only a matter of time before there is an accident involving a pedestrian in Tokers Green.
(58) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - The lane is used daily by children, horses, cyclists and walkers. The traffic speed should be limited to 20mph for safety of all the above groups and residents.
(59) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - Tokers Green Lane has become a very dangerous road to either walk along, ride through or even drive along as far too many drivers passing along the lane are travelling at excessive speeds on a narrow road leading to many near misses. A 20mph speed limit would I believe slow the majority of the traffic down so that they would be able to stop/pass safely should a hazard appear on the lane in front of them such as a pedestrian, horse rider, dog walker or oncoming traffic
(60) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - As a resident of Tokers Green with a family and a dog, it is important that we feel safe when walking down the roads which we use every day.
(61) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - Tokers Green Lane is a narrow country lane and the current 30mph speed limit makes the country lane unsafe for pedestrians and children. The road is not wide or safe enough for modern cars and 4x4s to pass through at this speed.

(62) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - There is no footpath on Tokers Green Lane and so it is used as a walking and cycling route for families in the village (particularly to access woodland). The Lane is narrow and in quite a few Places there isn't a good line of sight for oncoming traffic to see pedestrians or vice versa. It is dangerous and stressful for families trying to make use of the local countryside, and also for the many houses that face straight onto the Lane. Partly because the Lane is lined by trees and hedges on both sides, car drivers perhaps aren't as aware as they should be that pedestrians may be using the road. I think reducing the speed limit would be extremely beneficial for both residents and vehicle users and cannot see any issues it would cause.
(63) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - The road that runs through Tokers Green toward Kidmore end is extremely dangerous for vehicles and pedestrians. Traffic views are often blocked by hedge rows and narrow passages for traffic to pass . Although most locals are careful nevertheless I've met many a vehicle travelling at reckless speed endangering pedestrians and vehicles.
(64) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - Traffic travels far too fast on country lane between Tokers Green and Kidmore End. It is very hazardous for pedestrians, cyclists and drivers and often difficult to spot oncoming traffic until the last minute
(65) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - Fully support the proposal. Very narrow lanes involved, with difficult passing places, and several totally blind bends. Lanes are very well-used by cyclists, walkers and school children, and, of course, there are no pedestrian pavements along many of the lanes involved in the proposal. Traffic, usually through-traffic that don't know the roads, often travel far too fast along these lanes. Tokers Green Lane is also often used as a rat run to avoid the A4074, especially when there has been an accident on that road, and drivers invariably still try and drive at speeds more suitable for the A road. Much of land to the east of Tokers Green Lane is fields and farmland, and many animals, both wild and domestic pets, frequently cross the Lane. Unfortunately, roadkill is an ever-present sight along the lane, and pet owners are all too-frequently having to retrieve their dead animals. We and our nearest neighbour have lost six cats over the last 10 years or so, to drivers who should be driving more carefully. We need to take action to avoid a similar fate affecting humans, which will invariably happen at some point if we don't legislate for a lower speed limit.



(66) Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - I have concerns of pedestrians and cyclists being hit on the narrow roads. I pullout onto Tokers green Lane from my driveway and the 20mph speed limit would be welcomed. Since the pandemic there are a lot more walkers/families with young children walking within the area so it would be a lot safer with a reduced speed limit
(67) Local Resident, (Tokers Green, Beech Road)	<b>Support</b> - The lane is very narrow in places. We have no footpaths or lighting so the reduced speed limit will help enormously.
(68) Local Resident, (Tokers Green, Rokeby Drive)	<b>Support</b> - Because the road through the village is narrow, twisting, poor visibility, quality and provides little passing room. The roads are used by pedestrians, with or without dogs, horse riders and cyclists and for these reasons 20mph is a much safer limit.
(69) Local Resident, (Tokers Green, Rokeby Drive )	<b>Support</b> - Children use the road to get to the park and school bus pick up points.
(70) Local Resident, (Tokers Green, Russell Road )	<b>Support</b> - Cars drive far too fast and it's only a matter of time till a fatality with a speeding driver killing someone
71() Local Resident, (Tokers Green, Tokers Green Lane)	<b>Support</b> - To protect children, animals and adults while walking on the narrow lanes without pavements
(72) Local Resident, (Tokers Green, Tokers Green Lane)	<p><b>Support</b> - The speed and amount of traffic has increased in Tokers Green greatly over the years.</p> <p>I have ridden horses through Tokers Green for 40 years and run a livery yard in the centre of Tokers Green. I and my livery clients have to ride along Tokers Green to access bridleways. The speed that drivers think is ok to pass a horse is very dangerous and need to be aware to reduce their speed in general.</p> <p>I've also had 3 much loved pet cats killed by drivers on the road. One was in the middle of the day so could have been seen if driving safely. Many children walk along the lane and drivers do not slow down for pedestrians either.</p> <p>Any sort of traffic calming would be invaluable to keeping the community safer. Most of the speeding vehicles are passing through or travelling to work in Tokers Green. Raising awareness of the impact their actions have on the community would be a good thing.</p> <p>A 20mph speed limit is very much needed to make Tokers Green safer.</p>

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(73) Local Resident, (Tokers Green, Tokers Green Lane )	<b>Support</b> - People, particularly those driving their children to and from school are driving far too fast
(74) Local Resident, (Tokers Green, Kidmore End, Dysons Wood Lane)	<b>Support</b> - I'm not sure that a reduced speed limit will have any effect on those who habitually speed but reduction from 30mph to 20mph will hopefully reduce the degree of speeding.
(75) Local Resident, (Individual, Barrack Road)	<b>Support</b> - Family with grandchildren live in Tokers green lane

Divisions affected: *Chalgrove and Watlington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 18 NOVEMBER 2021**

### **EWELME: PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit at Ewelme.

#### **Executive summary**

2. The report presents responses received to a statutory consultation to introduce a 20mph speed limit at Ewelme in place of the current 30mph speed limit as requested by Ewelme Parish Council.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by Ewelme Parish 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 07 October and 05 November 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, Ewelme Parish Council, Benson Parish Council and local County Councillors.
7. Seven responses were received during the formal consultation. One objection, five expressions of support and one non-objection. The responses

are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

## **Response to objections and other comments**

8. Thames Valley Police did not object.
9. The objection received from a member of the public not resident in the village or its vicinity stated that the reduction in speed limit was unnecessary and would impair traffic flow. In response, it should be noted that the objective of the scheme is to improve the safety and amenity of pedestrians and cyclists in particular but also for the residents and all road users travelling within the village.
10. Traffic speed surveys were undertaken between 7<sup>th</sup> and 13<sup>th</sup> October 2019 when the mean vehicle speed in both directions on High Street was recorded at 23.7mph and by the School at 19.6mph.
11. The proposals were supported by the Cabinet Member for Climate Change Delivery & Environment, the local member and by two residents of the village.

**BILL COTTON**

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

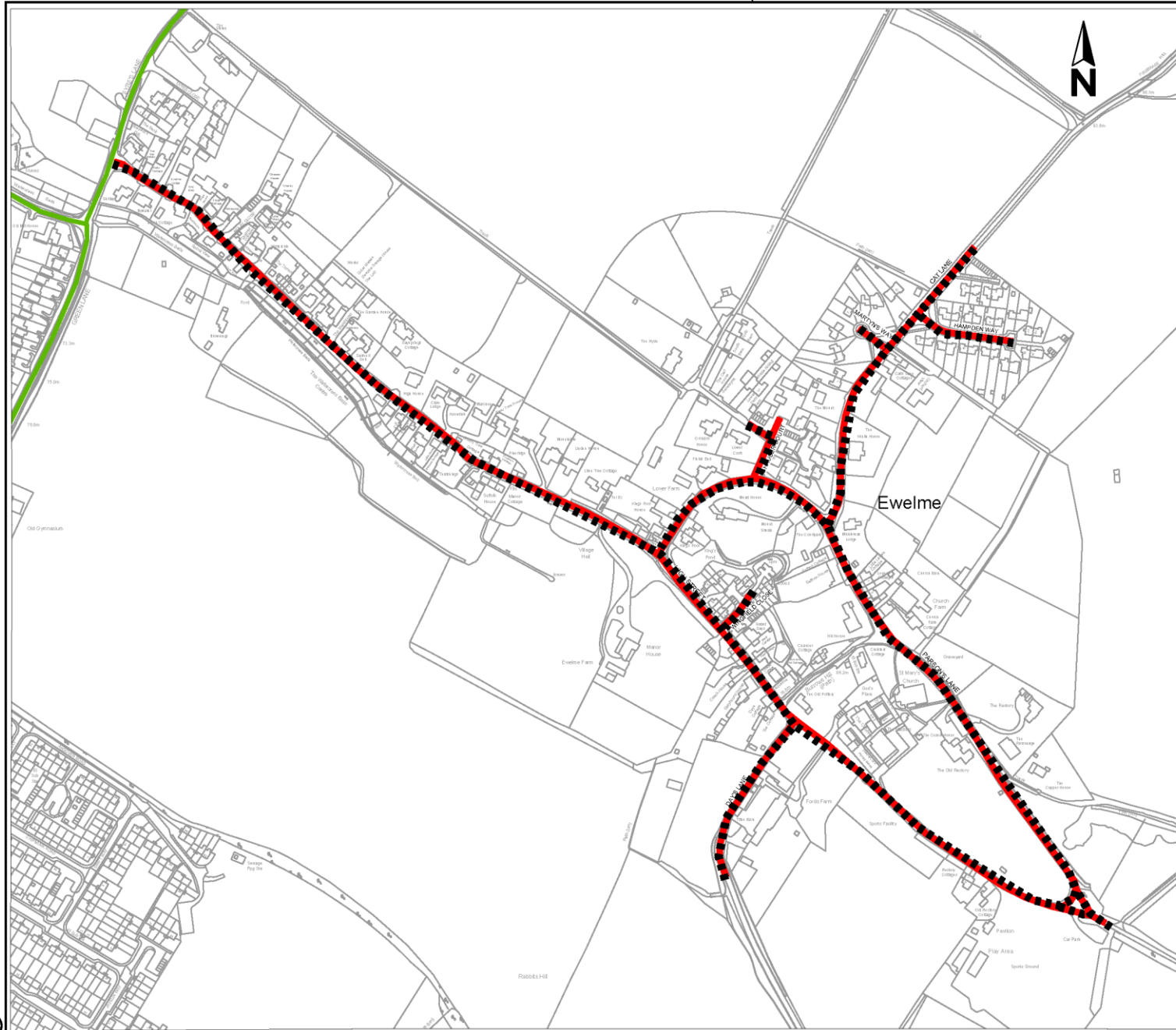
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Jon Beale 07860 330031

November 2021



Drawing No.		Revision 0							
<b>Key</b> Proposed 20mph speed Limit in place of existing 30mph speed limit Existing 30mph Speed Limit to remain									
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Rev.	Date	Purpose of revision	<table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	Drawn	Checked	Approved			
Drawn	Checked	Approved							
<div>       Bill Cotton        Corporate Director for        Environment and Place        Communities        Oxfordshire County Council        County Hall        Oxford        OX1 1ND        Tel: 0345 310 11 11        Fax: (01865) 241577     </div>									
Project title		EWELME							
Drawing title		PROPOSED 20MPH SPEED LIMIT							
Drawing Status <b>ANNEX 1</b>									
Scale @ A3	Drawn by	Checked by	Approved by						
N.T.S.	JaC								
	Date drawn	Date checked	Date approved						
	09/21								
Oxfordshire Project No. & File Ref									
Drawing No.		Revision 0							

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – The Police have no objection but their stance remains that 20s should be self-enforcing with no expectation by the parish that they will enforce this new limit.
(2) Local County Councillor, (Chalgrove & Watlington Division)	<b>Support</b> – I support the proposals to introduce a 20mph speed limit throughout Ewelme village. Ewelme is a small village in South Oxfordshire where many local roads lack a segregated footpath and so mixing vulnerable road users (cyclists, pedestrians, equestrians etc.) with motor vehicles. The proposals will improve the safety of the roads for all road users and improve the well-being of local residents. I congratulate the parish council for bringing forward the proposals with the support of local residents.
(3) Local County Councillor (Member for Climate Change Delivery & Environment)	<b>Support</b> – I'm in favour of 20mph wherever Parish Councils request it.
(4) Individual, (Oxford, Rymers Lane)	<b>Object</b> – This reduction in speed limit is unnecessary and will impair traffic flow.
(5) Local Resident, (Ewelme, Britwell Road)	<b>Support</b> – Huge increase in traffic in village in recent years. Lots of cars using it as a short cut. No pavement for pedestrians.
(6) Local Resident, (Ewelme, Britwell Road)	<b>Support</b> – Too many cars speeding through the village
(7) Local Resident, (Wallingford, McMullan Close)	<b>Support</b> – It's a suitable speed limit for this road - it's winding and thin with lots of parked cars, and lots of bicycles use it.

Divisions affected: *Wallingford*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 18 NOVEMBER 2021**

### **LONG WITTENHAM: PROPOSED 20MPH SPEED LIMIT**

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 as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit in Long Wittenham village.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the County Council. Should the speed limit 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 the safe movement of traffic.

#### **Consultation**

6. Formal consultation was carried out between 08 September and 08 October 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, bus operators, South Oxfordshire District Council, Long Wittenham Parish Council and local County Councillor.
7. 36 responses were received during the formal consultation, with 8 objections (22%), 9 expressions of concern (25%), 19 expressions of support (53%). The

responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

## **Response to objections and other comments**

8. Thames Valley Police have objected to the introduction of the 20mph speed limit. This is because 'before' speed data on Didcot Road, just northwest of Saxons Heath, showed mean speeds to be 30mph northbound & 33mph southbound which, in accordance with national guidance (24mph or below), is too high for lowering the existing 30mph speed limit without the introduction of supporting highway measures.
9. In response, the Vanderbilt housing development is set to deliver additional / revised traffic calming features on Didcot Road in early 2022 in the form of a raised Zebra crossing and a priority system with a buildout & road hump. Also, Long Wittenham Parish Council is in discussion with county officers regarding match funding a further traffic calming feature on Didcot Road at the start of the proposed 20mph speed limit, southeast of Saxons Heath.
10. Long Wittenham Parish Council (PC) supports the principle of a 20mph speed limit across the built-up area of the village. However, they have listed a number of points that they feel could be addressed,
  - a. On Little Wittenham Road and Didcot Road the PC would like to see a transition from the national speed limit down to a lower speed before vehicles enter the proposed 20mph speed limit.
    - Response: Implementation of 'buffer' speed limits does not form part of this consultation or Traffic Regulation Order. In the case of Didcot Road provision of a traffic calming feature to lower vehicle speeds at the start of the 20mph speed limit is under discussion (see 9 above).
  - b. The PC would like the speed limit reduced from National Speed Limit (60mph) to 40mph on the section of road between Long Wittenham and Clifton Hampden.
    - Response: Lowering the speed limit at this location does not form part of this consultation or Traffic Regulation Order.
  - c. The PC is disappointed that the current 30mph vehicle activated signs (VAS) cannot be adjusted to suit a 20mph speed limit. If they cannot be adjusted, then they would like to see some temporary speed indicator devices (SID) put in place to support the changeover to 20mph.
    - Response: As part of this proposal the '30' VAS assembly at the north end of the village will be relocated further north to a more beneficial position in the remaining 30mph speed limit, and the '30' VAS unit at the south end of the village will be changed to a '20' unit.
  - d. The PC feel that implementation of the 20mph speed limit should be timed to come into force on completion of the Didcot Road traffic calming features (see 9 above).
    - Response: Implementation of the 20mph speed limit could be postponed until this time. However, to ensure continuity of the pilots



officers advise that the scheme is commenced and reviewed as part of phase 2, which could incorporate the traffic calming features. This does not preclude approval of the speed limit by the Cabinet Member for Highway Management on 18<sup>th</sup> November 2021.

- e. The PC and residents are concerned that the number of new signs required to implement the changes to 20mph will be detrimental to village character. They also request that a review of all signs throughout the village is carried out with the aim of reducing street clutter.
  - Response: It is acknowledged that the introduction of a 20mph speed limit at Long Wittenham (a street lit village) necessitates 20mph repeater signage being erected at regular intervals along the roads. However, the repeater signs are small at 300mm diameter and wherever possible they will be erected on existing street furniture. The County Council's traffic team will undertake a sign review when the 20mph speed limit is in place.
- f. The PC is unclear as to how it will be judged if the reduction in speed limit has been successful and if not what will be the next actions? They point out that they have been working with an OCC traffic Advisor who has drafted some ideas for physical measures to reinforce any changes to the speed limit and request that OCC support and fund the introduction of these measures if the initial "signs only" trial is judged less than successful.
  - 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 further traffic management measures will be considered. Measures of success were reviewed by the 20mph steering group in October 2021 and will be shared on the authority's website once they have been agreed.
11. Seven local residents have objected to and nine local residents have expressed concerns over the introduction of the 20mph speed limit. This, in addition to the above points, was on the grounds of the existing 30mph speed limit being appropriate provided it is enforced, there being no need for an unnecessarily restrictive 20mph speed limit, lowering the limit not having any effect without Police enforcement, imposing a 20mph speed limit exacerbating the queuing or racing vehicles and resultant pollution situation at the High Street chicanes, and Fieldside not being included within the 20mph speed limit.
12. In response, the County Council wants to make built environments safer and more attractive places to walk and cycle. To enable this to happen 20mph speed limits are being used to help promote alternative modes of transport for local travel. Long Wittenham has been chosen as one of five pilot areas to find out the impact of a simple change of road sign from 30mph to 20mph and the impact of different types of traffic management measures.
13. The Department for Transport suggests that 20mph speed limits should be self-enforcing to avoid additional demand on police resources. As mentioned

at 10f above, 'after' speed surveys will be undertaken to determine the effectiveness of the 'sign only' 20mph speed limit and if speeds have not reduced sufficiently, then further traffic management measures will be considered. Additionally, the Parish Council is encouraged to set up a community speed watch programme if necessary.

14. In terms of increasing pollution at the High Street chicanes, 'before' speed data showed mean speeds to be 16mph in both directions. This suggests that the traffic calming features are effective and no change to the existing situation is anticipated by changing the speed limit to 20mph. Fieldside has not been included in the 20mph speed limit Order because it is an un-adopted byway.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

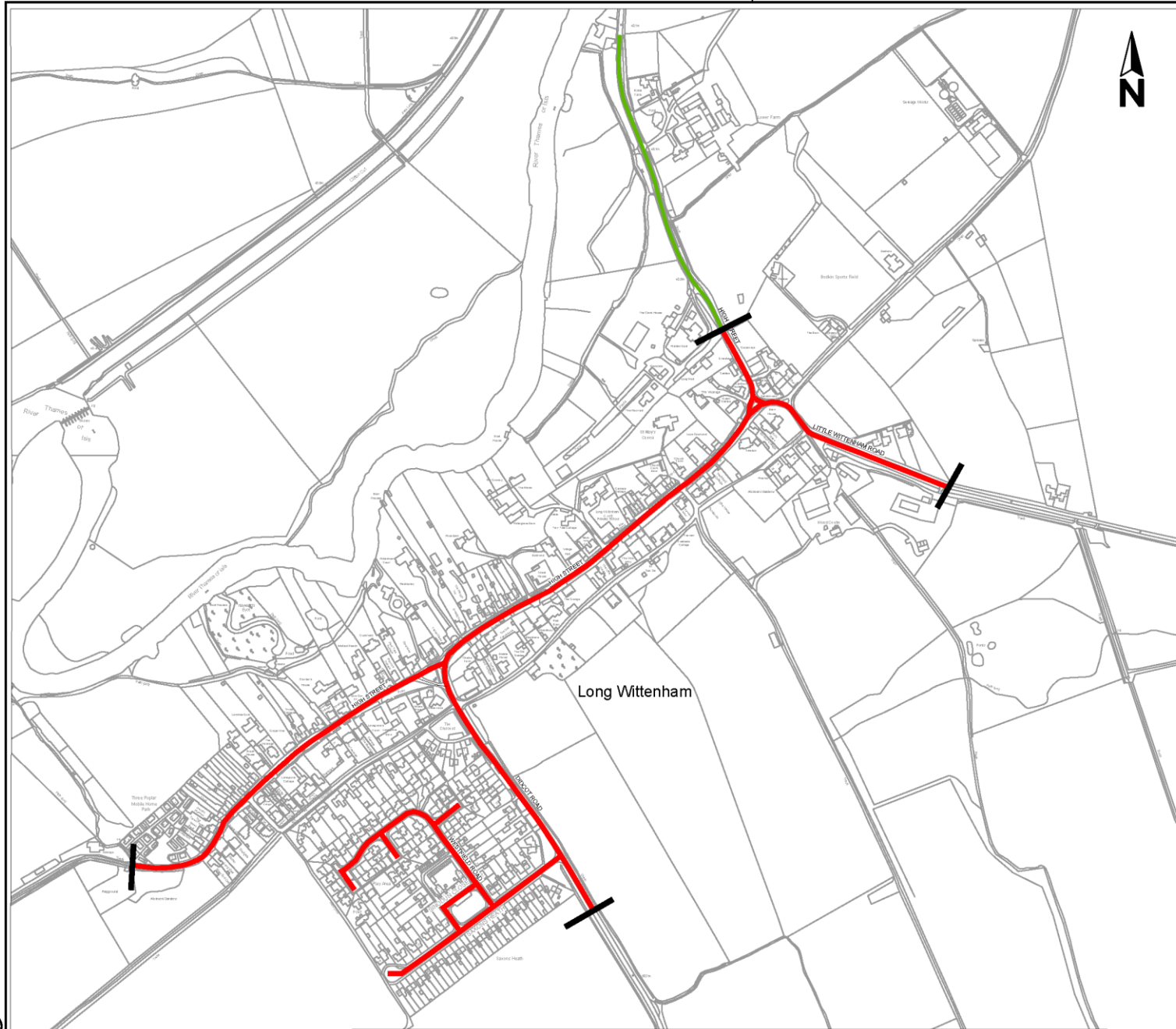
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Lee Turner

