



Delegated Decisions by Cabinet Member for Transport

Thursday, 16 July 2026 at 10.30 am

Room 2&3 - County Hall, New Road, Oxford OX1 1ND

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

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 21 July 2026 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

Martin Reeves
Chief Executive

July 2026

Committee Officer: **Jack Ahier**
Email: committeesdemocraticservices@oxfordshire.gov.uk

Note: *Date of next meeting:* 3 September 2026

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. Declarations of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am three working days before the meeting, ask a question on an item on the agenda.

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

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to committeesdemocraticservices@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet.

4. Minutes of the Previous Meeting (Pages 11 - 26)

To approve the minutes of the meeting held on 18 June 2026 and for the Chair to sign them as a correct record.

5. Proposed Changes to the MyBus Ticketing Scheme (Pages 27 - 66)

Cabinet Member: Transport

Forward Plan Ref: 2026/053

Key Decision

Contact: Alyn Jones, Capital Schemes Lead – Bus Service Improvements

(Alyn.Jones@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT5**).

Proposed changes to the MyBus multi operator ticketing scheme, for 2026/27 and beyond, to ensure its long-term financial sustainability.

The Cabinet Member is RECOMMENDED to:

Approve the following changes to the MyBus ticketing scheme:

- a) **Implementation of ticket price increases from 1 August 2026 or as soon as practically possible after this date.**
- b) **Delegate authority to the Director for Environment & Highways, in consultation with the Cabinet Member, to cancel or postpone the potential further increase in fares in January 2027 – where alternative funding is identified or where the August 2026 change has resulted in the overall financial position of the MyBus scheme remaining within the available budget.**
- c) **Utilisation of the remaining c.£300k BSIP/Bus Grant funding carried forward from 2025/26 to support the costs of the MyBus scheme in 2026/27 (if required).**
- d) **Introduction of a new 28-day (monthly) MyBus ticket product for both adults and young people from 1 April 2027 in line with Government Enhanced Partnership requirements, giving delegated authority for the price to be set by the Director for Environment & Highways in consultation with the Cabinet Member.**
- e) **Introduction of a simplified reimbursement approach for smaller operators, whereby those with expected monthly reimbursements below £50 receive a fixed payment for participating in the scheme.**
- f) **Introduction of a standard refund policy for MyBus tickets across all participating operators, to ensure a consistent approach.**

6. Active Travel Guidance for Streetworks (Pages 67 - 106)

Cabinet Member: Transport

Forward Plan Ref: 2026/076

Non-Key Decision

Contact: Phil Whitfield, Head of Network Management

(Phil.Whitfield@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT6**)

Proposal to discuss guidance documentation prepared by the network co-ordination team to provide better outcomes

The Cabinet Member is RECOMMENDED to:

- a) **Note the process taken in the development of the Active Travel Guidance for Street Works documentation.**
- b) **Approve the “Active Travel Guidance for Street Works” document**
- c) **Delegate authority to the Director for Environment & Highways to make amendments to the “Active Travel Guidance for Street Works” in consultation with the relevant Cabinet Member.**
- d) **Endorse the contents of the document.**

7. Proposed 20mph Speed Limits - Carterton and Brize Norton (Pages 107 - 462)

Cabinet Member: Transport

Forward Plan Ref: 2025/143

Non-Key Decision

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT7**).

Proposals as part of the County Council's 20mph speed limit project.

The Cabinet Member is RECOMMENDED to:

- a) **Approve the proposals for 20mph speed limits at Carterton as advertised – except for the lengths of the following roads:**
 - i) **Alvescot Road,**
 - ii) **Black Bourton Road,**
 - iii) **Brize Norton Road,**
 - iv) **Burford Road – north of its junction with Upavon Way, and**
 - v) **Burford Road – south of its junction with Sellwood Drive.**

8. Proposed 40 & 50mph Speed Limits (A361) (Pages 463 - 502)

Cabinet Member: Transport

Forward Plan Ref: 2026/075

Key Decision

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT8**).

Proposed changes for safety reasons along the A361 corridor include reductions to 40 and 50mph on various lengths and are being promoted under Vision Zero projects.

The Cabinet Member is RECOMMENDED to:

Approve the following speed limit amendments on the A361 between Williamscoth & Bradwell, as advertised:

- (a) New 40mph speed limits:**
 - i. at Williamscoth Hill, between its junction with the access to 'Earlswood' at Thatchems Farm, and a point northeast of its junction with Thorpe Road,**
 - ii. at Shipton-under-Wychwood, between a point south of its junction with Dog Kennel Lane, and a point south of its junction with Upper End,**
 - iii. at Bradwell Grove, between a point north of Woodside Drive at Bradwell Grove, and a point south of the Kencot junction.**
- (b) A new 50mph speed limit between Chipping Norton & Shipton-under-Wychwood.**

9. Ladygrove East, Land off Abingdon Road, Didcot - Highway Improvements (Pages 503 - 524)

Cabinet Member: Transport

Forward Plan Ref: 2026/118

Non-Key Decision

Contact: Aaron Morton, Senior Engineer (Aaron.Morton@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT9**).

Pedestrian, cycle and vehicular access infrastructure to residential development from the Hadden Hill Roundabout/ Abingdon Road which is required to implement the residential development.

The Cabinet Member is RECOMMENDED to:

Approve the following traffic/highway improvements in Didcot, as advertised:

- (a) A4130 Hadden Hill:**
 - i. Extend the existing 30mph speed limit eastwards for approximately 130 metres,**
 - ii. Two new Toucan crossings (a signal-controlled crossing for use by pedestrians and cyclists) either side of the roundabout junction with the access to the 'Hadden Hill' retail park,**
 - iii. Four new bus stop clearways, with 'No stopping except local buses' restrictions,**
 - iv. New sections of segregated foot/cycleway (5 metres wide) on the North side,**
 - v. New section of shared foot/cycleway (3 metres wide) on the south side.**

(b) A4130 Abingdon Road:

- i. Two new Toucan crossings (a signal-controlled crossing for use by pedestrians and cyclists) either side of the junction with Tamar Way,
- ii. Two new bus stop clearways, with 'No stopping except local buses' restrictions,
- iii. New section of segregated foot/cycleway (5 metres wide) on the East side, and
- iv. New section of shared foot/cycleway (3 metres wide) on the west side, south of Tamar Way.