November 2021



Drawing No.		Revision 0							
<b>Key</b> Proposed 20mph speed limit in place of existing 30mph speed limit Existing 30mph speed limit to remain									
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Rev.	Date	Purpose of revision	<table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	Drawn	Checked	Approved			
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<b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small>									
<b>Project title</b> LONG WITTENHAM									
<b>Drawing title</b> PROPOSED 20MPH SPEED LIMIT									
<b>Drawing Status</b>									
Scale @ A3	Drawn by	Checked by	Approved by						
N.T.S.	JaC								
	Date drawn 08/21	Date checked	Date approved						
Oxfordshire Project No. & File Ref									
Drawing No.		Revision 0							

## ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> – 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>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</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>The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</p> <p>Some speed data has been received which clearly does not support such a lowering of the speed limit .Although data received for the heart of the village is supportive . Data for the road leading out towards Didcot does not, with current mean speeds around 30 mph.</p> <p>Unless engineering is included with these proposals the police object to any lowering of the speed limit on roads with a current mean speed above 24mph.</p>

(2) Long Wittenham Parish Council	<p><b>Support</b> – 1. The Parish Council supports the principle of a 20mph speed limit across the built-up area of the village. However, there are some points we feel could be addressed as follows: -</p> <p>2. The draft TRO includes an error at paragraph 7. The Oxfordshire County Council (Aston Rowant and Lewknor Area) (Speed Limits) Order 2011 is hereby revoked / replaced. This should be corrected.</p> <p>3. The PC would like to see a transition from the national speed limit down to a lower speed before vehicles enter the 20 zone. We feel it is unlikely drivers will reduce speeds from 60 to 20 mph without some form of transition. This has been achieved on the Clifton Hampden approach.</p> <p>4. It should also be implemented on the other two approaches. Little Wittenham Rd. The existing 30 limit should be moved out to the entrance to the Neptune Woods carpark (which is a very popular destination). It would include two outlying houses that suffer from speeding traffic and provide an approx. 100m transition from 60 to 20 mph. Didcot Rd. Similarly, the existing 30 limit on Didcot Rd should be moved out towards Didcot approx. 100m this would allow the 20 zone to start at the current 30 limit and provide a transition from 60 to 20 zones. (If this cannot be achieved the alternative would be to leave the 30 limit where it is and start the 20 zone just south of the Saxons Heath junction which would at least provide some transition between 60 and 20 zones.)</p> <p>5. The section of road between Long Wittenham and Clifton Hampden is currently national speed limit. It is relatively narrow and has some frontage development and entrances and is also the main route to our nearest shop and importantly the Doctors Surgery. This section of road is within Long Wittenham Parish and the PC often receives concerns about road safety along this section which is used by cyclists and pedestrians to travel between the villages. The PC request that, as part of this TRO, the speed limit should be reduced from 60 to 40mph. This would be in line with many other roads in the area where there is some frontage development, for example Burcot. Adding this to the TRO would be almost cost free except for a small number of sign changes.</p> <p>6. The PC is disappointed that the current VAS signs cannot be adjusted to suit a 20mph zone. We feel these have a significant impact on driver behaviour. If they cannot be adjusted, we should like to see some temporary SID signs put in place to support the changeover to 20mph. Some loan signs should be placed in appropriate locations until driver behaviour changes.</p> <p>7. The PC is aware that there will be two new traffic calming features to be constructed along Didcot Rd early in the New Year. A humped Zebra Crossing is to be installed adjacent to the Crescent and the current narrowing is to be removed and relocated approx. 60m further towards Didcot (south). We feel that the implementation of the 20</p>
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	<p>zone should be timed to come into force on completion of these two new features. During construction of the zebra and new narrowing it will be necessary to have temporary traffic signals. Drivers will get used to having to wait at the roadworks and some may even divert from this route. Implementing the 20 zone after drivers have been used to disruption for a while is likely to make the reduction in speed more successful.</p> <p>8. The PC and Residents are concerned about the number of new signs that will be required to implement the changes to 20mph. The High Street is all Conservation Area and lots of new signs will have an impact on the setting of this area making it seem more “urban” in nature. We recognise that additional signs are required however the PC would like to see any new signs placed on existing posts wherever possible and also to carry out a review of all signs throughout the village with the aim to reduce street clutter and to try and retain the less urban feel in the High Street.</p> <p>9. The PC is unclear as to how it will be judged if the reduction in speed limit has been successful and if it not what will be the next actions? We had been working with an OCC Traffic Advisor who has drafted some ideas for physical measures to reinforce any changes to the speed limit. He has proposed revised white lines, reduction in road widths by use of planters and other low-cost measures in keeping with a rural conservation area. We request that OCC support and fund the introduction of these measures if the initial “signs only” trial is judged less than successful?”</p>
(3) Local Resident, (Long Wittenham, High Street )	<p><b>Object</b> - The main part of the High Street already has extensive traffic calming measures/ Therefore, there is no benefit from reducing the speed limit to 20mph.</p> <p>Traffic entering and leaving the village at both ends, regularly exceeds the existing 30mph limit, therefore a lower limit in these areas is not likely to have an impact on the speed.</p>
(4) Local Resident, (Long Wittenham, Northfield Farm Lane)	<p><b>Object</b> - 1. Without police enforcement, drivers are no more likely to observe a 20mph limit than they are the current 30 mph limit. In which case, the 20 mph limit amounts to a waste of money.</p>
(5) Local Resident, (Long Wittenham, Northfield Lane)	<p><b>Object</b> - We currently have a 30mph limit, which is widely ignored and unpoliced, with no traffic camera. Unless a 20mph limit is to be policed/enforced, it will be of no effect whatsoever. Currently there are 20 mph restrictions on Northfield Lane in Long Wittenham, which have no effect whatsoever. We are a rural village; other observed 20mph limits carry huge amounts of signage, which will only serve to create an urban street scene and be detrimental to the village character. Fastest speeds are probably along the Didcot Road - expectation that motorists will go from 60+ mph to 20 mph within a very short distance before housing begins are completely unrealistic. In short, this is an</p>

	unsatisfactory and ineffective way of reducing traffic speed in the village, which could more effectively be achieved by traffic calming and the maintenance of the visual appearance and character of a rural road.
(6) Local Resident, (Long Wittenham, Northfield Lane off of High Street)	<p><b>Object</b> - 1) There is no actual need for a 20mph limit through the village, or on side roads (e.g., Saxons Heath &amp; Westfield Road); the need is for ENFORCEMENT of the existing 30mph limit.</p> <p>2) A 20mph limit will need excessive signage which will "urbanise" and detract from the village environment. This "urbanisation" will NOT tend to slow the traffic speed - whereas creating a more "villagey" impression should tend to slow down traffic (see 3)).</p> <p>3) Suggest that the following might slow down the traffic and have the desired effect: -</p> <p>a) remove centre white lines then b) mark-up cycle lanes on both sides of the road - this will create the impression that the road is far narrower and tend to reduce vehicle speed without the need for additional signage.</p> <p>4) An alternative would be to extend the 30mph limit some 100 yards along the Didcot Road towards Didcot and install a staggered chicane at the existing 30mph limit - thereby forcing traffic to slow down upon entry to the village.</p>
(7) Local Resident, (Long Wittenham, Westfield Road)	<p><b>Object</b> - I don't believe lowering the speed limit will make people slow down, particularly on entering the village from the Didcot direction. I don't believe it's necessary or helpful.</p>
(8) Local Resident, (Long Wittenham, Northfield Lane off of High Street)	<p><b>Object</b> - I see no need for this whatsoever, there has been no accidents I am aware of in the 20 plus years I lived in Long Wittenham, certainly none that would have been avoided by a lower limit. In my experience drivers are already very considerate driving through Long Wittenham and the extensive speed reduction measures already in place disrupt the flow of traffic through Long Wittenham regularly causing friction and traffic jams a 20mph limit will not help this, of increase the safety in my opinion.</p>
(9) Local Resident, (Long Wittenham, Fieldside)	<p><b>Object</b> - The 20mph limit is unnecessarily restrictive: 30 is appropriate for most of the village at most times of day but is treated with disdain by many drivers and is not enforced. There is no point in lowering the limit to a level that will be respected by even fewer people, meaning previously law-abiding drivers will now be outside the law yet still driving safely.</p> <p>I would support more road humps to enforce the 30mph limit, but they should be full width. The current chicanes are counter to your stated ambition to 'maintain effective ... passage of traffic' (Statement of Reasons). They frequently cause gridlock. With new housing at North Didcot, this road will have to accommodate significantly higher traffic flows</p>

	<p>over the next few years.</p> <p>I would support a 20mph limit in the core of the village, in the vicinity of the School and Village Hall, though it is not required throughout the day - perhaps a 'When lights flash' type of signage.</p>
(10) Local Resident, (Long Wittenham, Westfield Road)	<p><b>Concerns</b> - Whilst I agree that a 20mph is a good proposal it is not a good enough deterrent to slow cars down. We walk our dog daily along the Didcot road and are also car users pulling in and out of Saxons Heath. Practically every time we use this road there's someone driving way over the current speed limit who will only marginally slow down immediately before the chicanes and then only if a car is coming in the opposite direction, otherwise they shoot straight through.</p> <p>The traffic needs to be slowed down at the entrance to the village BEFORE the junction of Saxons Heath. The best way to ensure drivers slow down and protect the community would be the addition of road humps at the entrance to the village and a 20mph speed limit.</p>
(11) Local Resident, (Long Wittenham, Westfield Road)	<p><b>Concerns</b> - I'm happy to see a reduction in speed through the village but changing to a 20mph speed limit will change very little. Many people will still speed through.</p>
(12) Local Resident, (Long Wittenham, Westfield Road)	<p><b>Concerns</b> - 20-30-40mph signs do not stop speeding</p>
(13) Local Resident, (Long Wittenham, Westfield Road)	<p><b>Concerns</b> - A 20mph speed limit won't do anything to slow down people who already speed through the village. I support the idea of introductions of speed humps at entry to the village (outside Saxons heath) as this will force speeders to slow down and keep the roads/pedestrians safer</p>
(14) Local Resident, (Long Wittenham, Westfield Road)	<p><b>Concerns</b> - This is a complete waste of time and taxpayer's money. The existing 30 mph speed limit is ineffective and not enforced. The 20 mph limit will also not be enforced and therefore be completely ineffective. The village has asked for years for the chicanes to be removed and replaced with a series of blister speed humps which would be both effective in lowering the speed and removing the traffic jams which occur during busy traffic periods. I have explained all this both verbally and in writing to The Chairman of the Parish Council</p>



(15) Local Resident, (Long Wittenham, High Street)	<p><b>Concerns</b> - In principle 20 mph speed limit is alright but not in conjunction with the 3 chicanes we already have. These cause excessive pollution by traffic either queuing or racing in a low gear to beat the oncoming vehicles. From 06:00 to 09:30 the traffic is queuing trying to get past chicanes in high street. This is repeated again from 16:00 - 18:30. Imposing a 20mph speed limit will only exacerbate the situation leading to more racing, horn blowing and pollution. To physically slow the flow of traffic a roundabout at the entrance to the village at Saxons Heath junction would make sense, this could also be utilised for access / egress to the new village hub.</p> <p>There was talk of a new bridge over the Thames to relieve traffic in 1980 but 40 years on we are still waiting.</p>
(16) Local Resident, (Long Wittenham, Fieldside)	<p><b>Concerns</b> - I am generally Supportive of the proposed 20mph limit in the village but do have concerns around how it will be enforced. The current 30mph limit is ignored by many drivers, especially as they enter the village from the Didcot end. I would support an EXTENSION of the 30mph limit by at least 100 meters before the Village Gateway, giving drivers a warning that they need to reduce speed BEFORE they enter the proposed 20mph limit at the Village Gateway. This approach is being suggested for the road from Clifton Hampden, so why not from Didcot AND Little Wittenham.</p> <p>The speed limit from Clifton Hampden is the National Speed limit (60mph), but the road is narrow and unlit. The limit from Golden Balls Roundabout to Clifton Hampden, which is a wider well surfaced road, is only 50mph. This makes no sense. The limit between Clifton Hampden and Long Wittenham should be reduced to no more than 40mph to allow safer use by walkers and cyclists.</p> <p>I have some concern that adding the number of Repeaters that are proposed will give the village a more urban feel. I would urge OCC to only use the minimum number required and to place those on existing Road Signage Poles. I would be interested in understanding how OCC will decide if the 20mph trial has achieved the required result. I have not been able to find anything in the information available that addresses this point, only reference to possibly taking additional measures if it is not deemed to be working.</p>
(17) Local Resident, (Long Wittenham, Fieldside)	<p><b>Concerns</b> - I note that Fieldside is not included in the 20mph zone. Does this mean that it is ok to do 30mph along a single-track road once you turn off from the 20mph road?</p>
(18) Local Resident, (Long Wittenham, High Street)	<p><b>Concerns</b> - I am writing on behalf of myself and my wife about the proposed 20mph speed zone in Long Wittenham. We both fully support the plan but have some reservation about the number of signs that will be positioned throughout the village. In total there will be 22 signs. Our concern is that these signs will clutter the village and create an 'urban' environment. Long Wittenham is essentially a country village.</p>

(19) Local Resident, (Long Wittenham, Temple Road)	<b>Support</b> - Safety
(20) Local Resident, (Long Wittenham, High Street)	<b>Support</b> - Drivers through village are consistently breaking existing speed limit, approaching corners too fast and putting children, bike riders etc at risk.
(21) Local Resident, (Long Wittenham, High Street)	<b>Support</b> - Weight of traffic, although given that cars already speed, I'm not sure how it would be enforced.
(22) Local Resident, (Long Wittenham, Saxons Heath)	<b>Support</b> - Speeding traffic through the village is a common problem and I hope this reduces it
(23) Local Resident, (Long Wittenham, Westfield Road)	<b>Support</b> - The majority of cars do not adhere to the current 30 limit, lowering it and enforcing it is required to make the village safer. Also, the roads approaching Long Wittenham from either end should be reduced. 30 mph between long Wittenham and Clifton Hampden, due to no foot path or dedicated cycle lane. 30 mph from Long Wittenham to sires Hill bend, increasing to 40mph from that point. Drivers will be more likely to reduce their speed in Long Wittenham if the approach speed is reduced also.
(24) Local Resident, (Long Wittenham, High Street)	<b>Support</b> - A 20 mph speed limit through the village will make it much safer for all users of the High Street, cyclists, horse riders, pedestrians & car users plus residents getting in and out of their driveways, plus we have the Primary School and pre-School (using the village hall) both creating parking issues on high St.
(25) Local Resident, (Long Wittenham, High Street)	<b>Support</b> - I think traffic moves to quickly through the village. The roads are quiet and often shared with cyclists, horse riders and pedestrians crossing.
(26) Local Resident, (Long Wittenham, High Street)	<b>Support</b> - The volume of traffic along High Street, Long Wittenham, continues to increase yearly. Many houses are very close to the road. Children walk up and down the road daily to reach school or their school bus. The footfall of residents and visitors to the village is steady throughout the day. Drivers do not respect these facts and travel through the village much too fast for pedestrian safety. The noise of them flying over the speed humps or speeding up directly after the speed humps is considerable.

(27) Local Resident, (Long Wittenham, Little Wittenham Road)	<b>Support</b> - Large volumes of traffic to/from Oxford and Didcot and the Clumps AONB all cut through the heart of our village, at speeds which create significant danger points for the school in the middle of the high street and on the blind bends at either ends of the village and on Little Wittenham Road. Reducing the enforced limit to 20mph will make a significant improvement to safety for pedestrians crossing the high street and those residents that need to walk along the roadside, where no pavements are available.
(28) Local Resident, (Long Wittenham, Saxons Heath)	<b>Support</b> - About time, too many motorists speed though this village. Rather than tie up police time and effort, May I suggest the installation of average speed cameras are fitted at either end of the village, to control / monitor the speed of vehicles. This will bring in revenue, 24/7, and will also show the amount of heavy goods vehicles using this as a cut through
(29) Local Resident, (Long Wittenham, Little Wittenham Road)	<b>Support</b> - We have lived in our house for over 10 years and in the past few years have noticed an increase in the traffic and the speed at which it passes our house. We have also noticed an increase in traffic through the village, and people driving at speed where it is often single lane, due to parking in the village, especially around school drop off and pick up times. The speed of traffic through the village and on the smaller lanes where there are no pavements is dangerous and I am concerned for the safety of pedestrians in particular. Enforcing a 20mph limit will alert drivers to the fact that there are many pedestrians and small children who are crossing roads and walking on roads where there are no pavements and help to ensure we do not have an accident. I have had some near misses on foot with cars coming around the corner where I live at speed, even though it is a 30mph limit and feel strongly that we need to alert drivers to the fact that there are pedestrians on the road with a slower speed limit.
(30) Local Resident, (Long Wittenham, Little Wittenham Road)	<b>Support</b> - I support the proposal as this will encourage motorists to drive slower through the village. In fact the proposals do not go far enough and the speed restriction should be extended further along Little Wittenham Road to include the last two houses (Nos 45, 46) in the village so that these too are within the 20mph zone. Alternatively, this extension could be 30 mph to step down the speed like is proposed for the road towards Clifton Hampden.

(31) Local Resident, (Long Wittenham, Fieldside)	<b>Support</b> - I support a 20mph speed limit throughout the village. The main road through the village is used as a rat-run for vehicles crossing Clifton Hampden Bridge and this traffic needs to be slowed down to make it safe for pedestrians, of even better, deterred from coming through the village at all.
(32) Local Resident, (Long Wittenham, High Street)	<b>Support</b> - The reduction in the speed limit will help to reduce the average speed of vehicles through our village and thus reduce the high engine and tyre noise levels caused by inconsiderate motorists. Alas it will not deter unnecessary radio volumes, but nevertheless is a step in the right direction
(33) Local Resident, (Long Wittenham, Saxons Heath)	<b>Support</b> - I have witnessed and have been subjected to several near misses whilst either on foot (with my children / dog) and or when I've been in my vehicle. It is only a matter of time before there is a life-threatening injury and or worse a fatal caused through drivers exceeding the speed limit- there are currently no deterrents for drivers to adhere to the speed limit - the 20mph needs to be in conjunction with either speed cameras and or speed humps - the fact that there is a local primary school in the middle of this it's shocking g it has to be such a battle
(34) Local Resident, (Long Wittenham, High Street)	<p><b>Support</b> - There is strong evidence over many years that 20mph limits reduce the speed of those travelling fastest, reduce accidents and make areas more pleasant to live in.</p> <p>The village has three features which mean a 20mph limit will be more effective than most.</p> <ol style="list-style-type: none"> <li>1. The two largest children's playgrounds are at the furthest points east and west in the village. Both involve crossing the main road on blind corners. Reduced speeds will make crossing the road safer.</li> <li>2. The village has both National Cycle Route 5 and the Culham strategic cycle route running through it, shortly to be improved by Sustrans. There are more cyclists then in most villages. Reducing traffic speed closer to the speed of cyclists will encourage cycling in this on-road section of cycle route.</li> <li>3. In many areas there is no footpath, it is too narrow for pushchairs/wheelchairs or blocked by parked vehicles. A 20mph limit will highlight to drivers that they may need to slow or stop to give way to pedestrians and horses.</li> </ol> <p>That said, I do think consideration should be given to retaining the 30mph limit on the approach from Clifton Hampden up to the junction with Little Wittenham Road. This part of the road has no frontages and the sharp curve would mean</p>

	<p>there would be a physical requirement to reduce speed at this point.</p> <p>Overall though a 20mph limit would provide quantifiable benefits to residents, pedestrians and cyclists while causing very little inconvenience to motorists. It is good the council is leading the way with such a policy.</p>
<p>(35) Local Resident, (Long Wittenham, Westfield Road)</p>	<p><b>Support</b> - The residents of Long Wittenham have 2 major issues with traffic passing through and around the Village.</p> <ol style="list-style-type: none"> <li>1. The volume of traffic going in both directions through a small linear settlement on an unclassified road.</li> <li>2. The speed at which the traffic passes through Long Wittenham.</li> </ol> <p>Currently we have these traffic flow measures: the chicanes at either end of the Village with integral cycle lanes, and the central speed bump near the primary school. These might slow vehicles down at peak flow and in rush hour but do little to slow them down when past the chicanes and when drivers think they have a clear road ahead.</p> <p>This is especially true for traffic leaving the village and heading towards Didcot.</p> <p>A recent traffic census for the County may reveal up to date information on this but giving the average speed will not reveal the true problems. Those of us who regularly walk along the footpath beside this part of the Didcot Road outside of rush hour will know that it is rare to see anyone observing 30mph. Drivers see a relatively straight and empty road ahead, if not from the bend at the Cross, then from the chicane and they accelerate, regardless of any residential buildings or local use. If they can see the end of speed restrictions sign it is ignored well before they approach it.</p> <p>Similarly, drivers entering the village from Didcot equally disregard the speed limit as they approach the village, slowing only if they have to at the chicane possibly in time for the bend towards the main part of the village.</p> <p>At present there is an electronically activated speed flashing sign approaching the village from both directions. I have not seen them work for some months. So, no visual warning appears to slow traffic. A recent addition to the road towards Clifton Hamden on the left-hand side are several small round 30mph signs with a camera. These are at a low height, mounted on wooden posts, easily seen, and may be having some effect, but the lack of availability of the posts on the other side means there is only one when approaching from Clifton Hampden.</p> <p>Modern cars are efficient and speed is quickly gained. It would seem that very few drivers can accurately assess their speed as over the limit or are blatantly disregarding the law.</p> <p>Traffic proposals for the future: I believe that there are plans for a Didcot Rd pedestrian crossing from the new Vanderbilt estate which means moving the chicane nearer to the Saxons Heath road exit.</p>

	<p>Saxons Heath, Sinodun Close, and Westfield Road are all no through roads, with only this route of vehicular exit onto the Didcot Road. They also currently house at least half of the population of Long Wittenham.</p> <p>Moving the chicane closer to this exit will not solve the speed issue and will make matters for worse for current residents of Saxons Heath and Westfield Rd . Safely exiting from these residential areas will become not only difficult but highly dangerous at times when driver selfishness, and the need for urgency and speed leads to accidents.</p> <p>One proposal is for a roundabout at the end of Saxons Heath. This would be widely supported but would need to be of sufficient substance and height to properly slow traffic down. A token painted circle would not be sufficient.</p> <p>Ideally an enforced 20mph speed limit throughout the village would be the ideal. Other villages with far less through traffic have them e.g., Brightwell cum Sotwell, Dorchester.</p> <p>It is also important that this speed limit applies to all the residential roads off of the main road as well. The lower part of the High Street has no footpath, similarly the Little Wittenham Road.</p> <p>It is vital to slow traffic down at all times of the day.</p> <p>The traffic issues faced by this village are only going to increase and cause more anger amongst residents who see the highway laws flouted and abused. The building of the new houses in their thousands. around us in the Didcot, Wallingford and Abingdon areas means we can only expect the volumes of traffic for the journeys to work and other reasons to massively increase. A new bridge over the Thames is still years away and until then Long Wittenham pays the price.</p> <p>A holistic view of speed and traffic calming is needed in Long Wittenham; reducing limits to 20mph, enforcement of these restrictions and a significant mini roundabout at the end of Saxons Heath</p>
(36) Local Resident, (Wallingford, Rowland Close)	<p><b>Support</b> - I spend a lot of time in Long Wittenham as my partner and her family live there. Crossing the High St/Didcot Rd can be extremely hazardous. Cars don't slow down when coming in from the Didcot end of the village. I have to pull out from Saxon's Heath to go home or to work and often find vehicles approaching from my right well over 30mph, making the manoeuvre pretty hazardous (especially when the verge gets overgrown!)</p>

Divisions affected: *Woodstock*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 18 NOVEMBER 2021**

### **STONESFIELD: PROPOSED 20MPH SPEED LIMIT & INTRODUCTION OF TRAFFIC PRIORITY MARKINGS AT LAUGHTON HILL AND BOOT STREET JUNCTION**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the 20mph speed limit at Stonesfield together with revised traffic priority markings at Laughton Hill and Boot street Junction.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit at Stonesfield in place of the current 30mph speed limit and, as part of this project, revised traffic priorities at Laughton Hill at its junction with Boot Street following a request by Stonesfield Parish Council.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by Stonesfield PC with OCC funding implementation of the proposals should they be approved.

#### **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 09 September and 08 October 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire &

## CMDHM8

Rescue Service, Ambulance service, Bus operators, West Oxfordshire District Council, Stonesfield Parish Council and local County Councillor.

7. 22 responses were received during the formal consultation as summarised in the table below:

<b>View</b>	<b>20mph Speed Limit</b>	<b>Priority Give Way</b>
Object	4 (18%)	2 (9%)
Support	16 (73%)	16 (73%)
Concerns	1 (4.5%)	2 (9%)
No objection/opinion	1 (4.5%)	2 (9%)
<i>Total</i>	<i>22 (100%)</i>	<i>22 (100%)</i>

8. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
9. Thames Valley Police concerns are that the proposal in part does not meet criteria. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.

**BILL COTTON**

Corporate Director, Environment and Place

Annexes

Annex 1-2: Consultation Plans

Annex 3: Consultation responses

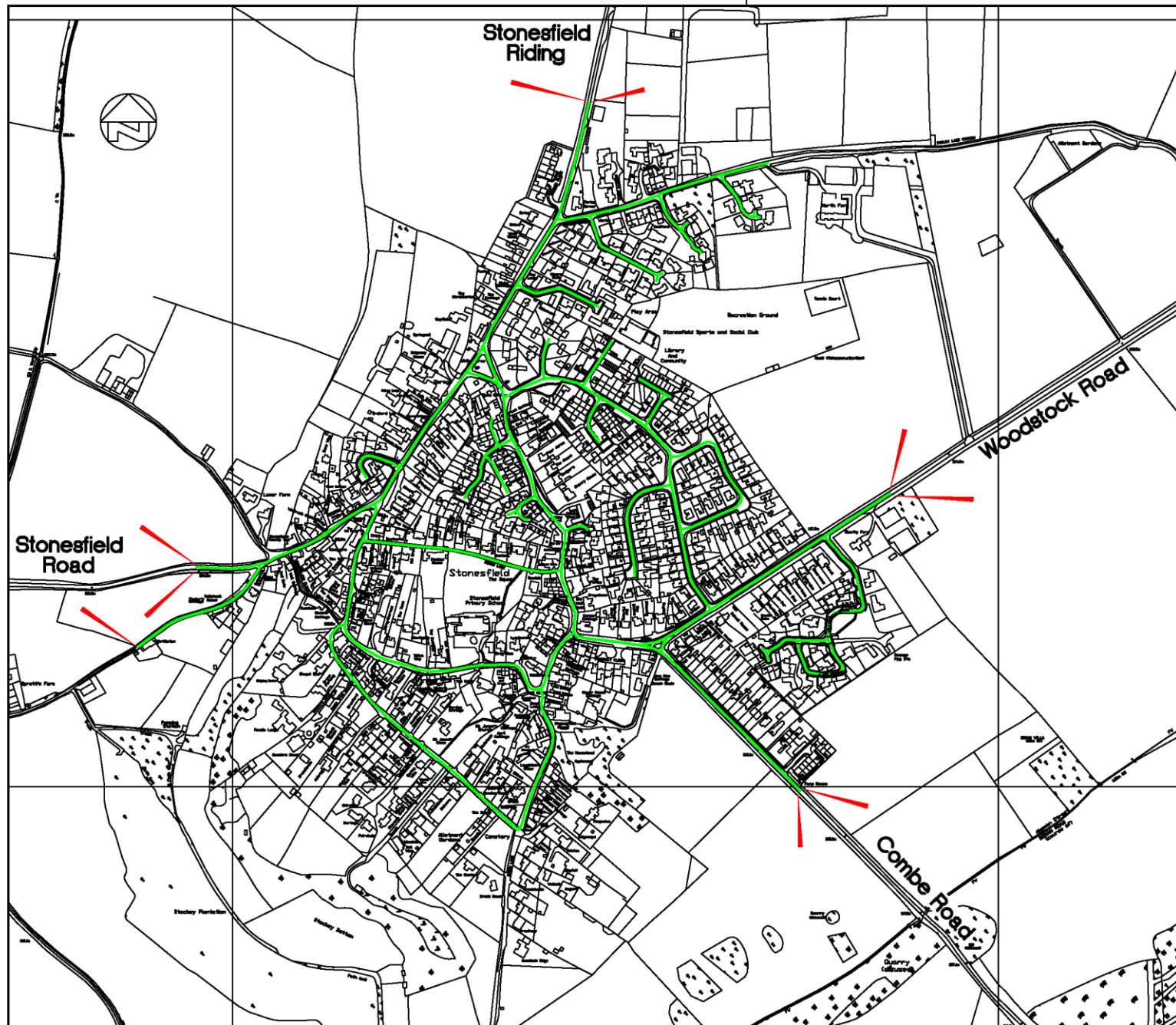
Contact Officers:




Tim Shickle 07920 591545

James Wright 07789 926984

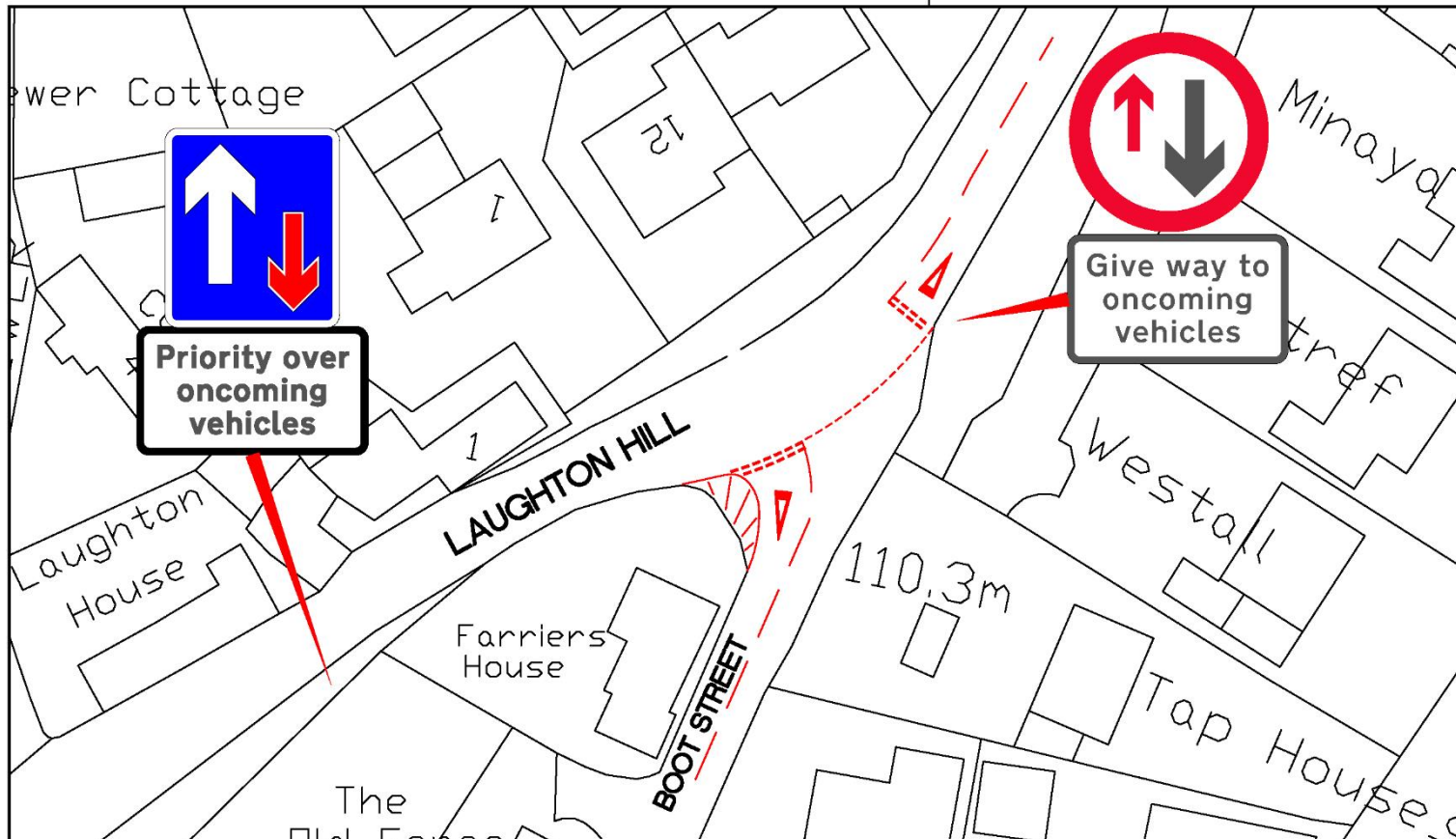
November 2021





Drawing No.			Revision		
 Current 30 limit to become 20			 Location of terminal signs		
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 <div style="display: flex; justify-content: space-between;"> <div> <p><b>OXFORDSHIRE</b> COUNTY COUNCIL</p> </div> <div> <p>Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel 01845 310 1111</p> </div> </div>					
Project title					
<b>Stonesfield village</b>					
Drawing title					
<b>Proposed village wide 20mph speed limit</b>					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
NTS	JEW				
Date drawn	Date checked	Date approved			
Feb 2021					
Oxfordshire Project No. & File Ref					
Drawing No.			Revision		





Drawing No.		Revision	
<p>Approximate sign locations and amendment to road markings. Precise details to be agreed on site prior to implementation.</p>			
<p>© Crown Copyright and Database rights 10023343 2017</p>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
<p><b>OXFORDSHIRE COUNTY COUNCIL</b>  <small>David Jenkins          Director of Communities Operations          Oxfordshire County Council          County Hall          New Road          Oxford          OX1 1ND          Tel: 0845 210 1111</small></p>			
<p>Project title</p> <p><b>Stonesfield village</b></p>			
<p>Drawing title</p> <p><b>Proposed Laughton Hill Priority signing</b></p>			
<p>Drawing Status</p>			
Scale @ A3	Drawn by	Checked by	Approved by
NTS	JEW		
	Date drawn	Date checked	Date approved
	June 2021		
<p>Oxfordshire Project No. &amp; File Ref</p>			
Drawing No.		Revision	



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> – 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>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</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>The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</p> <p>Some speed data has been received which may support lowering the speed limit to 20 on some roads within the village.</p> <p>I have particular concern for Woodstock road ,Combe road and The Ridings . Unless addition engineering is included with these proposals the police object to those roads where current Mean speeds are above 24mph.</p>

<p>(2) West Oxfordshire District Council, (Planning &amp; Strategic Housing)</p>	<p><b>Support</b> - In the interests of pedestrian and road safety, West Oxfordshire District Council supports the proposed 20 mph speed limit and priority give way along the The Tewel, Stonesfield.</p> <p>This information is based on the proposal being carried out in accordance with the details supplied in the Public Notice, Statement of Reasons, Consultation Plans, Speed Limit Order, Location Map and Draft Order that accompanied the enquiry.</p> <p>(Please note that this is an officer's opinion and is in no way binding Members of the Area Planning Sub Committee)</p>
<p>(3) Local Resident, (Stonesfield, Maltsters)</p>	<p>20mph Speed Limit - <b>Object</b> Priority 'Give-Way' - <b>Object</b></p> <p>Thank you for the opportunity to comment on the proposed introduction of a 20mph speed limit for the whole village of Stonesfield. We strongly believe that this is an entire waste of your financial resources. In the older part of the village, it would be reckless to proceed at more than 20mph and it is my experience that the vast majority of drivers do not. This is particularly the case at school collection and drop-off times when parked cars close to the school restrict the speed you can travel to barely a crawl. My wife and I walk around the village almost daily and rarely do we notice drivers driving over 30mph with the one exception being along the straight Woodstock Road where excess speeding does occur. However, if we were to lower the speed limit to 20mph on this stretch of road the drivers who ignore the current limit will certainly ignore a lower one. And, in my driving experience of over 45 years, the 30mph limit on this stretch of road is the correct one.</p> <p>Stonesfield is a small rural community, not a congested city centre with distracting signs, large volumes of traffic, buses or cyclists meandering around. It does not require a blanket speed restriction reduction covering the entire village. The current limit is correct and in areas where a 20mph limit would be appropriate it would be reckless to exceed 20mph anyway.</p> <p>A 20mph limit is not going to be enforceable as a 30mph limit is not enforceable now. Rarely does a mobile speed camera appear on the Woodstock Road. The village population has yoted twice to not have street lighting introduced and complained bitterly when two streetlights appeared on the Woodstock Road to support a speed bump. So, more speed bumps go against the community's wishes.</p> <p>Please save your valuable financial resources and place them in areas of greater priority than this. Nobody has been injured to my knowledge in this village by a vehicle during this century. The village has a safe speed limit at</p>



	<p>present. Throw out this ridiculous proposal.</p> <p>Officer comments The proposed county wide roll out of new 20 limits to replace previously existing 30's has the aim of changing driver behaviour and to encourage acceptance that travelling within that limit will be safer for all and will allow more extensive use of more sustainable and environmentally friendly modes of transport i.e. walking and cycling.</p>
(4) Letter Response, (unknown)	<p>20mph Speed Limit - <b>Object</b> Priority 'Give-Way' – <b>No opinion</b></p> <p>What is this obsession with 20 mph speed limits? Is it just exercising the small amount of power councillors have?</p> <p>You are deluded if you think anybody is going to take any notice, unless there is a speed trap in place, then word gets around and behaves themselves. It is a waste of your time and our money.</p> <p>Most people in this village didn't vote on it through sheer apathy, as with most votes. So I know all of you who inflict this on us are law abiding and of course have never speeded before in your lives.</p> <p>But I suppose it will stop the constant death and carnage that has been going on in the village over the last 30 years I have lived here (none). Speed in itself is not dangerous, it is inappropriate speed that is a hazard, and there are roads in Stonesfield u couldn't do more than 20mph if you wanted to.</p> <p>It would be more useful to do something about the parking and the roads that are like cart tracks. Even after the potholes have been done, they need resurfacing, not patching up.</p> <p>So well done for your great achievement. I'm sure you will go down in Stonesfield folk law, songs will be written about this day and no doubt three cheers from the older generation who actually bother to vote.</p> <p>Good luck enforcing the unenforceable.</p> <p>Officer comments The proposed county wide roll out of new 20 limits to replace previously existing 30's has the aim of changing driver behaviour and to encourage acceptance that travelling within that limit will be safer for all and will allow more</p>

	extensive use of more sustainable and environmentally friendly modes of transport i.e. walking and cycling.
(5) Local Resident, (Stonesfield, The Ridings)	<p>20mph Speed Limit - <b>Object</b> Priority 'Give-Way' - <b>Support</b></p> <p>A blanket imposition of 20 MPH is unnecessary. There are areas in the village where it could possibly be of use</p> <p>Officer comments The proposed county wide roll out of new 20 limits to replace previously existing 30's has the aim of changing driver behaviour and to encourage acceptance that travelling within that limit will be safer for all and will allow more extensive use of more sustainable and environmentally friendly modes of transport i.e. walking and cycling.</p>
(6) Local Resident, (Stonesfield, Wootton End)	<p>20mph Speed Limit - <b>No opinion</b> Priority 'Give-Way' - <b>Object</b></p> <p>(Between 1956 and 1990 I used to live at the junction of Boot Street and Laughton Hill in The Old Forge.) The scheme is a solution to a non-existent problem. It would be safer to leave Laughton Hill without a priority. The proposed siting of the give way road markings does not provide a driver a clear view down Laughton Hill to see whether or not cars are approaching. The bus stop is in the middle of the proposed give way scheme. There is no problem with how the junction is marked out and how it has been ever since I grew up there. The scheme addresses a non-existent problem and will create a major headache for drivers going up or down or joining Laughton Hill from Boot Street. Please don't mess it up with this rubbish scheme.</p> <p>Officer comment The scheme will formalise priority, slowing vehicles thereby reducing the risk of oncoming vehicles clashing in the narrowest part of this section of road necessitating one vehicle to reverse or both vehicles trying to pass and causing damage to verges or adjacent properties.</p>

(7) Local Resident, (Stonesfield, Churchfields)	<p>20mph Speed Limit - <b>Concerns</b> Priority 'Give-Way' - <b>Concerns</b></p> <p>Both are unnecessary - parking on Laughton Hill is the main cause of narrowing the toad to single file</p>
(8) Local Resident, (Stonesfield, Greenfield Crescent)	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Concerns</b></p> <p>I support the 20mph limit but have some concerns about how the priority Give Way will operate in practice on The Ridings. The Give Way system needs to consider the potential backing up of traffic at either end of the single vehicle road section to which it applies which must be safe. The other thing that needs to be clear is the line-of-sight for vehicles approaching the priority section to enable safe driving decisions on whether to stop or go. An example of something I consider to be not good practice and potentially bordering on dangerous is the minor road (Leaffield Road) at Crawley which rises up from The Lamb Inn. The line of sight there is so poor that often drivers will jump their turn. If the proposed priority section at The Ridings is to be both useful and safe, then it must have clear line of sight for decision making.</p> <p>Officer comment The scheme will formalise priority, slowing vehicles thereby reducing the risk of oncoming vehicles clashing in the narrowest part of this section of road necessitating one vehicle to reverse or both vehicles trying to pass and causing damage to verges or adjacent properties.</p>
(9) Local Resident, (Stonesfield, Brook Lane)	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>Many roads in the village are difficult to negotiate and or have reduced visibility so 20mph is an essential safety measure. Laughton Hill is narrow and allows parking. It is effectively 'one at a time' passage so formalising it with a priority system is very sensible.</p>