10. Botley Road, Oxford - Height Restrictions with Exemptions & Parking Changes (Pages 525 - 540)

Cabinet Member: Transport

Forward Plan Ref: 2026/050

Non-Key Decision

Contact: Julian Richardson, Senior Engineer – Road Agreements

(Julian.Richardson@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT10**).

Requirement as part of the Botley Bridge Scheme to introduce a TRO for height restrictions with exemptions for buses at a certain height and also includes amendments to parking restrictions.

The Cabinet Member is RECOMMENDED to:

Approve the following:

- (a) Remove in its entirety the existing shared-use (Permit Holders or 2 hrs Limited Waiting, Mon-Sat, 8am-6.30pm) parking bay on the western side of Cripsey Road, as advertised.
- (b) Retain the initial 7.5 metres of the existing 'Permit Holders Only' parking bay on the western side of Cripsey Road to the north, as amended from advertised.
- (c) Introduction of a new 4.4m (14ft 6in) maximum height restriction to cover that area of Botley Road beneath the rail bridges, as advertised.

11. Manor Road, Wantage - No Waiting Restrictions (Pages 541 - 558)

Cabinet Member: Transport

Forward Plan Ref: 2026/117

Non-Key Decision

Contact: Clever Safurawu, Engineer – Highway Agreements South

(Clever.Safurawu@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT11**).

Required as part of planning application and section 278 agreement to maintain safety along Manor Road. Precedent set with existing double yellow lines in place, with proposals being an extension.

The Cabinet Member is RECOMMENDED to:

- a) **Approve the extension of the existing ‘No Waiting at Any Time’ parking restriction (double yellow lines) on the A338 Manor Road in Wantage, as advertised.**

12. Godington: Proposed 20mph Speed Limits (Pages 559 - 568)

Cabinet Member: Transport

Forward Plan Ref: 2026/091

Non-Key Decision

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT12**).

Proposed 20mph speed limit being promoted under the Council’s Vision Zero policies.

The Cabinet Member is RECOMMENDED to:

- a) **Approve the introduction of a 20mph speed limit on the unnamed road running through Godington (near Bicester), as advertised.**

13. Swinbrook: Proposed 20mph Speed Limits (Pages 569 - 576)

Cabinet Member: Transport

Forward Plan Ref: 2026/090

Non-Key Decision

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDT13**).

20mph speed limit being promoted as part of the Council’s Vision Zero policies.

The Cabinet Member is RECOMMENDED to:

- a) **Approve the introduction of a 20mph speed limit within Widford (near Swinbrook), as advertised.**

Councillors declaring interests

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

Members Code – Other registrable interests

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

Members Code – Non-registrable interests

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

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Agenda Item 4

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

DECISIONS taken at the meeting held on Thursday, 18 June 2026 commencing at 10.30 am and finishing at 13:30 pm.

Present:

Voting Members: Councillor Gareth Epps – in the Chair

Other Members in Attendance: Councillor Dan Levy (Agenda Items 5, 6 & 11)
Councillor Judy Roberts (Agenda Item 14)

Officers: Jack Ahier (Senior Democratic Services Officer), Jodie Clarke (Senior Project Manager), Paul Fermer (Director of Environment and Highways), Anthony Hulsman (Head of Property Operations), Daniel Mowlem (Senior Engineer), Chloe Kirby (Senior Engineer – Central), Anthony Kirkwood (Vision Zero Team Leader), Clever Safurawu (Engineer), Abdul Waraich (Project Manager), Andy Warren (Senior Project Manager), James Whiting (Team Leader – TRO's and Schemes), Phil Whitfield (Head of Network Management), Stewart Wilson (Place Planning Team Leader – Central).

The Cabinet Member considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with [a schedule of addenda tabled at the meeting][the following additional documents:] and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports [agenda, reports and schedule/additional documents], copies of which are attached to the signed Minutes.

21/26 DECLARATIONS OF INTEREST (Agenda No. 1)

There were none.

22/26 QUESTIONS FROM COUNTY COUNCILLORS (Agenda No. 3)

There were none.

23/26 PETITIONS AND PUBLIC ADDRESS (Agenda No. 2)

There were several requests to address the meeting, with some speakers speaking on multiple items. A list of speakers can be seen below:

Item 5: Car Parking at County Hall

- Cllr Dan Levy
- Danny Yee

Item 6: Oxfordshire Micromobility Scheme Contract

- Cllr Dan Levy
- Danny Yee

Item 7: Proposed Crossings, Traffic Calming and Cycleways – Abingdon Road, Culham

- City Cllr Katherine Miles
- Danny Yee
- Robin Tucker

Item 8: Proposed Traffic Calming – Eastern Bypass Road, Oxford

- Danny Yee

Item 11: A40 Access to Witney – Traffic Management Orders

- Cllr Dan Levy

Item 12: Headington Market, Oxford – TRO Amendments

- Hamid Hussain

Item 14: Westminster Way, Botley – Proposed Permit Parking Area

- Cllr Judy Roberts
- District Cllr Emily Smith
- Danny Yee

Item 15: Shrivenham Parking Review 2026

- Kath Law

Item 19: Langford Lane, Kidlington – Proposed 30mph Extension

- Danny Yee

Item 20: Proposed 20mph Speed Limit – Compton Beauchamp

- Robin Tucker (on all 20mph schemes)

24/26 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

There were no minutes of previous meetings to approve.

25/26 CAR PARKING AT COUNTY HALL

(Agenda No. 5)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair noted that the proposal related to the adoption of a car parking policy for County Hall, restricting parking to operational need, Blue Badge holders and officers or elected members with short-term health or accessibility requirements.