<p>(10) Local Resident, (Stonesfield, Cockshoot Close)</p>	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>I am supporting the proposals for several reasons: There are areas of the village where there are no pavements &amp; the road narrows which can cause difficulty for pedestrians &amp; a reduced speed limit will be helpful It is important to encourage the increased use of bicycles &amp; a reduced speed limit will help with this Children &amp; those with reduced mobility would hopefully feel safer walking around the village.</p>
<p>(11) Local Resident, (Stonesfield, Laughton Hill)</p>	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>My reasons for support are:</p> <ol style="list-style-type: none"> <li>1. Public opinion: In 2018, we were surveyed regarding traffic and speeding within Stonesfield. The results were published and there was overwhelming support for a move to 20mph.</li> <li>2. Road conditions: Most of Stonesfield's roads do not have pavements and many have restricted width and/or visibility. Lower speeds reduce the risk of collisions</li> <li>3. Risk of injury: The higher the speed the greater the risk of injury. This is especially true for children who are walked to the local school and for older / less agile individuals.</li> <li>4. Traffic volumes: There have been noticeably higher volumes of traffic over recent years. Much of this increase seems to have been delivery vans and lorries. These larger vehicles need to proceed with extreme caution and 20mph sends a clear signal that this is required.</li> </ol> <p>There have been very many near misses, several collisions causing serious damage, numerous pets killed and a few instances of personal injury. Fortunately, no incidents so far have caused a death (within the village confines). It would be good to Institute this road safety measure before someone is seriously injured or killed rather than afterwards.</p>
<p>(12) Local Resident, (Stonesfield, Laughton Hill)</p>	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>The narrow lanes in the village mean that drivers need to be aware of other road users and treat them with respect and consideration at all times. Roads are not just for cars!</p>

<p>(13) Local Resident, (Stonesfield, Laughton Hill)</p>	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>I live on Laughton Hill and am very concerned about speeding and inconsiderate drivers, not only on this road, but throughout the village.</p>
<p>(14) Local Resident, (Stonesfield, Laughton Hill)</p>	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>Over the past five years traffic through Laughton Hill has increased considerably. This means that each vehicle has less time and space resulting in many vehicles observing the speed limit only by maintaining it regardless of other exigencies.</p>
<p>(15) Local Resident, (Stonesfield, Laughton Hill)</p>	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>I live on Laughton Hill and the traffic goes too fast past the property. Vehicles are then having to pull in right alongside my property at the narrowest part of the road in order to give way to vehicles travelling south. I've recently moved in to the property and am unsure where the property boundary lies but it might be the case that vehicles are pulling onto my land in order to pass.</p>
<p>(16) Local Resident, (Stonesfield, Limbeck Way)</p>	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>Speeding is an increasing issue in Stonesfield and presents a continuous risk to the local population. Vehicles regularly exceed the existing 30MPH inches from dog walkers, school children, the elderly and basically all vulnerable road users (VRUs). The village does not have pavements on 70% of its roads and VRUs are force to share the roads with moving traffic all the time. The average driver does not moderate their speed or behaviour when passing VRUs and therefore consider their safety above others. A vehicle was recently recorded at 82MPH in the village during the afternoon! Moving to 20MPH would make a significant contribution to safety in the village and make walking journeys less stressful for people of all ages. It would also reduce the risk of a fatal RTC and the dreadful consequences for the</p>

	family involved.
(17) Local Resident, (Stonesfield, Limbeck Way)	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>There is a need to reduce the speed of drivers through Stonesfield as there are many narrow roads without pavements, for the safety of pedestrians and other road users. Also a number of blind corners often with cars parked near junctions.</p>
(18) Local Resident, (Stonesfield, Pond Hill)	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>The village will be safer for pedestrians of all ages and those with disabilities</p>
(19) Local Resident, (Stonesfield, Woodstock Road)	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>We live on Woodstock Road and are fully supportive of a 20mph limit throughout the village. Rapidly accelerating vehicles are a nuisance outside our house, creating excessive noise, pollution and safety concerns. The entire village is a residential area, not a through road. The village is small and reducing the limit to 20mph will have no significant impact on anyone's journey time but it will improve the quality of life for residents.</p>
(20) Local Resident, (Stonesfield, Brook Lane)	<p>20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b></p> <p>In a small village will an increase in traffic and walkers/ cyclists including young and old riders/ walkers the 30 MPH limit is too fast. In line with an increasing number of villages implementing the 20 MPH speed limit is in my view is extremely important action for the village to support.</p>

(21) Local Resident, (Stonesfield, Temple Road)	20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b>  Safety
(22) Local Resident, (Stonesfield, Boot Street)	20mph Speed Limit - <b>Support</b> Priority 'Give-Way' - <b>Support</b>  I am writing to express my wholehearted support for the proposal to introduce a 20mph speed limit throughout Stonesfield village, replacing the 30mph limit in its entirety. I also support the proposals laid out in the Laughton Hill proposed priority signage document.

Divisions affected: *Thame and Chinnor*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 18 NOVEMBER 2021**

### **CHINNOR: B4009 AND B4445 - PROPOSED TRAFFIC CALMING BUILDOUTS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the traffic calming buildouts on the B4009 and B4445.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on the proposed introduction of traffic calming on 3 radial routes in Chinnor consisting of buildouts supplemented by vehicle-activated speed warning signs.

#### **Financial Implications**

3. Funding for consultation on the proposals has been met from the Community Infrastructure Levy (CIL) budget transferred from South and Vale and now held 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 the safe movement of traffic.

#### **Consultation**

6. Formal consultation was carried out between 26 August and 17 September 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, Chinnor Parish Council, Crowell Parish Meeting, Sydenham Parish Council and local County Councillors. Letters were also sent directly to approximately 186 properties within the village.

7. 109 responses were received during the formal consultation. 22 objections (20%), 29 expressions of concern (27%), 56 in support (51%) and two non-objections. The responses are shown at Annex 4 with copies of the original responses available for inspection by County Councillors.

## **Response to Objections and Other Comments**

8. Thames Valley Police did not object.
9. Chinnor Parish Council is promoting the scheme and has confirmed its support verbally for the proposals with an assurance of written submission to follow.
10. No response has been received so far from the local members.
11. Crowell Parish Meeting is concerned that drivers frustrated by the calming might result in increased speeds within Crowell.
12. Sydenham Parish Council support the proposals but suggest their own calming proposals for the B4445 in Emmington be undertaken within the same contract.
13. Of the 55 residents backing the proposals, 43 merely stated their support or stressed the benefits in reducing speeds and improving safety. The remaining 12 supporters outlined the following (*number of comments in brackets*):- more vehicle-activated signs required (3), width-restrictions preferable to road humps (3), build-outs should be amended to chicanes in all cases (2), the need for a 20mph limit (2), the scheme should be intensified/strengthened (2), measures were also needed on Thame Rd (1), the 30 limit on Lower Icknield Way should be extended (1), calming is needed at the Greenwood Ave / Crowell Rd one-way section (1).
14. Of the 22 objectors, 15 were unequivocally against any measures and a further 4 sought completely different solutions such as speed cameras or vehicle-activated signs. The remaining 3 objectors sympathised with the intentions but considered the proposals deeply flawed. Comments included (*number of comments in brackets*):- the proposals are unnecessary (14) and/or will increase delays, pollution and even accidents (11), also that they would be ineffective (7), and that the money should be spent elsewhere (6). There were further calls for additional vehicle-activated signs to be used instead (4).
15. While 28 expressed concern, only 5 appear not to favour any calming at all with a further 2 claiming insufficient information to give a view. The remainder broadly supported but expressed views such as (*number of comments in brackets*):- the calming needs to be more extensive/aggressive (7), the proposals need amending (5), a bypass is required (2), further vehicle-activated signs are required (2). Humps divide opinions with 2 respondents concerned they may be used and another advocating them in lieu of buildouts. Again, there was a call for chicanes in place of buildouts, also for a 20mph speed limit and a concern which expressed that the proposals would increase speeds in Crowell.

16. The single respondent with no opinion on the proposal emphasised the problem of car parking both on the radial routes and within estates in the village.

### **Consultation Synopsis**

17. The public response to consultation initially suggests a somewhat polarised debate. However, 7 objectors support the need for calming in principle and 23 of those expressing concern also back some form of calming. Effectively this equates to 55 supporting the proposals as advertised with a further 30 backing calming in some form balanced against 20 who object to any calming per se.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1-3: Consultation Plans

Annex 4: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

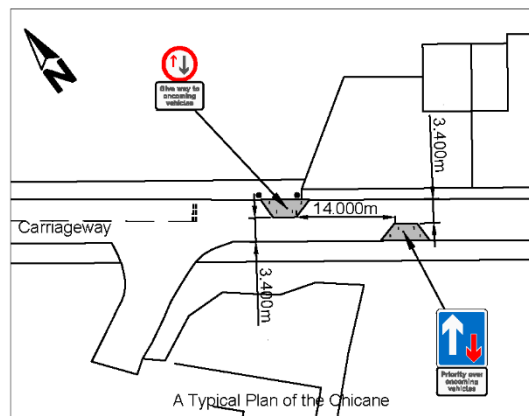
Geoff Barrell 07392 318869

November 2021



Refresh the following features

1. Traffic sign plates
2. Wicket gates
3. 30 and 50 roundel road markings
4. Dragon teeth road markings
5. Center line road markings



VAS Ref A



VAS Ref B



VAS Ref C


Drawing No.

Revision


1

Notes

1. VAS or Vehicle Activated Sign



Solar powered rebound  
Traffic Bollard with keep left  
or keep right arrow



Sign distance from hazard  
minimum 45m beside each  
approach lane..

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION

Underground services present: T&R bound material in c/w and footway


MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

Underground services present: T&R bound material in c/w and footway

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



OXFORDSHIRE  
COUNTY COUNCIL

Owen Jenkins  
Director for  
Infrastructure Delivery  
Communications  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0645 310 1111

Project title

Chinnor  
Proposed Gateway Improvements

Drawing title

Site Ref 1

Drawing Status

Consultation

Scale @ A3	Drawn by	Checked by	Approved by
	RGr		
	Date drawn	Date checked	Date approved

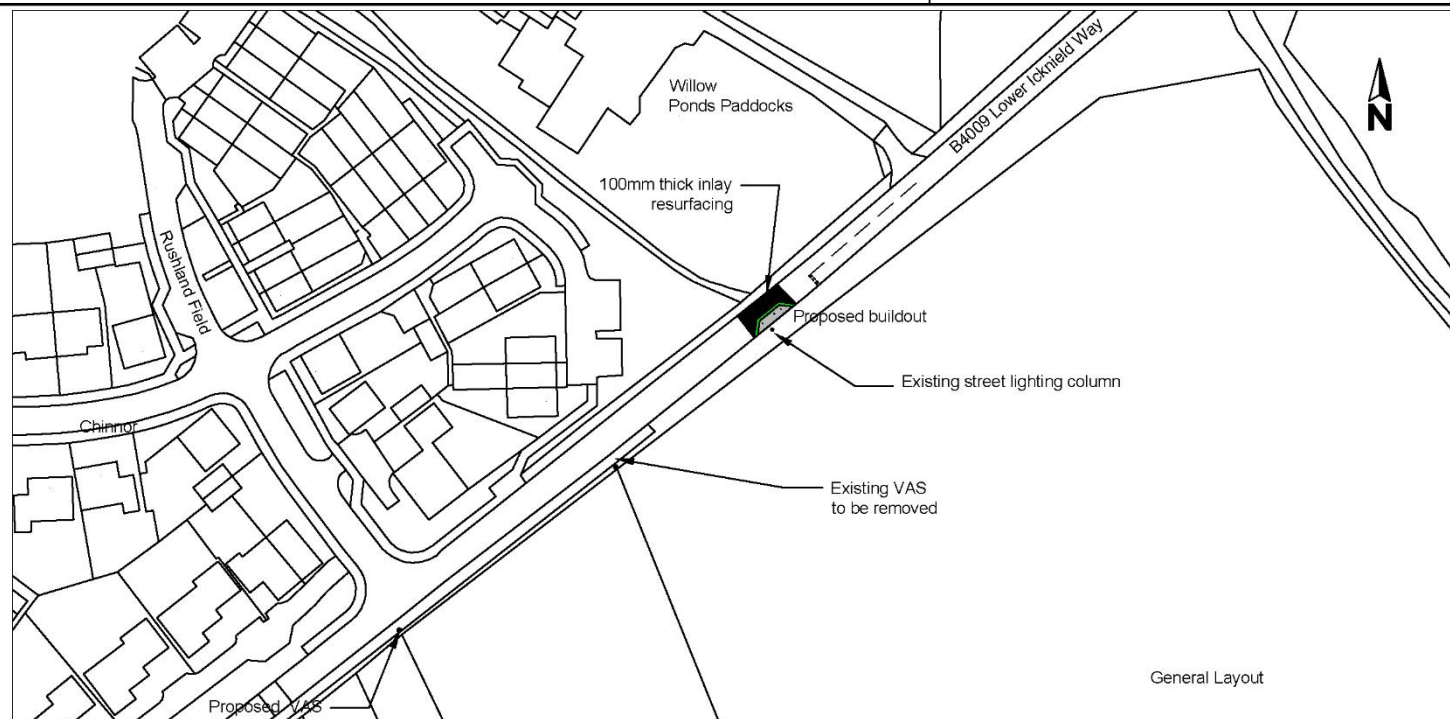
Oxfordshire Project No. & File Ref

Drawing No.

Revision

1





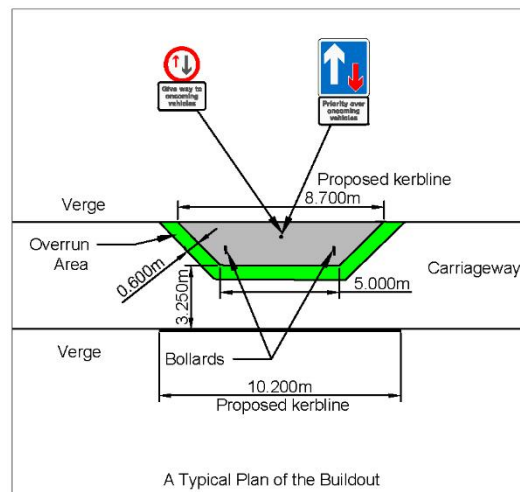
VAS Ref A



VAS Ref B



VAS Ref C



- Notes
- Refresh the following features
1. Traffic sign plates.
  2. 30 and 50 round road markings to be removed.
  3. Center line road markings.
  4. Continuous lines.


Drawing No.	Revision				
Notes					
1. VAS or Vehicle Activated Sign					
	Solar powered rebound Traffic Bollard with keep left or keep right arrow				
	Sign distance from hazard minimum 45m beside each approach lane..				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION					
Underground services present. TAP board material in c/w and footway					
MAINTENANCE/CLEANING					
DECOMMISSIONING/DEMOLITION					
Underground services present. TAP board material in c/w and footway					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1HD Tel: 01846 310 1111</p>					
Project title					
Chinnor Proposed Gateway Improvements					
Drawing title					
Site Ref 2					
Drawing Status					
Consultation					
Scale @ A3	Drawn by	RGR	Checked by	Approved by	
	Date drawn		Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.					Revision

Drawing No.


Revision

Notes

1. VAS or Vehicle Activated Sign



Solar powered rebound  
Traffic Bollard with keep left  
or keep right arrow



Sign distance from hazard  
minimum 45m beside each  
approach lane...

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK  
DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS


CONSTRUCTION:  
Underground services present. TAP bound material in c/w and footway.

MAINTENANCE/CLEANING:

DECOMMISSIONING/DEMOLITION:  
Underground services present. TAP bound material in c/w and footway.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Oxfordshire  
COUNTY COUNCIL

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Project title

Chinnor  
Proposed Gateway Improvements

Drawing title

Site Ref 3

Drawing Status

Consultation

Scale @ A3	Drawn by	Checked by	Approved by
	RGr		
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision

General Layout

VAS Ref A

VAS Ref B

VAS Ref C

A Typical Pan of the Buildout

Notes

Refresh the following features

1. Traffic sign plates.
2. 30 and 50 road markings are to be removed.
3. Centre line roadmarkings
4. Edge lines

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C:\Users\ralph.green\OneDrive - Oxfordshire County Council\Schemes\135 Chinnor - Traffic Calming\Chinnor - Traffic Calming.dwg

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection.</b>
(2) Crowell Parish Meeting	<p><b>Concerns</b> – Crowell Parish has been extremely concerned about the volume and speed of traffic travelling through our village for a long time (to and from Chinnor direction). Both the speed and volume have increased markedly in the last few years. We applaud the intent to insert traffic calming measures on the B4009; however, we have the following 2 concerns:</p> <p>a) calming traffic into Chinnor may mean that drivers leaving Chinnor (the priority route for the proposed calming measure) speed up through the short 50mph zone and continue at that speed through Crowell in order to gain the time they lost/annoyance of having been delayed through Chinnor.</p> <p>b) Vehicles leaving Chinnor on the B4009 towards Crowell immediately enter a very short 50mph speed limit that lasts approximately a quarter of a mile before hitting a double bend that leads into our village; unfortunately, this bend doesn't slow traffic down and most vehicles carry their speed straight through the village, endangering anyone crossing the road or pulling out of the village.</p> <p>Crowell village is so close to Chinnor and these traffic calming measures will mean it is sandwiched between 2 villages with calming measures (Kingston Blount also has traffic calming). It would make sense to consider the impact of these calming measures on Crowell and ensure that all measures taken positively impact the traffic through our village as well as through Chinnor. As such, we would respectfully request that appropriate consideration is given to any potential impact of these measures on Crowell. We are very happy to discuss this further is required.</p>
(3) Sydenham Parish Council	<p><b>Support</b> – Sydenham Parish Council supports the traffic calming measures but would like to see the scheme for the B4445 completed with the inclusion of an additional pinch point on the approach to the Inn at Emmington. We have been liaising with Chinnor Parish on the speed reduction measures along the B4445 regarding the requirement for a pinch point on the approach to the Inn at Emmington turn as part of a wider scheme (previously discussed with Highways in 2015). A second pinch point near Emmington could combine with a review of the speed limit between the entrance to Chinnor Village and the Emmington junction, and it would seem sensible to include this</p>

	<p>in a single scheme to reduce costs. There is already a scheme designed by OCC for an Emmington pinch point and we feel strongly that this should be included in the listed proposals.</p> <p>Our research into this matter includes data from speed indicator devices and vehicle activated signs that clearly demonstrate the ongoing speeding problem. This is also backed up by the regular presence of the police camera van, which would be able to offer further supporting data. The number of new developments in Chinnor, both existing and proposed, is significantly increasing the amount traffic on the B4445. This is causing an existing problem to be exacerbated.</p>
(4) Local Resident, (Chinnor, Lower Icknield Way)	<p><b>Object</b> - Lower Icknield Way is suffering increasing urbanisation. The current calming measures build convoys and if I want to post a letter, it can take 20-30 seconds for traffic to clear. Parked cars by our house calm traffic but the waiting vehicles cause noise and pollution at peak times and in warm weather is a real problem. At the time of the current calming I suggested pedestrian operated lights where the footpath "crosses" the road. That would ensure pedestrians influence traffic flow.</p> <p>The B4445 Thame Road is a different matter. Personally, I do not perceive a speeding problem but I know others do</p>
(5) Local Resident, (Chinnor, Oakley Lane)	<p><b>Object</b> - Environmental impact of cars stopping and starting. Enough vehicle fumes in the village already. Brake dust will be everywhere further polluting the environment. Everyone knows people just speed through these. Look at the one into Kingston Blount. People accelerate to get through before an incoming car.</p>
(6) Local Resident, (Chinnor, Van Diemens Close)	<p><b>Object</b> - The proposal for blocking half the road to slow traffic is unacceptable and unnecessary as it will create significant traffic congestion on all roads leading in and out of the village. With the increase in traffic already being experienced as a result of all the additional housing built in recent years this will be a nightmare for local residents. Speed signs (that show you how fast you are driving like the ones at Ermington would be a much better idea )</p>
(7) Local Resident, (Chinnor, Equine Way)	<p><b>Object</b> - There really isn't a significant issue with these roads.</p> <p>There seems to be no data to support this, only a small group of local residents who have made an issue without anything to support it. Please don't waste tax-payers money on this project without any data to actually support it</p>

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(8) Local Resident, (Chinnor, Cowleaze)	<b>Object</b> - Will not have the desired outcome. Traffic speeds up to avoid stopping. Slow moving vehicles struggle to get going again as other road users use increased speed to force their way thru the obstacles. Can't we simply have more speed camera and vas signage.
(9) Local Resident, (Chinnor, Chiltern View)	<b>Object</b> - I am not aware of any accidents/injury caused by excessive speed in the areas of the proposed traffic calming and so view this as an unnecessary waste of funds. The existing "S bend" at one entrance to the village slows traffic to the speed limit and parked vehicles at the other mimic the effect of the proposed change.
(10) Local Resident, (Chinnor, Rumpenny)	<b>Object</b> - I believe the site of the proposed traffic calming measure on the B4009 on Icknield Way will create difficulty turning out of Rushland Field onto the B4009 particularly during rush hour in the mornings when this road is very busy and the traffic calming measures will create a queue of traffic back across the junction. Generally, within the village there are too many cars parked on the roads and these traffic calming measures on the approaches into the village will not solve any of the problems people experience with speeding within the village. The road is too busy at peak times, with too many vehicles trying to use it, that these measures will cause unnecessary delays on an already overburdened stretch of road - I believe speed cameras or other measures would be more effective to tackle the problem at hand
(11) Local Resident, (Chinnor, Stert Road)	<b>Object</b> - I object on the grounds that the scheme fails to address the root cause of the issue which is through traffic which uses Chinnor village.
(12) Local Resident, (Kingston Stert, Stert Road)	<b>Object</b> - The proposals do nothing to help reduce the main cause of the excessive traffic / speeding. More thought and money should go towards the building of new roads and better junctions to take the traffic away from residential streets. Chicanes cause many drivers to speed up to clear them before oncoming traffic.
(13) Local Resident, (Chinnor, Leyburne Gardens )	<b>Object</b> - From previously living in a village with the purposed speed calming, it increased speed as people tried to race through before oncoming cars. This also resulted in greater rate of accidents and issues. The only way is to have police speed vans more frequently or camera.

(14) Local Resident, (Chinnor, Church Lane)	<b>Object</b> - I think these obstructions are more dangerous and will cause more accidents than the status quo. Despite some current speeding there isn't any evidence of accidents at the moment. I'd rather scarce resources are spent on improving the pavements in Chinnor and also the roads (e.g. potholes) and e.g. Church Road has failed in the middle and needs fixing.
(15) Local Resident, (Sydenham, Brookstones)	<b>Object</b> - These measures do nothing to increase road safety but increase the understandable frustration of responsible motorists to continual delays and obstacles to completing every journey by car. It seems there is a war on motorists generally. In our own tiny village of Sydenham we now have TWO so called traffic calming chicanes on stretches of road where the driver naturally has to slow down anyway. This is a complete waste of tax-payers money which might more usefully be spent on helping people in need, struggling families, homelessness etc. I am utterly opposed to further useless so called traffic calming. It does not calm drivers but has the completely opposite effect. And no doubt we will have even more road signs erected to spoil the visual environment and further confuse drivers.
(16) Local Resident, (Chinnor, Chinnor Hill)	<b>Object</b> - Over-engineering of roads. Unsightly and unnecessary.
(17) Local Resident, (Chinnor, Lower Icknield Way)	<b>Object</b> - Kerbed build-outs add to frustrations and result in persons driving faster to compensate. Idling at traffic calming points adds to pollution. They also increase chances of accidents as you move off the main line of the road. They are also a waste of money better spent on repairing potholes that are a significant hazard costing money to damage to cars and prevent people cycling. The use of speed cameras and soft calming is a far better mechanism to prevent speeding.
(18) Local Resident, (Chinnor, Timber Way)	<b>Object</b> - Will not be effective and will cause even more congestion in the village. Fewer houses need to be built in area to calm traffic not irritating measures such as these. There isn't a speeding problem, you are listening to reports of a few moaning people, and as a resident who lived on two main roads in Chinnor in the last 4 years I do not think there is a problem with speed of traffic, maybe just volume during busy periods which is mainly only an issue on 2 roads due to resident parking (which cannot be helped).

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(19) Local Resident, (Chinnor, Hernes Oak)	<b>Object</b> - I think there are enough traffic calming measures already
(20) Local Resident, (Chinnor, Greenwood Meadow)	<b>Object</b> - The expense is not required since Chinnor had residents performing speed checks, the money could be better spent fixing road and pavement surfaces.
(21) Local Resident, (Chinnor, Lakeside Road)	<p><b>Object</b> - We don't have a problem in Chinnor with speeding.  We need investment in the youth of the area and not in tarmac.  We have a speed camera that doesn't work , there are pinch point outside the village that cause congestion especially in busy periods and this in turn causes more pollution from vehicles.  It's time the council stopped its attack on motorists and put money available into helping the community, not some mad cap idea like speed humps or pinch points.  They simply don't work.  There are 10 speed humps going out of Chinnor towards Princes Risborough and any car can just drive over them without any hassle at all.</p>
(22) Local Resident, (Chinnor, Oakley Lane)	<b>Object</b> - Simply won't work as distance between is where the issue lies not only at the points of entry
(23) Local Resident, (Chinnor, Crowell Road)	<p><b>Object</b> - Our comments refer only to the B4009 Crowell Road proposal as we live here and frequently witness vehicles approaching our driveway at dangerous speeds far exceeding 30mph. Traffic calming measures to reduce speed to 30mph would be most welcome at the approach to the bend of Crowell Road as it becomes Oakley Road, where limited visibility and speed are a dangerous mix.</p> <p>However, we strongly believe that the suggested kerb buildout is the wrong scheme and in the wrong location to make any difference to where it is actually needed. This scheme is not suitable for this busy peak-time commuter road as traffic will simply speed up again before reaching the left-hand bend. The nearby Kingston Blount scheme is a good example of a poor design. Every weekday morning there is a queue of stationary traffic, causing extra air pollution and</p>

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	<p>increased carbon footprint; and off-peak there is no effect in reducing speed when it is most needed. This has an overall negative effect. Likewise, the latest speed restriction scheme there, with staggered buildouts, can simply be manoeuvred at speeds in excess of 30mph.</p> <p>We know it's unpopular, but speed humps would be most beneficial as they do actually work successfully, as they force traffic to reduce speed whilst still keeping the traffic moving. Our local experience of speed humps in Lower Icknield Way confirms your point that traffic simply straddles the humps and continues at full speed, therefore the style that crosses the whole carriageway would best meet the need for this location.</p>
(24) Local Resident, (Chinnor, Willow Road)	<p><b>Object</b> - To effectively understand traffic calming around the Village it would be best if one system was adopted please. We currently have humps and kerbed chicanes, one side kerbed obstructions and too much on the road parking.</p>
(25) Local Resident, (Chinnor)	<p><b>Object</b> - About 20 years ago, I was involved in a similar project. Many drivers exceeded the limit, some over 80 mph. To the dismay of residents, 'cushions' were installed. We had hoped for a camera but as no one had actually been killed, cushions were the only option. Post installation checks were carried out, a slight decrease in that the maximum speeds were reduced to over 70 mph. Ineffective!</p> <p>Twenty years on the majority of vehicles are able to straddle the cushions which have even less impact on speeding. Although HGV's and farm vehicles somehow manage to hit them causing noise and vibration to properties further along the road. The road is straight with a downward incline which encourages speeding. Traffic entering the village is slightly slower; even so it remains a problem.</p> <p>'Chinnor Proposed Gateway Improvement Site Ref 2' shows a single buildout giving north eastern traffic priority. How on earth will that slow traffic leaving the village? A single barrier to incoming traffic will simply not work; Traffic leaving the village will have a free high-speed run, status quo! There should be a tight chicane similar to that at Kingston Blount which I notice has an 8 meter spacing. It has been said that it is difficult to negotiate, good, just what is needed. A chicane is also planned for the Thame Road, why not Lower Icknield Way? Without a chicane out going traffic will continue unhindered; the current plan will be a total waste of money and great disappointment to all. Why is there a chicane at Kingston Blount but not Lower Icknield Way, Chinnor? I believe that the same volume of traffic flows through both villages en route to the M40. Furthermore, from my experience, traffic speeds at Kingston Blount have always tended to be comparatively slow due to the twists and turns of the High Street; Lower Icknield Way has no such naturally occurring restraints.</p>



	<p>At weekends joy-rider motorcyclists hurtle through the village and race down Lower Icknield Way often well over the speed limit, some even overtaking cars in the 'cushioned' area. Others entering the village also exceed 30 mph.</p> <p>In short I do not believe that the proposal will have any impact on speeding. Ideally average speed cameras could solve the problem and generate much needed income. Agreed, they are unsightly and expensive. But what value of a death or serious injury?</p> <p>We desperately need traffic calming, particularly as the Bovis development has greatly increased the number of children walking along the very narrow footpath to and from school. They also have to cross the B4009 three times to reach St Andrews School, Mill Lane School children cross the B4009 twice and then the Thame Road. I often walk along this pavement which is quite frightening at times with mirrors almost overhanging the pavement. There are no official crossings.</p> <p>May I suggest that the 50mph limit between Chinnor and Bledlow is reduced to 40mph? There are two road junctions and many curves and dips along that section of road.</p>
(26) Local Resident, (Chinnor, Holland Close)	<p><b>Concerns</b> - I broadly support these measures, but they ignore the main problem which is the sheer volume of traffic passing through the village. The real solution would be a bypass, taking through traffic around the NE boundary of the village from the Crowell side to the Bledlow side. This need is becoming more and more pressing due to the number of dwellings being built in the area e.g. at Longwick and Risborough, where the traffic passes through Chinnor en route to the M40 junction.</p>
(27) Local Resident, (Chinnor)	<p><b>Concerns</b> - Whilst I support the "build out" proposed on the B4009 coming into Chinnor, I don't think it is anything like enough to tackle the issues with respect to this stretch of road and the problems of speeding and noise.</p> <p>The proposals will do nothing to slow traffic driving along the B4009 from the "Red Lion" to Wainhill. Drivers see the open road ahead and accelerate. The Build Out will do nothing to slow traffic coming out of Chinnor along the B4009 until they reach the Build Out and so the problems with speeding and noise will continue unabated.</p> <p>Similarly, once vehicles coming into Chinnor (from Aylesbury direction) have passed the Build Out, there is nothing to stop them simply accelerating again towards the Red Lion. So again, the Build Out will not do anything to reduce speeding and noise.</p>

If Highways are serious about tackling the problems of this road, then surely the most effective measures would be Speed Cameras? If this is not possible for whatever reason (budgetary presumably) then a further chicane is surely required between the proposed Build Out and the Red Lion. And/or some effective speed humps - that would remove the underside of a vehicle if they went over them at speed.

I also think that a 20 mph speed limit should be applied throughout Chinnor as there is no need for vehicles to be travelling over that speed through a small, densely populated village.

You might also think about tackling the problem of street parking in Chinnor as there are a number of places that are particularly difficult to get by without pulling out "blind" into the path of oncoming traffic. I am thinking of the stretch by the fish & chip shop and Indian takeaway. The Red Lion had food stalls in its car park last Saturday and so there were cars all parked up on the road opposite which in conjunction with the cars parked in front of the takeaways meant there was several hundred yards of road with parked cars where drivers trying to go along the B4009 towards Aylesbury had to run the gauntlet of pulling out "blind". The problem of street parking affects other roads in Chinnor eg; High Street, and Station Road. It's not just inconvenient, it's dangerous and the problem has got much worse due to the over-development of Chinnor and surrounding areas.

To summarise, I don't think the proposals are going to do anything to "fix" the problems of dangerous speeding and noise nuisance from traffic along the B4009. The welfare of the residents should be the priority and robust action taken to slow down traffic.

It is rumoured that Highways are using 2020 traffic data as the basis for their decisions re: the B4009? I have lived here for 15 years. Over the last 5 years the B4009 has got steadily busier as new housing estates have gone up everywhere. However, something fundamental seems to have happened during the last 12 months because traffic volumes - and the commensurate increases in speeding and noise - have gone up dramatically. Even people who moved into new properties on Rushland Fields within the last 12-18 months are saying they are now bothered by the traffic, which they weren't when they moved into their properties. Long-term residents like myself and other neighbours along Lower Icknield Way (B4009) are simply devastated by the increased noise and anti-social driving behaviour. Many of us have been lobbying the CPC, SODC and our Councillor for action to be taken to address the issues with the road. We feel that we are not being listened to and I really do hope that Highways will hear what local people are saying before they introduce a half-baked scheme that will simply kick the can down the road for a few more years.

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(28) Local Resident, (Chinnor, Oakley Road )	<b>Concerns</b> - Chicanes (like sleeping policemen) are old technology. They cause noise. They increase fuel consumption and therefore pollution. They can cause accidents (like when the Kingston Blount was installed).
(29) Local Resident, (Chinnor, Hailey Croft)	<b>Concerns</b> - Concern that speed humps, which can dangerously damage suspension and also the environment, may be used.
(30) Local Resident, (Crowell, B4009)	<p><b>Concerns</b> - The problem with speeding in Chinnor is on High Street, Station Road and the part of the B4009 in the village (known as Oakley Road) These proposals will do nothing to reduce that problem rather it will make it worse as the frustration of drivers who have been unnecessarily delayed will make them drive even faster.</p> <p>I agree that the proposed traffic calming at the entrance to the village on Thame Road is a good idea.</p> <p>The proposal on Lower Icknield Way is a complete waste of money - the existing speed bumps and the number of parked cars on that road make it nigh on impossible to drive at 30, much less over 30.</p> <p>My biggest concern however is in relation to the proposal relating to the B4009 exiting Chinnor towards Crowell, Kingston Blount and on towards the M40. Traffic leaving the restricted section of road at that exit to Chinnor enter a very short 50mph section before entering the 30 limit in Crowell (probably no more than a quarter of a mile). A tiny proportion of drivers reduce their speed from 50 for the short section of 30 through Crowell, and even fewer will in the future because of the frustrations they will have faced in Chinnor.</p> <p>It is a problem we have already with traffic coming from the other direction - exiting the traffic calming in Kingston Blount even though the road remains restricted to 30 traffic speeds up and travels through Crowell at a dangerous pace.</p> <p>If traffic calming is required on the B4009 exiting Chinnor is also required where the 50 limit comes down to 30 at the entrance to Crowell.</p>
(31) Local Resident, (Chinnor, Springfield Gardens)	<b>Concerns</b> - No detailed information has been supplied on which to form an opinion. For example, we are told that vehicles have driven at excess speed. How many surveys have been carried out, how many speeding vehicles per hour have been measured, have surveys used electronic speed measuring equipment or are personal opinions and

	complaints being relied on?
(32) Local Resident, (Chinnor, Elderdene)	<p><b>Concerns</b> - This measure is welcome but does not go far enough. Parked cars in Station Road between the Crown Public House roundabout and the Lower Road junction cause problems for vehicles leaving the village in the direction of the Crown. Traffic leaving the roundabout and travelling North on Station Road has priority over vehicles travelling South which leads to excessive queues, high emissions and the resulting poor driving causes many accidents. When drivers decide to use the footway there is a risk to pedestrians.</p> <p>A resolution to this problem was abandoned several years ago and should be revisited. Also, the poor state of the kerb edges, gulley's and road surfaces must be improved. Ideally a 7.5 tonne weight limit should be adopted to stop HGVs etc. using the village as a rat run and damaging kerb edges and creating further hazards for pedestrians.</p>
(33) Local Resident, (Chinnor, Malyns Close)	<p><b>Concerns</b> - Will the restrictions be the same as around Kingston Blunt? Will the sleeping policemen be removed? If yes then I fully support your intentions. There is too much speeding around here but also there is too much traffic on our narrow main roads and then it's impossible to speed.</p>
(34) Local Resident, (Chinnor, Thame Road)	<p><b>Concerns</b> - I whole heartedly support the application but there is a huge issue with people speeding as they leave the village, the plans will not reduce this, please consider adding another solar VAS sign on the opposite side of the road as i believe cars don't even realise they are speeding as they accelerate towards the national speed limit signs.</p>
(35) Local Resident, (Aston Rowant, Aston Park)	<p><b>Concerns</b> - The new calming measures are far too close to the T junction formed by the 4009 and Aston Rowant Road. Cars coming out of Aston Rowant Road onto the 4009 will not be able to turn left at busy times as vehicles will be baking up from the 'kerbed features'. Turning right onto the 4009 from Aston Rowant Road will also be difficult with cars baking up in the Chinnor direction.</p>
(36) Local Resident, (Chinnor, Station Road)	<p><b>Concerns</b> - Chicane style calming in my view is not effective, if anything it can cause more reckless driving as I have witnessed at the new one installed in Kingston Blount. If the road is clear a driver does not need to slowdown and they can still navigate with ease. This can cause drivers to speed through in order to avoid waiting. Why not just install</p>

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	speed humps? Surely more effective and cheaper? Better still build a bypass!!!!
(37) Local Resident, (Crowell, Crowell)	<b>Concerns</b> - As a resident in Crowell my concern is that the design of traffic calming measures for Chinnor might increase speeds of vehicles exiting Chinnor, especially on the B4009 as it passes through the hamlet of Crowell (as did the traffic calming chicane constructed to the East of Kingston Blount) so increasing the dangers of Villagers exiting from Crowell onto this busy road. The exit chicanes proposed from Chinnor, giving priority to exiting traffic onto the 50mph restricted B4009 towards Crowell will allow vehicles slowed passing through Chinnor to feel the need for speed for their 'delayed' journeys. The chicanes give the impression the speed limits have been removed, drivers accelerate with the 'freedom' implied, so likely the speed of traffic through our hamlet might increase causing the likelihood of side on impact with vehicles exiting the village road from the virtually blind (to the left) junction. The nature of traffic calming through and in Chinnor perhaps should be matched by consideration of the potentially increased dangers at Crowell. One way of mitigating the potential danger at Crowell is of constructing an 'entry' chicane which could be built to the East of the hamlet alongside the 30mph speed restriction sign to slow traffic into the hamlet, with priority on exit towards Chinnor.
(38) Local Resident, (Chinnor, Greenwood Avenue)	<b>Concerns</b> - I'm not sure what 'kerbed' build-out traffic calming' is; if it is the kind that mean vehicles in one direction have priority over the other direction and would have to stop and give way, I would be in favour of this. If it is just a small indent on the road I feel this would not deter speeding vehicles. I have driven in other towns where this has been implemented and the traffic just forces its way through, causing other vehicles to make emergency stops.
(39) Local Resident, (Wainhill, B4009)	<b>Concerns</b> - I need more information. Thank you
(40) Local Resident, (Chinnor, Greenwood Avenue)	<b>Concerns</b> - Pinch points only cause traffic to speed up and sleeping policeman are now 'humps' which the average car will go over, causing no need to slow down.
(41) Local Resident, (Chinnor, Lower Icknield Way)	<b>Concerns</b> - I approve the traffic calming measures proposed but if the existing humps are removed from the B4009 as part of this new proposal, vehicles will simply speed down the hill, even more than they do now. A speed camera would be a better option.