The Chair agreed that the policy should be communicated clearly to elected members and others, including the reasons for the change and the need for the County Council to set an example in relation to travel into Oxford City Centre.

The Chair confirmed that the policy was intended to be implemented during the summer, following appropriate notice, if approved.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) Approve the adoption of the County Hall Car Parking Policy;**
- b) Delegate authority to the Director for Property and Assets to implement and manage the policy, including allocation and review of parking spaces in line with the policy principles;**
- c) Note that parking provision at County Hall will be limited to operational need, Blue Badge holders, and for officers and elected members with short term health or accessibility requirements.**

26/26 OXFORDSHIRE MICROMOBILITY SCHEME CONTRACT

(Agenda No. 6)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair noted that the scheme would support mobility in more built-up areas and that effective parking management would be important to minimise inconvenience while enabling people to travel around Oxford and surrounding areas.

The Chair also noted the proposed expansion into parts of central Oxfordshire, outside of Oxford, and the proposed e-bike trials in Bicester and Science Vale.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) Delegate authority to the Director of Environment and Highways to award the Oxfordshire Micromobility Scheme contract.**
- b) Authorise officers, working with the successful e-scooter and e-bike provider, to implement the Oxfordshire Micromobility Scheme contract including**

undertaking a future consultation to expand e-scooter operations across central Oxfordshire.

27/26 PROPOSED CROSSINGS, TRAFFIC CALMING AND CYCLEWAYS - ABINGDON ROAD, CULHAM

(Agenda No. 7)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers confirmed that the scheme had not yet completed the detailed design phase and that matters such as the width of the shared-use facility, the buffer zone and safe access to Tollgate Road could be reviewed during that process, with engagement continuing with user groups, including Europa School and cycling groups.

The Chair noted that the scheme was funded through Section 106 contributions and formed part of the accelerated delivery programme and welcomed the clear benefits for walking and cycling outlined in the report.

The Chair asked if further consideration could be given to a potential 20mph speed limit on Tollgate Road to further facilitate the objectives of the scheme, subject to consultation with the relevant Parish Council. Officers stated that they would take that away.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) **Toucan' Crossing to be located on the A415 Abingdon Road, west of the signalised junction with Tollgate Road.**
- b) **Side Road Entry Treatment (SRET) traffic calming feature to be located at the A415 junction with Thame Lane.**
- c) **Conversion of a section of existing footway on Tollgate Road (in advance of the new 'Toucan' Crossing) to a new shared use foot & cycleway.**
- d) **Delegate the approval of the final design of the scheme to the Director of Environment & Highways in consultation with the Cabinet Member for Transport.**

28/26 PROPOSED TRAFFIC CALMING - EASTERN BYPASS ROAD, OXFORD

(Agenda No. 8)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers confirmed that the buff-coloured surfacing had been included over the crossing as part of the detailed design and noted that the point about consistency would be followed up. Officers also confirmed that the developer had agreed to deliver the segregated crossing over the junction and that officers would review whether there were any planned proposals on either side of the access point.

The Chair noted that the scheme related to a development at the BMW plant and that the proposed measures would improve conditions for all road users at the side road entry point. The Chair also noted the importance of further liaison on surfacing and detailed design issues.

The Chair noted that the proposal was LTN 1/20 compliant and that these proposals would try to link in with Movement and Place Plans; and Local Walking and Cycling Infrastructure Plans despite funding constraints.

The Chair thanked officers for their work, the speaker for their contribution and agreed to the recommendations in the report.

RESOLVED to:

- a) Approve the construction of a new 'Side Road Entry Treatment' (SRET) traffic calming feature with associated shared-use foot & cycleway at the Gate 5 access to the BMW Mini Plant, as advertised.**

29/26 PROPOSED TRAFFIC CALMING - TOWNSEND ROAD, SHRIVENHAM

(Agenda No. 9)

The Chair introduced the item to the meeting.

Officers explained that the scheme related to a historic development obligation requiring the developer to deliver traffic calming measures on Townsend Road. Officers confirmed that alternative forms of traffic calming had been explored over a considerable period of time, but that technical constraints, including drainage, accesses and the nature of the road, meant that speed cushions remained the only deliverable option.

It was confirmed that the schemes were developer funded. Officers also noted that if the scheme was to be approved, monitoring would take place after its implementation to take account of any issues.

The Chair noted the concerns raised by the Parish Council, the local County Councillor and residents, including concerns about the potential impact of speed cushions on nearby properties, vibrations and the suitability of the measures on a bus route.

Officers explained that the cushions would be bus-friendly, formed from tarmac with a slower gradient, and could be monitored after installation. Officers also confirmed that the position of the cushions could be reviewed to avoid conflict with nearby accesses.

The Chair observed that there was clear support for other elements of the traffic calming package, including gateway treatments, dragon's teeth road markings and a Speed Indicator Device, and that these measures could proceed independently of the speed cushions.

The Chair concluded that there was a difficult balance between the need to reduce vehicle speeds and the concerns raised through the consultation. In view of concerns, the Chair agreed to amend the recommendations to defer the speed cushions element to allow for further engagement and approve the other elements of the scheme.

Officers committed to further engagement with the Parish Council and local County Councillor.

The Chair thanked officers for their work and agreed to defer recommendation a) as set out below and approve amended recommendation b).

RESOLVED:

- a) **Defer the construction of three pairs of speed cushion traffic calming features on Townsend Road in Shrivenham, as advertised.**
- b) **Approve the traffic calming measures consisting of dragon's teeth on the approach to the new '30mph' speed gateway and a new Speed Indicator Device, as advertised.**

30/26 STATION APPROACH ROAD, BANBURY - PROPOSED ANPR ENFORCEMENT

(Agenda No. 10)

The Chair introduced the item to the meeting

Officers confirmed that the bus gate had already been put in place and that the decision before the Cabinet Member related to whether ANPR enforcement should be introduced.