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(42) Local Resident, (Chinnor, Oakley Road)	<p><b>Concerns</b> - I would like to see much more a aggressive approach to enforcement of speed restriction in our villages. The calming proposals only seem to relate to traffic entering or leaving the village whereas much of the speeding is on roads within the village. The proposals for 20mph limits in the village seem to be mere posturing - if 30mph limits aren't enforceable (which seems to be the current situation) why would 20mph limits be any different. The calming measures proposed for the village boundaries have been suggested in the past but rejected because of likely congestion, particularly on the B4009. I have to ask what has changed in the past few years.</p>
(43) Local Resident, (Chinnor, Lower Ickneld Way)	<p><b>Concerns</b> - It will do little if anything to slow traffic.</p>
(44) Local Resident, (Chinnor)	<p><b>Concerns</b> - I think any traffic calming needs to be implemented as soon as possible. However, my reservation is that if the right of way is exiting the village you are doing nothing to address the speed along the Thame Road from the Mill Lane junction out towards Thame. Speeds exceed 30mph daily. Will there be plans to address this problem before there is another accident? Historically we have had a car land in our garden taking out the lamppost and electricity pole and a passenger trapped in the car.</p> <p>The pinch point is fine but you do need to address the speed before the end of the village</p>
(45) Local Resident, (Chinnor, Fox Cover)	<p><b>Concerns</b> - Chicanes on all 3 major roads out of Chinnor will cause more traffic flow problems than exist already. I regularly drive along the B4009 Ickneld Way and think a chicane is a waste of money. There are so many parked cars to negotiate as well as speed bumps galore that this would be adding insult to injury. I now give myself an extra 10 minutes to drive out of Chinnor at school collection time. Chinnor will become one big traffic jam. Money would be better spent repairing our roads instead of adding more obstructions.</p>
(46) Local Resident, (Chinnor, Thame Road)	<p><b>Concerns</b> - Whilst I am in support of the traffic calming measures proposed for Chinnor, I do have a concern about the proposed location of the calming measures being taken in Thame Road.</p> <p>If the calming measures are put into place where they are currently proposed, this will lead to a significant increase in the likelihood of accidents occurring for vehicles leaving Nichols motors and Mill barn. This is because the view of traffic coming from Thame is already restricted and, if these measures are put in place, traffic from Thame will be</p>

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	<p>encouraged to use “the wrong side of the road”. In doing so, the view from Mill Barn / Nichols motors will be even more restricted and the likelihood of an accident significantly increased.</p> <p>If both calming measures were introduced on the Thame side of the Nichols motors exit, this would significantly reduce the likelihood of an accident as traffic leaving Nichols motors/Mill barn would be protected by the back of the chicane.</p>
(47) Local Resident, (Chinnor, Cowleaze)	<p><b>Concerns</b> - Site 1 - no concerns. Support VAS ref C with smiley face as this provides clear visual &amp; hopefully positive reinforcement.</p> <p>Site 2 - Chicanes are required in both directions. (As above I support VAS ref C) Traffic must be discouraged from accelerating out of Chinnor, especially as a public footpath (Chinnor FP13) joins the B4009 close by.</p> <p>Site 3 - Chicanes are required in both directions. (As above I support VAS ref C). Traffic speeds out of Chinnor &amp; must be encouraged to slow down to allow traffic to safely enter &amp; exit from the Bellway homes development. Again, there is a public right of way nearby Crowell FP5, which is due to be upgraded to bridleway status, as set out in the sec 106 agreement for the Bellway development. Therefore, there is the potential for walkers, cyclists &amp; horseriders exiting &amp; entering the public right of way, and by slowing the traffic in both directions exiting &amp; entering the public right of way will be made safer.</p>
(48) Local Resident, (Chinnor, Oakley Road )	<p><b>Concerns</b> - Traffic coming into the village on the B4009 Oakley Road / Crowell Road travels too fast and there have been a number of accidents or near misses between the bends on this road.</p> <p>Although the buildouts will cause traffic coming into the village to slow down or stop when there is traffic leaving the village, it will have little effect when there is no traffic coming the other way. It may even have the opposite effect when a driver coming into the village sees a car coming and accelerates to get around the buildout first.</p> <p>The design of the buildout makes no allowance for cyclists, forcing them into the middle of the road while being overtaken or into the path of oncoming traffic. Cycle lanes must be provided through the buildouts similar to the one in Mill Lane.</p> <p>The bends in Oakley could be returned to their original configuration forcing traffic to slowdown to negotiate the tighter curves.</p>

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<p>(49) Local Resident, (Chinnor, Greenwood Avenue)</p>	<p><b>Concerns</b> - There is a need for traffic calming at entries to the village but we already have "sleeper humps" on the road from Princes Risborough and I am not in favour of the proposed narrowing as well. With regard to the Thame Road there are effective lights at Emmington showing your approaching speed and the introduction of similar at the entrances to Chinnor would be my preference.</p>
<p>(50) Local Resident, (Chinnor, Thame Road)</p>	<p><b>Concerns</b> - Firstly may I thank you in anticipation of progress regarding the issues of speeding within Chinnor. I reside in Thame Road B4445 and appreciate the problems we have but feel that the plan to construct a kerbed build out at Burgridge Way will not, in my opinion, suffice.</p> <p>the proposed build out as you can see, it is still some distance between the pedestrian crossing at the junction of the B4009 to the proposed build out and it's from this pedestrian crossing that the speed build up commences on exiting Chinnor towards Thame. I suggest a raised "sleeping policeman" at a mid-point between the crossing and the build out that stretches to both pavements to prevent motorbikes in particular from gathering speed before treating the build out as a "challenge" as opposed to a safety feature.</p> <p>Alternatively, a raised pedestrian crossing which would enable parents and school children a safe crossing point on the Thame Road to the Bloor estate and its local primary school.</p>
<p>(51) Local Resident, (Chinnor)</p>	<p><b>Concerns</b> - In anticipation that this proposed work will happen, I thought now might an be an opportune time to bring another traffic safety issue to your attention.</p> <p>I live close to the bottom of Greenwood Avenue in Chinnor and regularly see vehicles which have come the wrong way in from the junction with the B4009. This section of road is very narrow and has no pavements which is why it is meant to be one-way.</p> <p>Although there are no entry signs and the road is painted as 'no entry' (in landscape format) the word 'no' is generally covered by a parked car. If the road marking was in portrait format the word 'no' would be more obvious, especially if it preceded the word 'entry'. Even better if it both preceded and superseded 'entry'.</p> <p>As the proposed traffic calming works will include road marking perhaps it would make economic sense to use this opportunity to re-vamp the road marking at this junction.</p>



(52) Local Resident, (Chinnor, Wheatfield)	<p><b>Concerns</b> - Having inspected the details of the proposed chicanes for Chinnor we are surprised to see that there is to be only 1 chicane on the Lower Icknield Way which brings much heavy traffic from the M40 and building sites. We are in favour of the idea of chicanes because any traffic calming devices already in place are inadequate. The speed indicator on entering Chinnor is largely ignored as vehicles speed towards the centre despite the speed bumps which are straddled effortlessly and at speed by larger vehicles and lorries. We feel that more chicanes on this very busy B4009 would be a more effective way of calming traffic. Nevertheless, we fear that causing wide vehicles to veer towards the very narrow pavement would exacerbate the already perilous situation of pedestrians which include mothers with prams and children. Perhaps speed cameras would be a more effective deterrent than the existing speed bumps. Furthermore, they would be a source of income.</p>
(53) Local Resident, (Chinnor, Crowell Road)	<p><b>Concerns</b> - We were extremely pleased to see the proposals for traffic calming measures on the B4009 and B4498. This was welcome news.</p> <p>We have looked at the plans for the Thame Road and the Lower Icknield Way and can see that traffic will be slowed down very close to the existing residential properties.</p> <p>However, having lived on Crowell Road for many years we are still concerned that the 'build out' is sited too far out of Chinnor and the existing new properties and should be closer to the Lummas Mead entrance or opposite the 'balancing pond' The proposed siting still leaves too much road for traffic to accelerate into Chinnor, speed round the bends and slow up just before the speed camera, which is exactly what currently happens.</p> <p>It would be nice to think that the existing 30mph limit from Kingston Blount to Crowell could be extended through to Chinnor. This length of road is only approximately 500m and the speed limit is 50 mph with one dangerous bend with a recommended speed of 35mph so it would make sense to extend the 30mph limit. That short length of road certainly does not warrant a limit of 50mph especially as the road is heavily used by cyclists and some pedestrians.</p>
(54) Local Resident, (Chinnor, Thame Road )	<p><b>Support</b> - We live on Thame Road and we are increasingly concerned about the speed of many vehicles as they arrive or leave Chinnor. It is a real noise nuisance as well as a real safety concern.</p>

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(55) Local Resident, (Chinnor, Lower Road)	<b>Support</b> - Help slow traffic down, too many vehicles travelling too fast, particularly where there are parked cars.
(56) Local Resident, (Chinnor, Mill Lane)	<b>Support</b> - Speeding traffic is a very real and serious problems around Chinnor (not just in the roads in question), so I definitely support these proposals.
(57) Local Resident, (Chinnor, Crowell Road )	<b>Support</b> - I live on the edge of the village and the traffic both ways is so fast. I have kids and I worry that they, or one of the kids from the new builds will be knocked over. Also getting out of our driveway is difficult as people leaving the village speed up on the bend (where we live).
(58) Local Resident, (Chinnor, Thame Road)	<b>Support</b> – it's disgusting the speed they race up and down Thame Road leaving/entering Chinnor. they only start to slow down approaching the shops. there are young children here frightened to go out because of the cars speeding on the road when it should be 30!
(59) Local Resident, (Chinnor, Lower Icknield Way )	<b>Support</b> - Concerned about speeding traffic coming into the village
(60) Local Resident, (Chinnor, Lower Icknield Way )	<p><b>Support</b> - We strongly support the traffic calming measures proposed by this scheme.</p> <p>We would suggest that speed indicating signs displaying actual entry speed into Chinnor, particularly on the B4009 Lower Icknield Way and B4496 Thame Road, are called for. The approach roads are both straight roads and consequently the approach speeds of vehicles entering Chinnor is often excessive. An early visible indication of the vehicles actual speed would alert the driver more effectively than the current type of indicator (flashing red on/off 30mph) used on Lower Icknield Way.</p> <p>We also suggest that the 30mph limit on Lower Icknield Way should start before the turn of junction to Henton.</p>
(61) Local Resident, (Chinnor, Braken Road)	<b>Support</b> - I regularly walk my two young children down the B4009 into Chinnor from the Bovis development. Cars hurtle down the road and I am worried that it is only a matter of time until someone is seriously hurt.

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(62) Local Resident, (Chinnor, Lower Icknield Way B4009)	<b>Support</b> - Residents along Lower Icknield Way have been lobbying for traffic calming measures for some time. I support but would go further e.g. 20 mph speed limit to apply throughout Chinnor, make the speed humps more effective to deter speeding once motorists are past the chicanes, signs to deter HS2 traffic, speed cameras would be more effective than flashing speed signs.
(63) Local Resident, (Chinnor, Windmill Close)	<b>Support</b> - We live parallel to the Thame Rd and the speed going out of Chinnor (immediately past Lower Rd) is horrendous. This is generally limited to just a few individuals, but unfortunately there are numerous motor cyclists and people driving high powered cars who simply floor it once past Lower Rd all the way to Emmington which is a straight road of at least one mile. I would support traffic calming that includes road narrowing and VAS operated signs, but not more road humps which create noise and are seldom effective on my view.
(64) Local Resident, (Chinnor, Golden Hills)	<b>Support</b> - Until recently I lived on the B4445 and would estimate that 90% of the traffic that went past our house did not adhere to the speed limit. With no footpath in front of the houses you were literally risking your life walking along that part of the road. Also, quite risky when pulling out of the driveway if traffic travelling towards Chinnor came round the corner too fast.
(65) Local Resident, (Chinnor, Thame Road )	<b>Support</b> - I have lived on the Thame road for 4 years and am amazed there hasn't been a major accident due to the excessive speeding of the majority of drivers in and out of Chinnor
(66) Local Resident, (Chinnor, High street)	<b>Support</b> - I fully support these proposed works, contrary to the belief if a few residents there is a speeding issue in the village. I am a member of the community speed watch and also in the process of pushing the 20's plenty campaign for the village. I think these traffic calming measures will be a great start to working on the issue of the growing community.
(67) Local Resident, (Chinnor, Greenwood Meadow)	<b>Support</b> – No comments.
(68) Local Resident, (Crowell, Lower Crowell)	<b>Support</b> - Calming measures are desperately needed. Cars constantly speed through Crowell. It's really dangerous for children trying to cross the road to get the bus to school. We also struggle to pull out of our house onto the main road.

(69) Local Resident, (Chinnor, Oakley Road)	<b>Support</b> - I live between the Wheatsheaf Pub and the Coop and people speed past here ALL DAY EVERY DAY! Lorries, cars even the local buses and it's worse early morning, around 11-12, school time and again in late afternoon. We need more than calming at the entrances to the village we need the camera replaced with a two way or two cameras and up and working or bumps down the road to stop the consistent speeding.
(70) Local Resident, (Chinnor, Crowell)	<b>Support</b> - We live just off the b4009 in Crowell and the traffic whips thru our hamlet making it hard to get out onto the B4009 anything slowing traffic down has my vote. I would ask that the 50 mph straight after Crowell going into Chinnor is scrapped too. It's madness that short distance at too high a speed
(71) Local Resident, (Aston Rowant, Chinnor Road)	<b>Support</b> - This stretch of the road is used as a motorway by most vehicles as they disembark off the M40. We have witnessed so many cases of rash driving and near fatal accidents! In our opinion, we should have speed breakers in multiple sections of this road in order to slow people down. We fully support this initiative!
(72) Local Resident, (Chinnor, Newton Close)	<b>Support</b> - Due to the speeds there's no safe place for the children to cross between development and the Wheatsheaf pub to catch school bus. Also pulling out of the development, especially in the morning can be dangerous due to the speed from both directions.
(73) Local Resident, (Chinnor, Littlemoor Field)	<b>Support</b> - Site 3 near the bottom of Lummas Mead will provide more safety to cyclists as cars do not slow sufficiently when entering the village
(74) Local Resident, (Chinnor, Crowell Road)	<b>Support</b> - The speeding is terrible especially entering/exiting the village on the Crowell side. This would definitely help to slow traffic leaving/heading towards the 50mph zone.
(75) Local Resident, (Chinnor, Lower Icknield Way)	<b>Support</b> - Speeding traffic in Lower Icknield Way

<p>(76) Local Resident, (Chinnor, Greenwood Avenue)</p>	<p><b>Support</b> - I support all 3 proposals for reducing traffic speeds in Chinnor. The Council must appreciate that the need for such intervention is a result of the increased residential developments in Thame, Princes Risborough and Chinnor with the subsequent traffic volumes aiming to access the M40.</p> <p>There is however an area of significantly greater risk to road users - particularly pedestrians - at the lower end of Greenwood Avenue where it meets Crowell Road.</p> <p>After completion of the uppermost housing estate (Woodville) along Greenwood Avenue, traffic volume increased significantly down Greenwood Avenue to access Crowell Road and the Motorway. As I have tried to point out during previous consultations on planned estates off Greenwood Avenue, traffic down this road is dangerous for 2 reasons: 30mph is too fast a speed limit on Greenwood Avenue even when it is adhered to, as there are often parked cars on both sides of the road. Secondly and the major factor influencing driver behaviour is the fact that the bottom of Greenwood Avenue is a narrow one-way section and drivers approaching this go through at excessive speeds "confident" in the knowledge there is nothing coming the other way to slow them down.</p> <p>The addition of 10mph speed limit signs at the entry point to the one-way section has been completely ineffective. This should not come as a surprise to the Council as their previous "soft" methods have been shown not to work. When the final of the 3 housing estates behind Greenwood Avenue opens up and pours more traffic into Greenwood Avenue there will be injury or worse as there is nothing to make drivers slow down for the 10mph section.</p> <p>As the Council recognises the need for traffic calming in areas of high risk I would implore you to assess the bottom of Greenwood Avenue as a pedestrian and see why it is so dangerous; it will get worse when the next estate opens up.</p> <p>Greenwood Avenue needs a 20mph speed limit and serious traffic calming measures. As you have discovered, minor road humps (Icknield Way) do not affect modern cars - they only impact on classic cars with a narrow track. When I go over them in my 1950s car at 20mph I have modern vehicles up my boot as they try to force their way past.</p> <p>in summary, I support all 3 proposals but would ask / implore the council to consider the current and imminent future risk at the Greenwood Avenue/Crowell road one-way section.</p>
<p>(77) Local Resident, (Chinnor, Hillside View)</p>	<p><b>Support</b> - As a parent of a young child, it is alarming to witness cars speeding by on a daily basis. Something needs to slow these drivers down and protect all pedestrians.</p>

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(78) Local Resident, (Chinnor, Oakley Road)	<b>Support</b> - I live on the bend adjacent to entering the village and fully support the proposal. I have young children and find the excessive speeds by a number of cars entering the village a huge concern to my children's safety.
(79) Local Resident, (Chinnor, Rannal drive)	<b>Support</b> - Drivers do not take any notice of the 30mph limit especially coming from Thame
(80) Local Resident, (Chinnor)	<b>Support</b> - Traffic speeds through the village a real concern. Need physical barriers to slow them down. Speed bumps noisy with all lorries and trailers I do think we need more though. People will just speed up afterwards
(81) Local Resident, (Chinnor, Hedgerley)	<b>Support</b> - Far too many cars are speeding on entering the village
(82) Local Resident, (Chinnor, Lower Icknield Way )	<b>Support</b> - I live in Lower Icknield Way, Chinnor and since the building of 4 new developments in Chinnor the traffic has understandably increased not only in size but sadly in speed. It is now not always safe to walk along the path on the B4009 as some cars seem unable to abide by the legal 30mph limit and the large lorries coming to and from the development currently being built on Lower Icknield Way cause a gust as they pass you and as so many dog walkers and school children use this path I fear it is an accident waiting to happen.
(83) Local Resident, (Chinnor, Middle Way)	<b>Support</b> - A lot of Traffic entering Chinnor Exceeds the speed limit, we now have housing estates on the edges of the village with many young families living there it would be good to have calming measures in place before an awful accident occurs
(84) Local Resident, (Chinnor, Orchard Way)	<b>Support</b> - This system works locally at Kingston Blount.
(85) Local Resident, (Chinnor, B4009)	<b>Support</b> - The B4009 is extremely busy and especially dangerous with people speeding into the village and ignoring the current traffic calming measures. Several parked cars have been damaged due to the rush to get through this narrow road.

(86) Local Resident, (Chinnor, Braken Road)	<b>Support</b> - Speeding cars
(87) Local Resident, (Chinnor, Cherry tree Road)	<b>Support</b> - Cars consistently drive well above 30mph and with all the children in the village only a matter of time before someone is killed
(88) Local Resident, (Sydenham, Sydenham Road)	<b>Support</b> - This is well overdue and, in my view, further measures should be implemented in particular on the B4495 Thame Road between Chinnor and Thame. The current speed limit is 60mph which is frankly absurd and there is often driving far in excess of that speed.
(89) Local Resident, (Chinnor, Elm Drive)	<b>Support</b> - As a pedestrian I have nearly been run over so many times with speeding traffic through the village. It's also getting more and more difficult to cross the road with the amount of traffic coming through the village
(90) Local Resident, (Chinnor, Thame Road)	<b>Support</b> - I see children and young families crossing there every day and I am terrified that there will be a terrible accident there one day. There is a restricted view from the Mill Lane side of the crossing and cars heading out of the village cannot see pedestrians until it would be too late to brake. Cars routinely break the speed limit, particularly commuter traffic presumably coming from Lewknor and driving towards Thame. Cars frequently drive at speeds around 60/70 miles per hour as they see the national speed limit sign and accelerate towards it. I am greatly relieved that traffic calming is being proposed - hopefully a potential tragedy on that crossing will be avoided. However, please be aware that most of the speeding traffic is people leaving the village towards Thame so it will be essential to make sure that traffic on that side of the road will be adequately calmed.
(91) Local Resident, (Aston Rowant, Plowden Park)	<b>Support</b> - Drivers come far too fast into the village from the Kingston Blount side. But don't put the calming measures too close to Aston Rowant Road, as cars coming in to the village on the B2009 won't see cars pulling out left until too late and they will already be committed to coming through the built out kerbs

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(92) Local Resident, (Chinnor , orchard way )	<b>Support</b> - All traffic seems to speed through Chinnor despite the static camera on Oakley rd. I have lost count of the number of times I have been cut up when I pass stationary traffic when I have right of way on lower road between Elderdene and Springfield Gardens, or been overtaken when waiting to pass parked cars on Station Road near the estate agents office. However, I do believe that the road humps on Lower Icknield Way should be removed if pinch points or other measures are installed, they do not seem to slow traffic (or in some cases vehicles speed up then brake in between humps) and my car mechanic has been adamant that these humps have contributed to damage to roll bars and links on my current and previous 4 wheel drive cars. Police vehicles with mobile monitoring cameras would be useful periodically as they'd also pick up the vehicles that are untaxed or not mot'd as I have reported one known to me on a number of occasions yet still see it driving in and around Chinnor and Lewknor. Cars do tend to be able to drive below 30 when they spot a police car, strangely enough.
(93) Local Resident, (Crowell, Chinnor Road)	<b>Support</b> - The B4009 is becoming increasingly dangerous and as more housing developments are approved the risks of accidents and fatalities just increase in my view
(94) Local Resident, (Chinnor, Glynswood )	<b>Support</b> - I am in support of these traffic calming measures which will help to reduce of some motorists entering Chinnor.
(95) Local Resident, (Sydenham , Park view)	<b>Support</b> - Clearly the current soft controls are not doing the job as speeding remains an issue in the area concerned. Stronger physical measures are the next option and should be completed ASAP
(96) Local Resident, (Chinnor, Springfield Gardens)	<b>Support</b> - I live in the area off of the B4009 where there are currently speed humps, these have little effect of slowing traffic down and many times I have had cars overtaking me because I slow down over them. Installing width restrictions I feel would have a better effect on slowing traffic down particularly if there was more than one on each stretch of road under consideration.
(97) Local Resident, (Chinnor, Littlemoor field)	<b>Support</b> - No comments.
(98) Local Resident, (Crowell, Chinnor road)	<b>Support</b> - To slow the traffic between Chinnor and Kingston Blount



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(99) Local Resident, (Chinnor, Lower Icknield Way)	<b>Support</b> - This road is busy and a large proportion of the traffic travels well above the 30 miles per hour speed limit including heavy goods vehicles. This creates a risk to pedestrians in itself, especially young school children walking to school or to get the bus to schools outside the village. The road is not particularly wide and there are areas walking into to Chinnor village along Lower Icknield Way where the pavement on one side disappears and pedestrians are forced to cross the road to continue on the other side and then have to cross back. Slower traffic would make this safer so I support this proposal. Ideally pavements would also be reinstated all the way along both sides of the road.
(100) Local Resident, (Chinnor, Oakley Road)	<b>Support</b> - vehicles entering the village seem to be unaware of the 30mph speed limits ..... so anything that helps to slow drivers down when they enter Chinnor is a good idea. Speed indicator devices are also a great idea, as again they make drivers aware of how fast they are actually going. Hopefully 20 mph speed limits will also be introduced throughout the village at some time in the near future.
(101) Local Resident, (Chinnor, Thame Road)	<b>Support</b> - these measures are what we have been waiting for. Thank you from a concerned Mum !
(102) Local Resident, (Chinnor, Greenwood Avenue)	<b>Support</b> - We support your proposals regarding kerbed build out Traffic Calming Measures B4409 & B4496 for the reasons given.
(103) Local Resident, (Chinnor)	<b>Support</b> - It is pleasing that some attention is being paid to Chinnor's traffic problem at last. Anything that restricts the speed of vehicles in the village is welcome.  Also what would be useful is some measure to reduce the number of heavy vehicles navigating the narrow streets and sharp corners - 7.5cwt weight limit would not be expensive to instal.
(104) Local Resident, (Chinnor, Lower Icknield Way)	<b>Support</b> - I am delighted to see these long overdue measures which in general I support. They are an attempt to address a situation which is badly needed.  The traffic on Lower Icknield Way has been speeding past my house without any adherence to the 30 MPH limit and the existing soft speed bumps do not have any effect on modern vehicles.

	<p>The buildout proposed on Lower Icknield Way will definitely go some way to achieve the desired traffic calming measures on traffic entering the village . However, could some additional consideration be given for a further build out on Lower Icknield Way between Elderdene/Walnut Tree Close to slow the traffic down traveling out of the village north east towards Princes Risborough. Currently vehicles continue to speed down the gentle gradient that exists in this stretch of the B4009.</p> <p>The other proposed speeding measures on the Thame Road and Crowell Road are also very welcome and should achieve the planned traffic calming aims and may also assist with the large vehicles which pound through the village.</p> <p>Overall, these measures are welcomed and certainly have my support.</p>
(105) Local Resident, (Chinnor, B4009)	<p><b>Support</b> - This proposal is long overdue but so very welcome.</p> <p>I live on the B4009 where the topography of the road is a sweeping 'S' bend with blind points for residents use of their drives. As I'm sure your evidence will show, traffic travels at dangerously high speeds on this part of an unprotected part of the B4009 when coming into and out of the village on the south-westward end of the village (Crowell Road). Any existing "soft" calming is only traffic advisory signs.</p> <p>As mentioned, I very much welcome your proposals, but in view of daily experience of mine and that of all residents living on this 'S' bend, I would therefore like to suggest that calming measures are strengthened to that of your proposals.</p> <ol style="list-style-type: none"> <li>1. B4009 Crowell Road. Instead of a single Kerb build-out, make this into a chicane which would physically slow traffic entering and leaving the south-westward end of the village.</li> <li>2. The addition of a VAS unit positioned just before or after the existing bus stop on the B4009 heading south-westward slowing traffic before entering the 'S' bend.</li> </ol> <p>My suggestion of a chicane becomes even more relevant when one considers the potential approval of the proposed development opposite Lumas Mead. This would create a highly dangerous junction, proceeded or preceeded by the very sharp curve of the B4009 either entering and leaving Chinnor at the south-westward end of the village. Further, I am of the opinion that the chicane should be move closer to Lumas Mead. A perfect example of my proposal is the recently installed chicane at the south-westward end of Kingston Blount on the B4009.</p> <p>It's also very good news that The Chiltern Hills are to be made a National Park. With Chinnor an integral part of the</p>

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	<p>Chilterns, I feel that we should do everything possible to improve such a beautiful environment and the control of traffic and its speed plays a vital part in improving the environment.</p>
<p>(106) Local Resident, (Chinnor, Thame Road)</p>	<p><b>Support</b> - I am delighted with the proposal and it can't have come soon enough. We have lost a cat to a driver going over 60 miles an hour (who subsequently didn't stop) and, last year, our 12 year old son was hit by a car coming into the village on Thame Road. He was badly bruised and upset and luckily the driver was going 30 but it would have been far more serious if he hadn't been.</p> <p>I am shocked by the speeds some drivers go, particularly out of the village and with so many new families moving into the new developments, it is only a matter of time until a child is seriously injured or killed.</p> <p>So please, traffic calm away and the more dramatic, the better!</p>
<p>(107) Local Resident, (Chinnor, Burgidge Way)</p>	<p><b>Support</b> - I welcome , at long last!! The proposals of traffic calming. I live on the Thame road and have been campaigning for the last 18 months of living here and my neighbour Mr Ken Hall has been doing the same for 6 years! Yes 6 years!!!</p> <p>The traffic passes my house at an average of 50-60mph. It is a 30mph speed limit. The faster being on the way out towards Thame as it is a straight road. The problem here is there is a pedestrian crossing on this side that is not visible to these speeding vehicles, and you have to step out into the road to see if anything is coming. This is highly dangerous, and thankfully has only resulted in a few near misses and only one child being knocked down in the time I have been here. (Which is not acceptable). This is an accident waiting to happen!! These speeding vehicles include buses and tractors!</p> <p>Please sort this out as a matter of urgency.</p>
<p>(108) Local Resident, (Chinnor, Rushland Field)</p>	<p><b>Support</b> - delighted to see you are going to do something about the speeding and bad driving on our road and other entry/exit roads in Chinnor. We live at the edge of Chinnor facing onto the B4009. We do have, however, serious issues with the proposal for Lower Icknield Way.</p> <p>For our road, the B4009, there is a proposed 'Buildout' and on the Thame Road B4445 there is a proposed 'Chicane'.</p>

	<ul style="list-style-type: none"> <li>• A chicane will have the desired effect of every vehicle entering or exiting the village having to slow down or stop for exiting traffic.</li> <li>• A buildout will at quiet times of day have the opposite effect for traffic entering and especially leaving the village.</li> </ul> <p>Our road is straight for a long stretch giving good visibility of what traffic is approaching. This will of course give drivers who like to speed and who will be too impatient to wait the ability to speed up past the buildout. On a daily basis we observe drivers accelerating out of the village well before the Rushland Field junction, occasionally on the wrong side of the road overtaking law-abiding vehicles at appalling speeds. Speeding drivers entering the village are likely to remain speeding through the buildout but on the wrong side of the road which presents a terrible risk for drivers exiting Rushland Field.</p> <p>With the junction of Rushland Field being just a few yards from the proposed buildout we believe serious accidents for vehicles and pedestrians will be inevitable. As you no doubt know, there are bus stops on each side of the road here mostly used by children going to and from school.</p> <p>Every weekday morning at 5am we are woken by the same motorcycle doing goodness knows what speed out of the village and regularly other speeding road users wake us in the summer months when windows are open. We have a birds eye view of what goes on and can assure you a 'buildout' is not a good idea!</p> <p>We would like to urge you to install a chicane on the B4009 - (site ref 2) like the Thame Road proposal - (site ref 1) and to reduce the speed limit throughout the village to 20mph. At least people might then do 30mph! It should work as it's about the same distance from the Burgridge Way junction chicane as Rushland Field is.</p> <p>Have you considered average speed cameras which would immediately stop the speeding?</p>
(109) Local Resident, (Chinnor, Cleavers)	<p><b>No opinion</b> - Parking on the roads out of Chinnor are a big problem, Houses have more than one car in the family and the new houses being built don't even have a drive to park on so can only park on the road. All estates in Chinnor are a nightmare to travel through because of street parking.</p>

Divisions affected: *Didcot West*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 18 NOVEMBER 2021**

### **DIDCOT – VARIOUS LOCATIONS – PROPOSED WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the waiting restrictions on the side roads leading off the B4493 Foxhall Road at: Brasenose Road, Blakes Field, Lydalls Close, Manor Crescent and Manor Road as advertised.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

#### **Financial Implications**

3. Funding for the proposals has been provided by a local development.

#### **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 the safe movement of traffic.

#### **Consultation**

6. Formal consultation on the proposal was carried out between 4 December 2019 and 10 January 2020. A notice was published in the Oxfordshire Herald Series newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town Council, South Oxfordshire District Council and local County Councillor. Street notices were placed on site and letters sent to 55 properties in the immediate vicinity adjacent to the proposals.

7. Twenty-one responses were received during the consultation as summarised in the table below:

<b>Location</b>	<b>Object</b>	<b>Support</b>	<b>Concerns</b>	<b>No Objection/ Opinion</b>
Brasenose Road	2 (9.5%)	9 (43%)	4 (19%)	6
Blakes Field	2 (9.5%)	9 (43%)	2 (9.5%)	8
Lydalls Close	1 (5%)	9 (43%)	3 (14%)	8
Manor Crescent	3 (14%)	10 (48%)	2 (9.5%)	6
Manor Road	1 (5%)	10 (47%)	3 (14%)	7

8. The individual responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

### **Response to objections and other comments**

9. Thames Valley Police while not objecting did point out that formal parking restrictions in remote residential areas were reliant on good driver behaviour and would not feature for any targeted enforcement activity. Civil Parking Enforcement is due to be implemented in the Vale of the White Horse in the near future which will result in more rigorous enforcement.
10. Didcot Town Council supported the proposals.
11. Thames Travel who currently experience operational difficulties due to chaotic parking in the area supported the proposals.

#### **Brasenose Road**

12. Two objections, four concerns and nine expressions of support were received. Objections and concerns centred on the restrictions putting pressure on parking in the road, pushing commuter parking further up the road, encouraging dangerous and inconsiderate parking and that the restrictions should be extended beyond the brow of the hill and bend.
13. The restrictions in Brasenose Road have been proposed to improve road safety by keeping the junction free of obstructive parking at all times.

#### **Blakes Field**

14. Two objections, two concerns and nine expressions of support were received. Objections and concerns centred on enforcement issues and lack of parking for residents so putting pressure on other roads.
15. It was noted on various site visits that there are off highway parking provisions in place for residents. Civil Parking Enforcement is due to be implemented in

South Oxfordshire in the near future which will result in more rigorous enforcement of parking restrictions.

### **Lydalls Close**

16. One objection, three concerns and nine expressions of support were received. Objections and concerns centred on the restrictions concentrating commuter parking even further in the close and encouraging dangerous and inconsiderate parking.
17. The restrictions are designed to prevent dangerous parking at the junction of Lydalls Close and Foxhall Road. Oxfordshire County Council have installed Access Protection Markings to all properties that requested them in an attempt to prevent inconsiderate parking blocking driveways.

### **Manor Crescent**

18. Three objections, two concerns and ten expressions of support were received. Objections and concerns centred on the restrictions having a negative effect on parking for residents and that restrictions should be extended on the south side to enable safer manoeuvrability for vehicles.
19. Existing unregulated parking is considered dangerous and therefore needs to be addressed. Properties in the vicinity of the proposed restrictions all have 'off street' parking facilities with a 10m section that will not be covered by the proposed restrictions allowing 2 vehicles to park on the carriageway in a safe position.

### **Manor Road**

20. One objection, three concerns and ten expressions of support were received. Objections and concerns centred on commuter parking becoming more concentrated in the road.
21. Restrictions in Manor Road have been proposed to improve road safety by keeping the junction free of obstructive parking at all times.

### **Conclusion**

22. In conclusion the proposed balanced restrictions should improve drivers' sightlines by removing dangerous and obstructive parking, whilst also providing businesses in Manor Crescent with some 'on street' overflow/visitor parking availability

BILL COTTON  
Corporate Director, Environment and Place

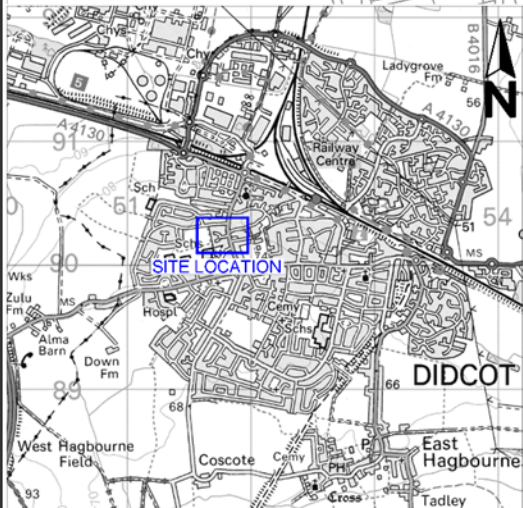
Annexes                                      Annex 1: Consultation plans  
   Annex 2: Consultation responses

Contact Officers: Mark Francis 07730 926962

November 2021



C:\Users\jane.dak\OneDrive - Oxfordshire County Council\ITRO useful info\CAD plans\Didcot\Bresnose Rd.dwg



Drawing No.


Revision 0

Key

Proposed 'No Waiting at Any Time'

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE  
COUNTY COUNCIL

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Project title

PROPOSED 'NO WAITING AT ANY TIME'

Drawing title

DIDCOT

Drawing Status

Scale	Drawn by	Checked by	Approved by
A3 N.T.S.	Jac		
	Date drawn 10/19	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – Formal parking restriction in remote residential areas are reliant on good driver behaviour and will not feature for any targeted enforcement activity by Thames Valley Police.</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Didcot Town Council	<p>Blake's Field - <b>Support</b>  Brasenose Road - <b>Support</b>  Lydalls Close - <b>Support</b>  Manor Road - <b>Support</b>  Manor Crescent - <b>Support</b></p> <p>No comments.</p>
(3) Thames Travel	<p>Blake's Field - <b>Support</b>  Brasenose Road - <b>Support</b>  Lydalls Close - <b>Support</b>  Manor Road - <b>Support</b>  Manor Crescent - <b>Support</b></p>

	<p>Chaotic parking and waiting along Manor Crescent and Foxhall Road presents operational difficulties to our buses serving Didcot Girls' School. School buses are delayed both arriving and departing from the Girls' School by gridlocked traffic on Manor Crescent and Foxhall Road.</p>
<p>(4) Local Resident, (Didcot)</p>	<p>Blake's Field - <i>No opinion</i>  Brasenose Road - <b>Object</b>  Lydalls Close - <i>No opinion</i>  Manor Road - <i>No opinion</i>  Manor Crescent - <b>Object</b></p> <p>(Brasenose Road) I support Prohibition of Waiting at Any Time on the South side, but I object, parking should be permitted on the North side, evenings and at Weekends.</p> <p>(Manor Crescent) There should be at least one vehicle length (preferably two vehicles length) clear, no parking, at the junction, as vehicles turning in, from Southbound along Foxhall Road, often have to wait for vehicles coming the other way. Otherwise, vehicles may have to reverse back into Foxhall Road. And with the proposed restrictions, more vehicles will want to park where permitted.</p> <p>There should be parking permitted in evenings and at Weekends, otherwise there is too little parking space, for visitors to residents. And, if "Prohibition of Waiting" covers all Waiting, not just parking, it should be "except for School Buses" as at present School Buses often wait on the School Yellow Zig-Zag Lines, restriction sight lines for people crossing from the footpath from Loyd Recreation Ground to Glyn Avenue.</p>
<p>(5) Local Resident, (Didcot)</p>	<p>Blake's Field - <b>Object</b>  Brasenose Road - <b>Object</b>  Lydalls Close - <b>Object</b>  Manor Road - <b>Object</b>  Manor Crescent - <b>Object</b></p> <p>The proposed parking restriction to the junction with Foxhall road should be extended to cover both sides of the road and to enforce the highway codes regulation of no parking within ten metres of a junction. Your present planned intervention will only serve to penalise the residents further and will in no way abate the dangerous and continuous parking adjacent to the tattoo shop and pest control company. The cars which constantly and illegally encroach at the</p>

	<p>junction, are all frequenting these sites. It is this which is in desperate need of enforcement, for both the compliance to the highway code and the safety of all road users and pedestrians. The current situation means that at best only one car may enter Manor Crescent from Foxhall road and is, in many cases, dangerously exposed into the Foxhall road flow of traffic and is a direct result of the previously mentioned illegal and discourteous parking.</p> <p>With regard to the proposed “prohibition of waiting at any time”, this will again have the biggest negative affect on residents and any visitors to their properties and will again do nothing to stop people frequenting the school, and restaurants on Wantage road from risking inconsiderate and irresponsible parking for the purposes of self-gratification at the inconvenience of Manor Crescent residents. There is a constant and long running issue with the general public using Manor Crescent as a car park. This often infringes on residents’ driveways and the ability of genuine guests of the residents of Manor Crescent to be able to park safely and reasonably in a timely and non-stressful manner.</p> <p>The above describes the vicissitudes of traffic and parking on Manor Crescent since the re-direction of the buses from Oxford Crescent, which i suspect was implemented for the same reasons, and has therefore only sought to pass the problem on, rather than seek to resolve it. It seems to me that the safest and most effective long-term strategy would be to “double yellow” both junctions and bilaterally, to ten metres at the minimum. In addition, to counter the obvious redistribution of the dispersed vehicles, it would be sensible and respectful, to the patrons and residents of Manor Crescent, to enforce "permit only parking". This would finally allow the residents of this street, who are continually subjected to obscene volumes of traffic and parked cars, none of which are actually visiting the dwellings of this street, the opportunity to interact with their homes without running this relentless gauntlet.</p> <p>As a direct caveat of the above statement, i object to all elements of your proposed intervention.</p>
(6) Local Resident, (Didcot)	<p>Blake's Field - <b>Object</b>  Brasenose Road - <i>No opinion</i>  Lydalls Close - <i>No opinion</i>  Manor Road - <i>No opinion</i>  Manor Crescent - <i>No opinion</i></p> <p>I would like to put in my objections to the Proposal for Parking Restrictions B4493 Foxhall Road Junction.</p> <ol style="list-style-type: none"> <li>1. There is already sufficient legislation within the highway code and the law, which is not being enforced.</li> <li>2. How will this new proposed legislation be enforced?</li> <li>3. The proposed restriction will disproportionately penalise residents, from going about their lawful business for</li> </ol>

	<p>example deliveries, groceries etc.</p> <p>4. Why can we not have a residents parking scheme? (you have adequate data from the collection of council tax)</p> <p>As a resident of Blakes Field and children attending a local School I am well aware of the parking problem. Why should residents be penalised for the failings of the local authority in implementing the existing laws? Where are the residents going to park?</p>
(7) Local Resident, (Didcot)	<p>Blake's Field - <i>No opinion</i>  Brasenose Road - <i>No opinion</i>  Lydalls Close - <i>No opinion</i>  Manor Road - <i>No opinion</i>  Manor Crescent - <b>Object</b></p> <p>The proposal of double yellow lines on Manor Crescent is ridiculous, the most congested and dangerous part of Manor Crescent is the 16 meters you are planning NOT to paint double yellow lines on the south side at the Foxhall Road junction.</p> <p>This area is really dangerous when all the vehicles from The Pest Control Company and people parking in this area to walk to the railway station and people parking to drop their children off at Manor School and the Didcot Girls School. It is only a matter of time before an accident happens especially when the school buses are trying to manoeuvre past the parked vehicles. I hope you reconsider and install double yellow lines in this area.</p>
(8) Local Resident, (Didcot)	<p>Blake's Field - <b>Support</b>  Brasenose Road - <b>Support</b>  Lydalls Close - <b>Support</b>  Manor Road - <b>Support</b>  Manor Crescent - <b>Support</b></p> <p><i>No comments</i></p>
(9) Local Resident, (Didcot)	<p>Blake's Field - <b>Support</b>  Brasenose Road - <b>Support</b></p>

	<p>Lydalls Close - <b>Support</b>  Manor Road - <b>Support</b>  Manor Crescent - <b>Support</b></p> <p>A very sensible thing to do to keep the traffic flowing freely and safely.</p>
(10) Local Resident, (Didcot)	<p>Blake's Field - <b>Support</b>  Brasenose Road - <b>Support</b>  Lydalls Close - <b>Support</b>  Manor Road - <b>Support</b>  Manor Crescent - <b>Support</b></p> <p>Residents need protection from lengthy parking times where commuters and other rail users park on residential streets and often contrary to the Highway Code.</p>
(11) Local Resident, (Didcot)	<p>Blake's Field - <i>No opinion</i>  Brasenose Road - <i>No opinion</i>  Lydalls Close - <i>No opinion</i>  Manor Road - <b>Support</b>  Manor Crescent - <i>No opinion</i></p> <p>I do support the idea of double yellow lines at the junction of Manor and Foxhall Rd however I am concerned that this will only move vehicles from this location further down Manor Road towards Lydalls Rd. The main issue is the lack of enforcement by Thames Valley Police during the No waiting times which for Manor Road are 1400- 1500 hrs. If enforcement was carried out then I fully support this application.</p>
(12) Local Resident, (Didcot)	<p>Blake's Field - <b>Support</b>  Brasenose Road - <b>Support</b>  Lydalls Close - <b>Support</b>  Manor Road - <b>Support</b>  Manor Crescent - <b>Support</b></p>

	<p>I live on Lydalls Close but through my own fault did not apply for my drive to be marked by the council in 2019. If the double yellows are added to the road, could I have my drive marked for free while they are here? My concern would be that with the double yellows and all the other drives marked, my drive might be a last resort? Happy to have double yellows if that is easiest?</p>
(13) Local Resident, (Didcot)	<p>Blake's Field - <b>Support</b>  Brasenose Road - <b>Support</b>  Lydalls Close - <b>Support</b>  Manor Road - <b>Support</b>  Manor Crescent - <b>Support</b></p> <p>This is very much needed and overdue. However, I would like to know how this will be enforced.</p>
(14) Local Resident, (Didcot)	<p>Blake's Field - <b>Support</b>  Brasenose Road - <b>Support</b>  Lydalls Close - <b>Support</b>  Manor Road - <b>Support</b>  Manor Crescent - <b>Support</b></p> <p>Didcot currently has no enforcement of double yellow lines people park where they want to and Thames Valley Police have made it clear that they are not in a position to enforce any parking restrictions. I welcome the proposals but unless they are properly managed it is pointless applying any restrictions. We as residents are thoroughly fed up with commuters perking in our close and it has been a big issue for many years. What assurances can you give that the proposals will be enforced in future?</p>
(15) Local Resident, (Didcot)	<p>Blake's Field - <b>Concerns</b>  Brasenose Road - <b>Concerns</b>  Lydalls Close - <b>Concerns</b>  Manor Road - <b>Concerns</b>  Manor Crescent - <b>Concerns</b></p> <p>Agreed that road safety is the concern. But with your proposal. The cars parked in this area now, will park further up</p>