Officers explained that monitoring had shown significant non-compliance with the existing restrictions and that ANPR enforcement had been included within the project funding.

The Chair noted that the bus gate formed part of the wider scheme to improve access to Banbury Station and support bus and rail integration. The Chair also noted the concerns raised about wayfinding around the station and asked officers to review signage with relevant partners, which officers agreed to.

Officers confirmed that the level of non-compliance raised concern that the route could become a rat run and that the proposal met the relevant criteria for ANPR enforcement.

The Chair considered that allowing prohibited vehicles to use the bus gate would create undesirable consequences for safety and traffic management around the station.

The Chair noted there was no objection to the scheme from the local County Councillor or Banbury Town Council.

The Chair thanked officers for their work and agreed to the recommendations in the report.

RESOLVED to:

- a) **Approve the use of ANPR cameras to help enforce the Bus Gate/Lane on the Station Approach Road (North) in Banbury, as advertised.**

31/26 A40 ACCESS TO WITNEY - TRAFFIC MANAGEMENT ORDERS

(Agenda No. 11)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers confirmed that the proposed 60mph speed limit was recommended due to the length of the slip roads and to assist vehicles joining and leaving the A40 whilst noting potential noise and air quality benefits.

The Chair noted that the eastern end of the Witney bypass was a fast section of road and that the proposed measures would support safe operation of the new junction.

The Chair also noted that the no entry restrictions were intended to prevent vehicles travelling the wrong way onto the dual carriageway.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

Approve the following measures, as advertised:

- a) **New 60mph speed limits (in place of the existing National Speed Limits) on the A40 Witney bypass, and lengths on the various adjoining 'on' & 'off' slip roads.**
- b) **New 40mph speed limits (in place of the existing National Speed Limits) on the B4022 Oxford Hill, High Cogges Road, and South Leigh Road.**
- c) **New No Entry restriction on the A40 Eastbound off slip road at its junction with the B4022 Oxford Hill,**
- d) **New Clearway restrictions ('Stopping prohibited at all times') on the new A40 Eastbound off-slip & A40 Westbound on-slip roads.**

32/26 HEADINGTON MARKET, OXFORD – TRO AMENDMENTS

(Agenda No. 12)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair referenced the support from the local County Councillor, and Headington Action Group, who had funded the scheme.

The Chair noted that the report included two elements: amendments to support the operation of Headington Market on Saturdays and a proposed parking change on Gladstone Road.

Officers explained that the current arrangement for the market required regular bay suspensions, which incurred costs and created uncertainty for the market. The proposed amendment would formalise the market arrangement on Saturdays while allowing the parking bays to operate as currently for the remainder of the week.

Officers confirmed that the proposed removal of the bay on Gladstone Road related to provision of private access and aligned with the Council's broader transport priorities by reducing on-street parking demand.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) **Approve the proposed dual use ('Limited waiting Mon Fri 7am-8pm & Sat 4pm 8pm, 30 mins, no return 1 hour' and 'Market Traders only Sat 6am-4pm' bay in Kennett Road (west side), as advertised.**
- b) **Approve the proposed dual use ('Limited waiting Mon Fri 8am-6.30pm & Sat 4pm-6.30pm, 1 hour, no return 1 hour' and 'Market Traders only Sat 6am-4pm') bay in New High Street, as advertised.**
- c) **Approve the proposed dual-use ('Loading only Mon-Fri 7am-8pm & Sat 4pm-8pm, 1 hour, no return 1 hour' and 'Market Traders only Sat 6am - 4pm') bays on the north and south side of London Road, as per the intended operational hours (see paragraph 30).**
- d) **Approve the proposed removal of the shared use parking bay and replacement with new 'No Waiting At Any Time' (double yellow lines) adjacent to the No. 45 Gladstone Road, as advertised.**

33/26 PROPOSED NO WAITING RESTRICTIONS - OXFORD SCIENCE PARK PRIMARY SUBSTATION, GRENOBLE RD, LITTLEMORE

(Agenda No. 13)

The Chair introduced the item to the meeting.

Officers explained that the proposed restrictions related to development taking place at the western end of Grenoble Road and were required to support safe access and visibility.

The Chair noted the objection received but confirmed that the proposed restrictions were as a result of planning conditions.

The Chair noted that, while Blue Badge holders may in some circumstances be able to park on double yellow lines for a limited period, the location did not appear to be a logical or appropriate place for such parking.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED to:

- a) Approve the introduction of new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) on the eastern side of Grenoble Road at Greater Leys, as advertised.**

34/26 WESTMINSTER WAY, BOTLEY - PROPOSED PERMIT PARKING AREA

(Agenda No. 14)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn

The Chair noted the support of the local County Councillor and local District Councillor in deferring the proposed resident parking scheme.

Officers clarified that a deferred item could only be reconsidered within the scope of the statutory consultation already undertaken and that roads not included within the original consultation area could not be added to the proposal without undertaking a new consultation process. There was a statutory time limit of two years from the date of advertisement within which the current proposal would need to be determined.

Officers noted that the proposed cycle parking at Elms Parade had been funded through Section 106 contributions and referenced work undertaken to support holistic transport objectives.

The Chair noted the strong support expressed for the introduction of double yellow lines and cycle parking and supported its introduction.

The Chair recognised that it would be difficult to properly assess parking demand before the redevelopment was more fully occupied and therefore supported the officer recommendation to defer the parking scheme.

The Chair referred to comments regarding parking enforcement and noted that residents could continue to provide information on locations experiencing recurring parking issues through the County Council's reporting mechanisms. The Chair also acknowledged the wider debate around competing uses of kerbside space and recognised the need to balance parking management with the objectives of encouraging walking, cycling and other sustainable modes of transport.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) **Approve the introduction of double yellow lines on sections of Arthray Road, Conifer Close, Cope Close, Cumnor Hill, Finmore Road, Hurst Rise Road, Hutchcomb Road, Montagu Road, Springfield Road, St Pauls Crescent, The Garth West Way and Westminster Way.**
- b) **Defer the introduction of 'Residents permit parking places only' (Monday Saturday, 8am to 6pm) areas on lengths of Arthray Road, Conifer Close, Cope Close, Finmore Road, Hurst Rise Road (between its junctions with Cumnor Hill & Springfield Road), Hutchcomb Road (between its junctions with Springfield Road & Montagu Road), Montagu Road, Springfield Road, St Pauls Crescent, The Garth, and Westminster Way (between its junctions with Arthray Road & Yarnells Hill).**
- c) **Approve the introduction of cycle parking on West Way, adjacent to Elms Parade.**

35/26 SHRIVENHAM PARKING REVIEW 2026

(Agenda No. 15)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers explained that the original Shrivenham High Street parking scheme had been introduced following a request from the then County Councillor about concerns regarding commuter and long-stay parking affecting businesses and residents.

Officers noted that the Council had committed to reviewing the scheme after 12 months and that the proposals before the meeting comprised a package of minor amendments developed with the Parish Council to address issues arising from the original scheme.

The Chair noted the support for the introduction of disabled bays, dual-purpose bays and motorcycle bays.

Officers explained that the review had not extended to the creation of new residents' parking areas in Manor Lane and that a wider residents' parking scheme would need to be considered as a separate project. Officers noted that amendments could be made to reduce the extent of the proposed restrictions on Manor Lane by the white access lines and to include properties at 10 and 12 Manor Lane within the list of dwellings eligible to apply for residents' and visitor parking permits.

The Chair reflected that the proposed amendments would provide useful mitigation in response to concerns raised and supported them.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report, as amended.

RESOLVED to:

- a) **Approve the introduction of 'No Waiting at Any Time' parking restrictions on: Fairthorne Way (both sides), Highworth Road (both sides), Martens Road (both sides), Manor Close (both sides), Manor Lane (west side), as advertised and Manor Lane (east side) limited to where white access lines apply.**
- b) **Approve the relocation of one Disabled Persons Parking Place from outside No.50 High Street to Church Walk (west side), and extension of existing Shared use bay outside No.50 High Street, as advertised.**
- c) **Approve the introduction of a new Motorcycle only parking bay by the pedestrian crossing, adjacent to No. 39 High Street, as advertised.**
- d) **To include properties from 1-11 High Street, and 10 & 12 Manor Lane, in the list of dwellings allowed to apply for residents and visitor parking permits.**

36/26 LAND AT 60-68 BROADWAY, DIDCOT - PARKING AMENDMENTS

(Agenda No. 16)

The Chair introduced the item to the meeting.

Officers explained that the proposal sought to remove six short-stay parking spaces on Broadway to accommodate increased vehicle movements associated with a proposed car wash development and to improve safety for all road users.

Officers confirmed that alternative parking provision was available nearby and that the displaced parking demand could be accommodated elsewhere within the town centre.

The Chair thanked officers for their work and agreed to the recommendations in the report.

RESOLVED to:

- a) **Approve the introduction of new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) on the northern side of Broadway in Didcot, as advertised.**

37/26 PROPOSED PARKING PERMIT ELIGIBILITY CHANGES - OXFORD CITY

(Agenda No. 17)

The Chair introduced the item to the meeting.

Officers explained that the proposals related to amendments to permit eligibility within existing Controlled Parking Zones arising from planning permissions and changes in property use. It was noted that the amendments ensured that Traffic Regulation Orders reflected planning decisions already taken by the local planning authority.

The Chair noted that the proposals followed established policy and helped ensure that new development did not place undue pressure on existing on-street parking provision.

The Chair thanked officers and agreed to the recommendations in the report

RESOLVED to:

Approve the following amendments to eligibility for properties to apply for Residents & Visitors parking permits, as advertised:

- a) Lye Valley – exclude No.75 Town Furze from eligibility to apply for resident's parking permits & residents' visitors parking permits,**
- b) Marston North – exclude No.81 & No.83 Cherwell Drive from eligibility to apply for resident's parking permits & residents' visitors parking permits,**
- c) North Summertown – exclude the two new properties at No.34 Davenant Road from eligibility to apply for resident's parking permits & residents' visitors parking permits, and**
- d) North Oxford – include No.101 Bainton Road in the list of properties eligible to apply for visitors' parking permits only,**

The following Traffic Regulation Order (TRO) administrative amendments:

- e) Cowley Marsh – exclude the three flats at No.112 Cricket Road from eligibility to apply for resident's parking permits & residents' visitors parking permits,**
- f) Jericho – exclude the two flats at No.6a King Street from eligibility to apply for resident's parking permits & residents' visitors parking permits, and**
- g) North Oxford – confirm that (as per existing arrangements) 'South Lodge' at No.128 Banbury Road is eligible to apply for both resident's parking permits and residents' visitors' parking permits.**

38/26 BRIZE NORTON AND CARTERTON: PROPOSED 30MPH SPEED LIMIT AT MONAHAN WAY, NORTON WAY AND CARTERTON ROAD

(Agenda No. 18)

The Chair introduced the item to the meeting.

The Chair explained that the report related to proposed 30mph speed limits on roads within the Brize Norton area and had been separated from wider 20mph proposals for Carterton.

Officers noted that the request to extend the 30mph speed limits came from the local County Councillor and Brize Norton Parish Council, which required a further period of consultation.

Officers noted the reduction to 30mph speed limits would support road safety and active travel.

The Chair noted the growth in residential development in the area and considered that the lower speed limit would better reflect the character and use of the roads concerned.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED to:

Approve the following new 30mph speed limits in place of the full length of the existing 40mph speed limits, as advertised on:

- a) B4477 Monahan Way,
- b) Carterton Road,
- c) Norton Way

39/26 LANGFORD LANE, KIDLINGTON - PROPOSED 30MPH EXTENSION
(Agenda No. 19)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair noted that these proposals were funded through section 106 contributions and referenced the holistic transport objectives in Kidlington planned through Movement and Place Plans scheduled for consultation.