	<p>Brasenose Road, as they already do and this causes a safety issue with us turning left out of our drive towards Foxhall Road into oncoming traffic.</p> <p>With the other roads in the proposal also having double yellow lines this will put more pressure on Brasenose Road for the increasing number of cars that park here to walk to the railway station.</p> <p>We also have a new development opposite with 6 new houses being built with very little or no parking spaces? The solution must be more available free parking around the station area, as Didcot like all areas in Oxfordshire are becoming more and more congested with more and more houses being built with no thoughts on infrastructure to cope.</p>
(16) Local Resident, (Didcot)	<p>Blake's Field - <i>No opinion</i>  Brasenose Road - <i>No opinion</i>  Lydalls Close - <b>Concerns</b>  Manor Road - <b>Concerns</b>  Manor Crescent - <i>No opinion</i></p> <p>I understand the importance of restricting parking at the junctions with Foxhall Road for reasons of safety and support the proposal. However, I am concerned that simply restricting parking in this way with no other measures will, as a consequence, aggravate the parking problems both these roads face, Manor Road in particular.</p> <p>As you may be aware, both roads are used for parking by commuters heading to Didcot station. By 8:30 am on weekdays every legal parking space in Manor Road is occupied, primarily by commuters' cars. Parents' cars dropping children off at Manor school follow between 8:40 and 9:00 am but these cars are usually only parked for a short time.</p> <p>I am concerned that double yellow lines will concentrate commuter parking even further in Manor Road and Lydalls Close and encourage dangerous and inconsiderate parking, blocking drives and verges. It is currently impossible for visitors to residents in either road to park, or for deliveries to be made at the kerbside during the week.</p> <p>Would the Council consider some form of Residents Parking or a time-limited restriction that could be enforced in addition to the double yellow lines to prevent all-day commuter parking filling the two roads on weekdays?</p>



(17) Local Resident, (Didcot)	<p>Blake's Field - <i>No opinion</i>  Brasenose Road - <b>Concerns</b>  Lydalls Close - <i>No opinion</i>  Manor Road - <i>No opinion</i>  Manor Crescent - <i>No opinion</i></p> <p>The proposal for double yellow lines in Brasenose Road, I have some concerns that the lines do not go far enough up the street. We think that on the opposite side of the road to our property, the lines should extend from the junction to the entrance to Smiths Farm Lane. This is because people tend to park here and it's on the brow of a hill and a bend, both of which are exceedingly dangerous. See attached picture. The accidents that have happened in the street have been as a consequence of people parking on that side of the road.</p> <p>We also would have liked the lines to go the same distance on our side of the road: I am all in favour of having them outside our property but I think one family will object as they have 4 cars and 2 spaces. The problem is that if the lines only go for the 27 meters planned, this will lead to more cars parking outside our house, compounding the safety problem.</p> <p>We are also concerned that where they are currently building six houses in the Smiths Farm Lane yard, we hope they are providing parking spaces for the future residents, if not that could be another six to eight vehicles parking in the street again.</p>
(18) Local Resident, (Didcot)	<p>Blake's Field - <i>No opinion</i>  Brasenose Road - <i>No opinion</i>  Lydalls Close - <i>No opinion</i>  Manor Road - <i>No opinion</i>  Manor Crescent - <b>Support</b></p> <p>We frequently have difficulty getting in and out of our driveway. The school buses daily have to mount the pavement outside our wall which has been knocked down twice already and we feel sure that the foundations will be damaged again.</p> <p>We welcome the proposals and hope they come to fruition in the very near future.</p>

<p>(19) Local Resident, (Didcot)</p>	<p>Blake's Field - <b>Support</b>  Brasenose Road - <b>Support</b>  Lydalls Close - <b>Support</b>  Manor Road - <b>Support</b>  Manor Crescent - <b>Support</b></p> <p>We have suffered for many years with inconsiderate and nuisance parking, and our objections were on the grounds of safety. If there are vehicles parked outside my property, and outside our neighbours, then my view of oncoming traffic coming down towards Foxhall Road, is completely obscured. This is a very busy road now, with buses and trucks using the road, as well as many motorists using the road as a rat run. It is by far the busiest of the streets earmarked for yellow lines. This makes it very dangerous when we are trying to get out of our driveway. As we are carers for an elderly relative and a disabled adult son, we have to go out two or three times a day, and parked cars mean that my wife has to stand in the road and signal to me when it is safe to come out. I have attached two photos, taken recently, to show you how dangerous it is. I have many more photographs if you need any more evidence as to the gravity of the problem.</p> <p>In the year 2018, we had vehicles parked outside our property 145 days and several nights. Most are people who are commuting to London, or elsewhere, and they are too mean to pay for parking. Cars can be there anything from 12 hours to 2 weeks, (all over Christmas and New year). We don't mind if the car is there for a couple of hours, but when it's all day, every day, it gets too much.</p> <p>So, we fully support the proposed action, and we sincerely hope that it will come to fruition, as it will make our daily routine much safer.</p>
<p>(20) Local Resident, (Didcot)</p>	<p>Blake's Field - <i>No opinion</i>  Brasenose Road - <b>Concerns</b>  Lydalls Close - <i>No opinion</i>  Manor Road - <i>No opinion</i>  Manor Crescent - <i>No opinion</i></p> <p>We are writing to comment on the above proposal in relation to Brasenose Road and the impact of the proposed double yellow lines on residents of Smiths Farm Lane.</p>

	<p>We appreciate that the double yellow lines are necessary to stop the dangerous parking on the corners of Brasenose Road and Foxhall Road. However, we already have problems with vehicles parking right on both corners of Smiths Farm Lane and Brasenose Road, obstructing the view and making it difficult to exit safely, especially if the driver is unaccompanied and has no-one to act as lookout. We also have issues with drivers parking on, and damaging, the grassy areas outside Smiths Farm Lane, which we are obliged to maintain. The proposed double yellow lines will push parking further up Brasenose Road and exacerbate the problem for Smiths Farm Lane residents, especially with the increase in parking requirements from the new development of six dwellings in the courtyard of Smiths Farm. We would ask the Council to consider extending the double yellow lines to include the corners of Smiths Farm Lane and Brasenose Road.</p>
(21) Local Resident, (Didcot)	<p>Blake's Field - <b>Concerns</b>  Brasenose Road - <b>Concerns</b>  Lydalls Close - <b>Concerns</b>  Manor Road - <b>Concerns</b>  Manor Crescent - <b>Concerns</b></p> <p>What is the point of more double yellow lines when the ones already here are totally ignored. I live near the junction where Vicaridge Road joins Wessex Road, parking is upto and on the junctions, on the footpaths, blocking driveways and at the opposite end, including overhanging into Broadway. Cars are parked there every day for hours and nothing is ever done.</p> <p>In my opinion, double yellows don't work as they are ignored by people parking there and those who are meant to enforce the rules. This is the same across the whole of Didcot (look at the Hayden road/Lydalls Rosd junction). I have reported these issues on fix my street but I am informed it's not for the council to enforce (so they close out the issue) but the police who don't have the resource to deal with illegal, obstructive and dangerous parking so it comes down to no parking enforcement in Didcot.</p> <p>Parking will get worse with more houses being built on the outskirts as people will not walk to the station or into town, the car parks are too small or time limited and people will not walk 10 - 40 minutes into town to get to the shops or train, they will drive and park up.</p>

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Divisions affected: *Witney South and Central*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 18 NOVEMBER 2021**

### **WITNEY: AVENUE TWO – PROPOSED WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed no waiting at any time restrictions on Avenue Two, Witney as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation to introduce no waiting at any time restrictions on Avenue 2, Witney as shown at Annex 1. The proposals are required to safely accommodate access to and from adjacent commercial land use, with planning consent – including in respect of the revised access arrangements as shown in the annex - being recently given by West Oxfordshire District Council.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the developers of the adjacent land who will also fund implementation should they be approved.

#### **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 will facilitate safe movement of traffic including cyclists and pedestrians.

#### **Consultation**

6. Formal consultation was carried out between 08 September and 08 October 2021. A notice was published in the Witney Gazette newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire &

Rescue Service, Ambulance service, West Oxfordshire District Council, Witney Town Council and local County Councillor.

7. Ten responses were received during the formal consultation. Five objections, two raising concerns, two in support and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. The objections and concerns primarily relate to the possible displacement of parking elsewhere in the road and area but also raise specific concerns about how the arrangement of unrestricted waiting on both sides as proposed would function in practice.
9. Thames Valley police did not object.
10. Witney Town Council (Climate, Biodiversity & Planning Committee) objected to the proposed no waiting at any time restrictions (which is the focus of this specific consultation) on the grounds that the current on-street parking not only is an overflow from users of other established businesses on the Industrial Park but also provides social value, including for access to the Lake & Country Park and also occasionally for users of the bowls club at the Leys. While not opposed in principle to additional waiting restrictions, they requested that a full assessment of the impact of the loss of parking is carried out ahead of any decision being taken.
11. However, Witney Town Council's more fundamental concerns are the dangers and loss of amenity for pedestrians and cyclists arising from additional new HGV and commercial vehicle access on this section of Avenue Two, noting that it is not a dead-end but rather a busy, well-used active travel route used by families and children and the main route used by schoolchildren, pedestrians and cyclists from Ducklington. The Sustrans route that passes through this section of Avenue Two is a National Cycle Network Route (Route 577) and should be protected. Their response also noted that the vehicle tracking (as also shown at Annex 1) demonstrated that turning HGVs would obstruct the full width of the road.
12. The local member also expressed an objection to the proposals on the grounds that they will make pedestrian and cycle access much more dangerous for the busy and popular Witney Lakes & Country Park. Oxfordshire County Council should be prioritising the encouragement and safety of pedestrians and cyclists wishing to visit this local beauty spot which is a haven for both wildlife and people.
13. Sustrans – a national group facilitating active travel – also objected on the grounds that the proposal will essentially put new HGV entry and exit points on to/across the National Cycle Network Route 577 a well-used pedestrian and cycle route and undermine the provision of safe active travel routes across Witney, which is reinforced in the Witney LCWIP.
14. Two objections and two expressions of concern were received from members of the public in respect of the loss of parking, with the respondents noting that

the road leads to Lake and Country Park and also Witney Foodbank is based here. Parking, particularly for those with disabilities is needed here for both these activities.

15. One expression of support was received from a member of the public.
16. While noting the above concerns over the access arrangements as shown at Annex 1, planning consent has been granted by West Oxfordshire District Council and the proposed waiting restrictions, which are the subject of the current consultation are considered essential for their safe operation.
17. The importance of Avenue 2 as an active travel route is acknowledged, and the County Council's Road Agreements Team will be engaging with the developer to identify and implement measures to highlight the presence of cyclists and pedestrians.

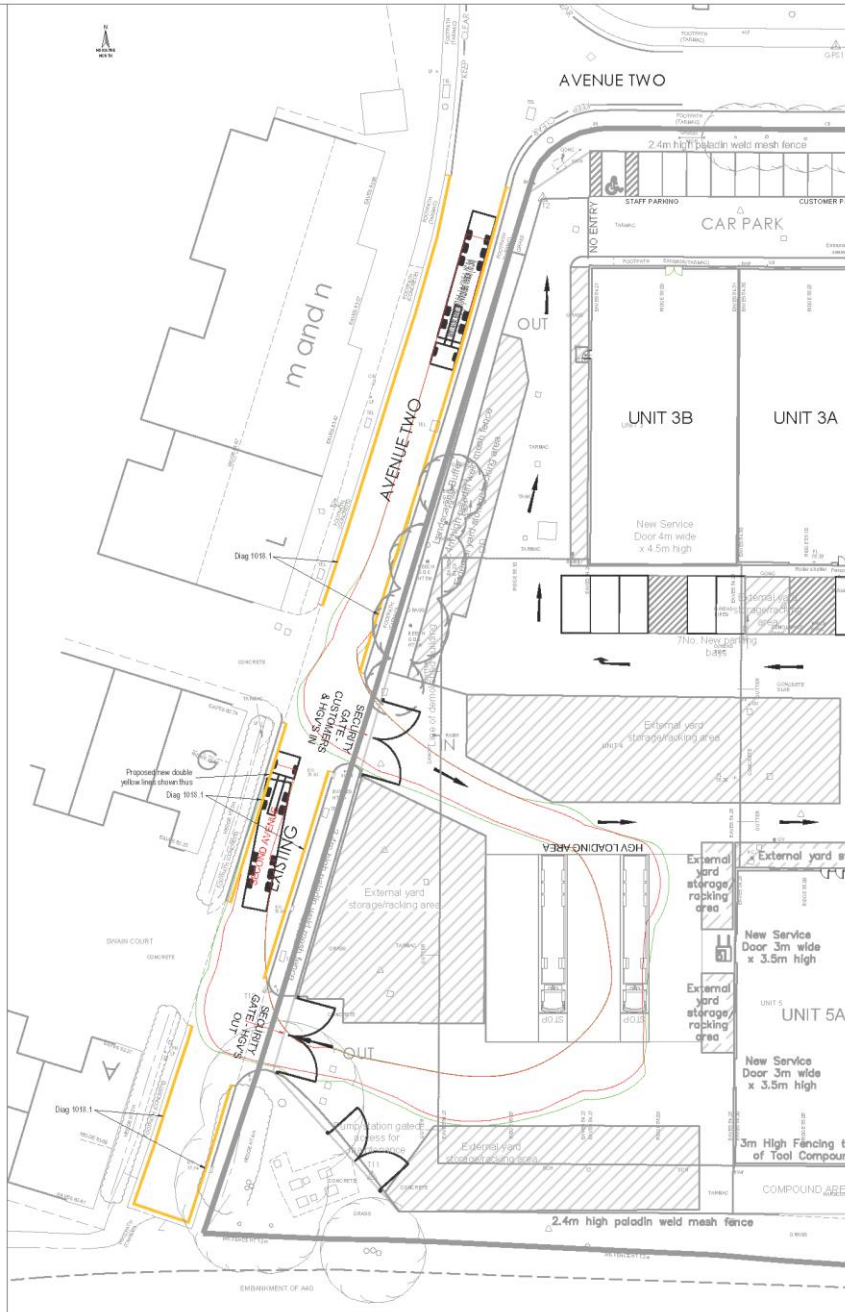
BILL COTTON

Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan Annex 2: Consultation responses
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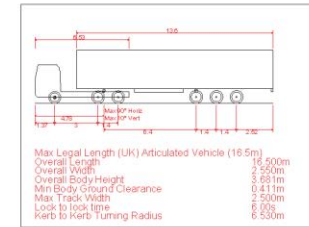
Contact Officers:	Tim Shickle 07920 591545 Julian Richardson 07825 052736 Odele Parsons 07974 002860
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November 2021



## NOTES

1. Markings to comply with Traffic Signs Regulations and General Directions 2016



P1	19.07.21	Preliminary issue	JH	MB
Rev	Date	Description	By	Apvd

**PROJECT:**  
TRAVIS PERKINS, WITNEY

**TITLE:**  
TRAFFIC REGULATION  
ORDER PLAN

**CLIENT:**  
TILSTONE MANAGING WAREHOUSE  
REIT PLC

**SCALE@A3:**  
1:500

**PROJECT REF:**  
21198  
**DRAWING No:**  
001

**REV:**  
P1

**Revision Referencing**  
P = Preliminary A = Approval T = Tender C = Construction

**Jubb**

Bristol, Cardiff, Plymouth, Winchester  
St James Court, St James Parade, Bristol BS1 3JH +44(0)117 922 6286

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Witney Town Council (Climate, Biodiversity & Planning Committee)	<p><b>Object</b> – Since the proposal is taking away on-street parking, reason 2 is flawed. Witney Town Council reject the premise of the proposed parking restrictions - These proposals are being made primarily to facilitate transit of HGVs at the expense of on-street parking. This proposal doesn't remove danger, it facilitates an extra danger that wasn't present before. Any new appropriate development should plan site access entirely on the East/West spur of Avenue Two.</p> <p>Witney Town Council oppose all new HGV and commercial vehicle access on this section of the North/South spur. The Southern end of Avenue Two is not a dead-end but a busy, well-used active travel route used by families and children, it is the main route used by schoolchildren, pedestrians and cyclists from Ducklington. The Sustrans route that passes through this section of Avenue Two is a National Cycle Network Route (Route 577) and should be protected.</p> <p>A primary concern for Witney Town Council is the provision of a safe active travel route for our residents. Witney is embarking on an LCWIP (Local Cycling, Walking and Infrastructure Policy) and this proposal undermines this. This section of Avenue Two needs developing as an active travel route, providing safe connections to and across Station Lane, not hampering by the introduction of more HGVs and commercial vehicle (LGV and van) movements.</p> <p>Further, Avenue Two is the main access to Witney Lake and Country Park - a Witney Town Council amenity for leisure and enjoyment of nature. The Park also provides popular off-road through routes to Cogges and Ducklington. The current parking on this section of the North/South spur is the only parking available for users of the Lake and Country Park, particularly for those of limited mobility who cannot enjoy it by entirely active means of transport. Members are concerned that the plans are not taking in to account that this is a busy thoroughfare for those users. The on-road parking has a wide-ranging community benefit and should not be removed for the advantage of one business.</p>

	<p>The plans give an indication of the incredibly tight turning route/movement of HGVs entering and exiting the site, even with the removal of parking. The plans do not illustrate that these vehicle movements include any safety features to protect pedestrians and cyclists, users of the footpath and cycle route would be at unacceptable risk of harm.</p> <p>The current on-street parking is an overflow from users of other businesses on the Industrial Park. Has the developer carried out an assessment or consultation with the business owners and employers in the neighbouring units who undoubtedly use the current on-street parking that is available? Is there a wider travel and transport plan for neighbouring businesses? Any assessment needs to be inclusive of the potential impact of the proposed Travis Perkins development as well as users of other business units at this site.</p> <p>The current parking arrangements for Avenue Two provides far greater social value to Witney residents than 2 new HGV accesses to the commercial site and builders' yard. Particularly since the yard could be designed with access from the East/West spur. The social value is primarily for access to the Lake &amp; Country Park but also occasionally for users of the bowls club at the Leys and also for workers at the assorted established businesses on Avenue Two.</p> <p>Whilst Witney Town Council do not commit to supporting parking in this location in perpetuity, we strongly oppose removal of parking for the sake of introducing HGV access for one business. If a scheme came forward that incorporated improvements for safe access to the Lake &amp; Country Park, as well as better connectivity to promote active travel, then perhaps it might be more acceptable to Witney residents. However, Witney Town Council can't support a proposal for removal of on-street parking for the sole purpose of making the route more suitable for accommodating HGVs, and frequent commercial vehicle movements.</p> <p>Since the sole motivation for this proposal to introduce new parking prohibitions is to facilitate a planning application, Witney Town Council would like Oxfordshire County Council to consider our serious concerns and to reflect them in their response to the related planning application (West Oxfordshire District Council reference 21/02210/FUL), so that HGVs are not introduced to the route.</p> <p>Witney Town Council would like the developer to re-consider the layout in order that HGV access is limited to the East/West spur road where there is less likelihood of pedestrian and cyclist conflict.</p>
(5) Local County Cllr, (Witney South & Central Division)	<p><b>Object</b> – The proposals for double yellow lines, to make access easier for HGVs at the old Fabulous Baking Boys site, will make pedestrian and cycle access much more dangerous for the busy and popular Witney Lakes &amp; Country Park. Oxfordshire County Council should be prioritising the encouragement and safety of pedestrians and cyclists wishing to visit this local beauty spot which is a haven for both wildlife and people.</p>

(3) Local Group/Organisation, (Sustrans)	<b>Object</b> – The proposal will essentially put new HGV entry and exit points on to/across the National Cycle Network Route 577 which is a well-used pedestrian and cycle route. The proposal will undermine the provision of safe active travel routes across Witney, which is reinforced in the Witney LCWIP.
(4) Technical Traffic Officer, (Oxfordshire County Council)	<b>Support</b> – Support the proposal but ideally, we need the new restrictions to include the "advisory keep clear markings" which currently exist at the junction just north of the proposal. These were put in for the same purpose to keep the junction clear for large vehicle movements but in the absence of funding for a TRO, only the advisory lines were possible at that time. This would be an ideal opportunity to formalise the situation.
(6) Local Resident, (Witney, Gloucester Place)	<b>Object</b> – This road leads to Lake and Country Park and also Witney Foodbank is based here. Parking, particularly for those with disabilities is needed here for both these activities.
(7) Local Resident, (Witney, Northfield Farm Lane)	<b>Object</b> – Restricts access for using the lake if needing to drive there
(8) Local Resident, (Witney, Woodley Green)	<b>Concerns</b> – I walk my dog at the lake and rely on parking in the area to do so. There is no other provision of parking and what is in the roads at station lane is often inadequate, especially if you happen to coincide with times when martial arts classes are on in the area. Without parking I, and other residents, would be unable to access the lake and use it.
(9) Local Resident, (Witney, Apley Way)	<b>Concerns</b> – 1 People like to park near the lake to walk their dogs. 2 It is convenient to park for access to the post office facility.
(10) Local Resident, (Ducklington, Witney Road)	<b>Support</b> – Walk that way to town

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