The Chair considered that the proposed speed limit reduction was an appropriate measure to improve safety.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) **Approve the extension of the existing 30mph speed limit on Langford Lane in Kidlington.**

40/26 PROPOSED 20MPH SPEED LIMIT - COMPTON BEAUCHAMP
(Agenda No. 20)

The Chair introduced the item to the meeting, invited speakers to make their addresses and responded to their points in turn.

Officers advised that the proposal formed part of the Council's continuing programme of 20mph schemes.

The Chair noted the support received from local councillors.

The Chair noted that the proposal was consistent with the Council's Vision Zero objectives and would improve safety for residents, visitors and other road users.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED to:

- a) Approve the introduction of a 20mph speed limit within Compton Beauchamp, as advertised.**

41/26 PROPOSED 20MPH SPEED LIMIT - HARDWICK HILL, BANBURY

(Agenda No. 21)

The Chair introduced the item to the meeting.

The Chair noted that Hardwick Hill was a residential development and considered that a 20mph speed limit was appropriate given the nature of the estate.

The Chair noted that the proposal was consistent with the Council's Vision Zero objectives and would improve safety for residents, visitors and other road users.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED to:

- a) Approve the introduction of a 20mph speed limit within the Hardwick Hill residential development at the northern end of Banbury, as advertised.**

42/26 PROPOSED 20MPH SPEED LIMIT - FORDWELLS

(Agenda No. 22)

The Chair introduced the item to the meeting.

Officers advised that the proposal formed part of the Council's continuing programme of 20mph schemes.

The Chair considered this approach to be appropriate and noted that the proposal would support improved safety within both communities

The Chair thanked officers for their work and agreed to the recommendations in the report.

RESOLVED to:

Approve the following, as advertised:

- a) Introduce a new 20mph speed limit within Fordwells on the unnamed roads:**
 - i) running through Fordwells,**
 - ii) to Leafield, and**
 - iii) to Swinbrook,**

- b) Extend the existing 20mph speed limit on the unnamed road running through Asthall Leigh northwards.**

..... in the Chair

Date of signing

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Division(s) Affected – All

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

Proposed Changes to the MyBus Oxfordshire Ticketing Scheme

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following changes to the MyBus ticketing scheme:

- a) **Implementation of ticket price increases from 1 August 2026 or as soon as practically possible after this date.**
- b) **Delegate authority to the Director for Environment & Highways, in consultation with the Cabinet Member, to cancel or postpone the potential further increase in fares in January 2027 – where alternative funding is identified or where the August 2026 change has resulted in the overall financial position of the MyBus scheme remaining within the available budget.**
- c) **Utilisation of the remaining c.£300k BSIP/Bus Grant funding carried forward from 2025/26 to support the costs of the MyBus scheme in 2026/27 (if required).**
- d) **Introduction of a new 28-day (monthly) MyBus ticket product for both adults and young people from 1 April 2027 in line with Government Enhanced Partnership requirements, giving delegated authority for the price to be set by the Director for Environment & Highways in consultation with the Cabinet Member.**
- e) **Introduction of a simplified reimbursement approach for smaller operators, whereby those with expected monthly reimbursements below £50 receive a fixed payment for participating in the scheme.**
- f) **Introduction of a standard refund policy for MyBus tickets across all participating operators, to ensure a consistent approach.**

Executive Summary

1. The MyBus multi-operator ticketing scheme, introduced with revenue support from DfT Bus Grant, has been successful in delivering a simple, integrated and good value offer, supporting increased bus use across Oxfordshire. Demand continues to grow, particularly for day tickets and among young people (including those aged 16-18 inclusive who would otherwise pay adult fares).
2. Bus Grant revenue funding has been allocated to MyBus for the next 3 years, at £900k per annum. However, current and projected costs are significantly above this available funding. Without further changes, the scheme is forecast to cost between £2.6m (best case) and £3.2m (worse case) in 2026/27, which is unsustainable. This paper outlines the financial position, options considered, and a recommended approach to ensure the scheme's sustainability while supporting the council's strategic transport objectives, government statutory guidance and benefits to bus passengers.
3. Evidence gathered from a survey in 2025 indicates that current usage is primarily driven by value for money, with many passengers using the ticket for single-operator journeys. While this supports affordability, it means the scheme is not being entirely used in accordance with its primary objective of providing an integrated ticketing solution for multi operator journeys.
4. A scheme review has been undertaken to identify a sustainable approach that maintains integration, simplicity and affordability as much as possible, while reducing the funding gap and aligning with [Government Enhanced Partnership \(EP\) requirements](#).
5. The recommendations represent a necessary move towards greater financial sustainability for the scheme while preserving the core benefits, supporting the long-term viability of MyBus within constrained public funding and meeting DfT Enhanced Partnership requirements. This recommendation does not preclude short term targeted discounts being offered on MyBus tickets in the future.
6. A revenue generation charge for operators was considered to reflect any additional bus use created by the scheme. However, it is difficult to robustly demonstrate how much patronage growth can be directly attributed to MyBus. The potential savings were also considered insufficient to justify the risk of operators withdrawing from the scheme due to reduced financial viability, which would limit its availability and reduce passenger benefits.

Background and Context

7. The MyBus multi operator bus ticketing scheme has seen strong uptake since its launch in July 2024 – especially among young people – which led to operator reimbursement costs far exceeding the original £700k budget in 2025/26. To mitigate this, a price increase was applied to the weekly tickets on

11 January 2026 alongside the reallocation of other funding (approved at CMD on 11 December 2025). This successfully enabled the scheme to be financially supported for 2025/26, however further changes are necessary to ensure the scheme is financially viable in 2026/27 and beyond.

8. In addition, new Government guidance on minimum standards for Enhanced Partnerships states that multi operator ticketing is to be provided for the full range of ticket products. This means that OCC will need to introduce a monthly ticket option, as well as the prevailing day and week ticket options, by 1 April 2027.
9. The current £3 national fare cap for single journeys is confirmed until 31 March 2027; however, there is currently no clarity on arrangements beyond this date. If the cap is increased or withdrawn and MyBus prices are not adjusted accordingly this will result in a significant further increase in scheme reimbursement costs, placing additional financial pressure on the scheme.
10. The Government has recently announced a Department for Transport-funded 'Great British Summer Savings' scheme, offering free bus travel for children aged 5 to 15 during August 2026. Should operators choose to take part, sales of MyBus Young Person day and week tickets are expected to fall significantly during that month. However, this may be partly offset by increased adult travel, including additional MyBus adult day and week ticket purchases by those travelling with children. The overall reduction in scheme costs is therefore likely to be lower than the fall in Young Person ticket sales alone would suggest.

The Principles and Process Applied in Conducting the Review

11. The purpose of the review is to bring the scheme back within an affordable budget envelope, in line with the following scheme aims – in priority order:
 - a) To provide a simple and integrated ticketing product for the whole of Oxfordshire, which facilitates multi-operator journeys;
 - b) To provide a good value ticket offer, in particular to young people aged 16 to 18 who would otherwise have to purchase an adult ticket; and
 - c) To encourage greater bus use.
12. Operator sales and usage data and passenger survey data were reviewed to determine how and why the tickets are being used. This showed that value for money appears to be the primary driver of use, combined with evidence that many passengers use the ticket predominantly to travel on services provided by a single operator. This suggests the scheme is more likely to be encouraging switching from existing ticket types rather than predominantly facilitating multi-operator journeys.
13. A long list of possible scheme change options was created in collaboration with the Enhanced Partnership's Making Buses More Attractive working group. Whilst reducing the cost of the scheme was a pressing factor, the list also includes options for improving the scheme.

14. Each option was then scored (and weighted) against the following criteria:
- Budget impact (30%);
 - Equalities impact (25%);
 - Integration (20%);
 - Simplicity (15%); and
 - Value for money (for passengers) (10%).
15. The highest scoring options were reviewed for feasibility to come up with the final list of recommendations.

Options Considered

16. The table at Annex 4 presents 17 options that were reviewed, along with their principal advantages and disadvantages (Pros and Cons) and rankings, following a scoring process.
17. The recommendations to introduce a simplified reimbursement approach for smaller operators and to introduce a standard refund policy for MyBus tickets were not assessed as part of the options appraisal. These are intended to improve the administration and consistency of the scheme and are not expected to have a material impact on costs, demand, or user outcomes.
18. A summary of the recombination's is:
- **Introduce ticket price increases**
Implement a price increase from 1 August 2026 or as soon as possible thereafter, as set out in the table below, to bring fares in line with comparable commercial products while maintaining scheme affordability into the future.

Should the August changes enable the required savings then the further increase for January 2027 may be reduced or cancelled.

Ticket type	Metric	Current	Aug 2026	Potential future change Jan 2027
Adult Day	Price (£)	£6.50	£8.50	£9.00
	£ change	—	£2.00	£0.50
	% change	—	30.8%	5.88%
Young Person Day	Price (£)	£3.50	£5.50	£6.00
	£ change	—	£2.00	£0.50
	% change	—	57.14%	9.09%
Adult Week	Price (£)	£30.00	£34.00	£35.00
	£ change	—	£4.00	£1.00
	% change	—	13.33%	2.94%
	Price (£)	£17.00	£24.00	£27.00

Young Person	£ change	—	£7.00	£3.00
Week	% change	—	41.18%	12.50%

It should be noted that the proposed cost of the Adult day ticket is more than the respective Smartzone and Stagecoach countywide ticket and slightly less than the Go Ahead countywide equivalent. The YP day ticket is 65% of the adult price which is broadly comparable to the commercial ratio. OCC has no direct control over the setting of commercial fares.

- **Apply the carry forward from 2025/26**

Utilise the remaining c.£300k BSIP/Bus Grant funding carried forward from 2025/26 to support operator reimbursement of the MyBus scheme in 2026/27.

- **Introduce a 28-day ticket product**

Develop and implement a new 28-day (monthly) ticket for both adults and young people from 1 April 2027, in line with DfT Enhanced Partnership requirements. Pricing will be set to align with comparable operator products and would consider any future changes to the National Fare Cap. The final prices will be agreed by the Director in consultation with the Cabinet Member under delegated decision.

- **Simplify arrangements for smaller operators**

Introduce a simplified reimbursement approach for smaller operators, whereby those with expected monthly reimbursements below £50 receive a fixed payment based on an agreed calculation. This would reduce administrative burden and support wider operator participation in the scheme.

- **Introduce a MyBus ticket refund policy**

Establish a standardised refund policy for MyBus tickets across all operators to ensure a fair and consistent customer experience. This would be based on a non-pro-rata calculation, whereby refunds are determined by deducting the cost of equivalent shorter-duration tickets used (e.g. day tickets), with the remaining balance returned to the customer.

Corporate Policies and Priorities

19. The MyBus scheme supports a range of Council policies, primarily the Strategic Plan, the Local Transport & Connectivity Plan and the Bus Service Improvement Plan.
20. The MyBus scheme supports Oxfordshire's BSIP goal to make buses easier to access and understand. MyBus also supports other strategic objectives including promoting greater use of the public transport network, tackling the climate emergency and inequalities, whilst also meeting the DfT Enhanced Partnership guidance (see above).

21. Consequently, MyBus is aligned with and directly supports the County Council's priorities for fostering an inclusive, integrated, and sustainable transportation network, contributing to making Oxfordshire a greener, fairer and healthier county.

Financial Implications

22. The primary objective of this decision is to bring MyBus costs within the available budget envelope.
23. Without any intervention it is estimated that the scheme will face up to a £2.3m deficit for 2026/27. This takes into account an expected slight reduction in reimbursement costs during August 2026, due to the Government's 'Great British Summer Savings' fares offer which will offer free travel to 5-15's inclusive.
24. The proposed fare increases are expected to reduce scheme costs in two ways:
- by increasing passenger contributions towards ticket costs; and
 - by reducing demand as some passengers switch to single-operator products.
25. This is forecast to reduce scheme costs for 2026/27 to c.£1.1m, bringing them within an affordable level when including the carry-forward funding available.
26. The below table compares the estimated financial positions for the current financial year with and without the recommended interventions.

2026/27 Estimated financial positions	Without interventions (worst case scenario) (£)	With interventions (£)
Original Budget	900,000	900,000
<i>Plus</i> carry forward funding	n/a	300,000
<i>Less</i> estimated cost	3,256,745	1,239,491
End position	-2,356,745	-39,491

27. The proposed fare increases for January 2027 will only be applied if required to enable reimbursement delivery within the assigned budget. It should be noted that the volume of sales of the MyBus products post price increases is only an estimate, based on recent utilisation and single operator product availability. The budget shortfall will be funded through additional Bus Grant, in agreement with DfT.
28. The c.£300k BSIP/Bus Grant funding carried forward from 2025/26 will only be used if required, specifically if ticket sales are above the assumptions in the table.

29. For 2027/28 and 2028/29 it is anticipated that the impacts of the interventions will have been fully realised and the scheme costs will sit within the £900k budget. If the interventions result in surplus budget there will be further consideration as to how this is utilised which could result in a further MyBus fare review.

Comments checked by:

Filipp Skiffins, Finance Business Partner (Filipp.Skiffins@oxfordshire.gov.uk)

Legal Implications

30. These proposals do not represent changes to the Council's Local Transport Delivery Plan submitted to the DfT in March 2026.
31. The terms of the Oxfordshire Countywide Multi-Operator Ticket Scheme state that ticket prices are set by the County Council, and that at least one month's written notice will be given to operators of any changes to ticket prices. The Council intends to comply with this requirement.
32. In April 2026 the Government introduced new minimum standards for Enhanced Partnerships as a condition of future DfT bus funding. One such requirement states; "Partners in the EP are expected to offer and promote a full range of multi-operator ticketing products at little or no premium compared to comparable single-operator fares". The MyBus scheme enables compliance with this condition.
33. Whilst the Council has powers under the Bus Services Act 2017 to enforce membership by operators, the MyBus scheme has been set up under a voluntary arrangement in keeping with the Enhanced Partnership model. The Enhanced Partnership was entered and is operated in accordance with the provisions of the Transport Act 2000.

Comments checked by:

Jennifer Crouch, Principal Solicitor – Regulatory
(Jennifer.Crouch@oxfordshire.gov.uk)

Staff Implications

34. There are no anticipated impacts on staffing.

Equality & Inclusion Implications

35. The Equalities Impact Assessment (EQIA) for the proposed changes to the MyBus Oxfordshire Ticketing Scheme indicates that there likely to be adverse

effects on several protected and vulnerable groups. The full assessment can be found at Annex 5.

36. Groups most affected include younger people, women (including those pregnant or on maternity leave), Black, Asian and minority ethnic communities, those on lower incomes, rural residents and carers. These groups are statistically more reliant on bus services and may be disproportionately disadvantaged by fare increases. Groups that are able to benefit from a concessionary bus pass, such as older and disabled people, will be less affected.
37. Weekly tickets are currently only available to purchase via a mobile app, reflecting technical constraints linked to revenue apportionment between operators, with no alternative purchase options. Emerging policies relating to mobile phone use in schools may create additional challenges for access to MyBus weekly (and potentially future monthly) tickets and as a result, there may be accessibility impacts for young people. While options to address this are being explored, including operator support for purchasing tap-on tap-off technology to enable capped fares, a solution is unlikely in the short term.

Sustainability Implications

38. The Climate Impact Assessment (CIA) for the proposed changes to the MyBus Oxfordshire Ticketing Scheme indicates an overall negative climate and social outcome, with a total score of -18 points. The full assessment can be found at Annex 6.
39. Previous Climate Impact Assessment and associated advice on this topic have been taken into account as far as practicable in developing the recommended approach. It is important to note that it is difficult to robustly evidence the extent to which any increase in patronage can be directly attributed to MyBus, due to the range of external factors influencing demand and the absence of directly comparable pre-scheme data. Collaborative publicity of alternative day, week and monthly single-operator tickets will mitigate the impact of MyBus price increases for a significant proportion of users.

Risk Management

40. Key risks and mitigations aligned with the actions in this report are listed in Annex 7.
41. The risks of proceeding with the proposal are considered lower than maintaining the current position, as scheme costs are unaffordable within the identified budget. Ticket price increases are not expected to significantly reduce bus use, as many passengers are likely to switch to alternative single-operator products.

Consultations

42. No new consultations have been carried out to inform this paper, however consideration has been given to previous engagement as per the below.
43. An online survey using bus operator mailing lists was conducted from August to October 2025, which gathered feedback from 110 bus users across Oxfordshire to assess the impact and user experience of the MyBus ticket scheme. Half of respondents reported increased bus usage due to the availability of MyBus tickets, which are valued for cost savings (56%), convenience (39%), and flexibility to travel across multiple operators (49%). The tickets were primarily used for commuting, education, leisure, and shopping.
44. The Citizens' Assembly convened by the Council gathered public perspectives on improving the county's transport system. Participants expressed a desire for a transport network that is affordable, reliable, inclusive, and environmentally responsible.

Paul Fermer

Director for Environment & Highways

Annex 1:	The MyBus Scheme in 2025/26
Annex 2:	Operator sales and usage data insights
Annex 3:	Price benchmarking
Annex 4:	Options ranking
Annex 5:	Equalities Impact Assessment (EQIA)
Annex 6:	Climate Impact Assessment (CIA)
Annex 7:	Risks and mitigations

Background papers: [Previous Cabinet Member Decision on Proposed Changes to the MyBus Ticketing Scheme, December 2025](#)

Other Documents: [Department for Transport Enhanced Partnership guidance](#)

Contact Officer: Alyn Jones, BSIP Capital Lead
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July 2026

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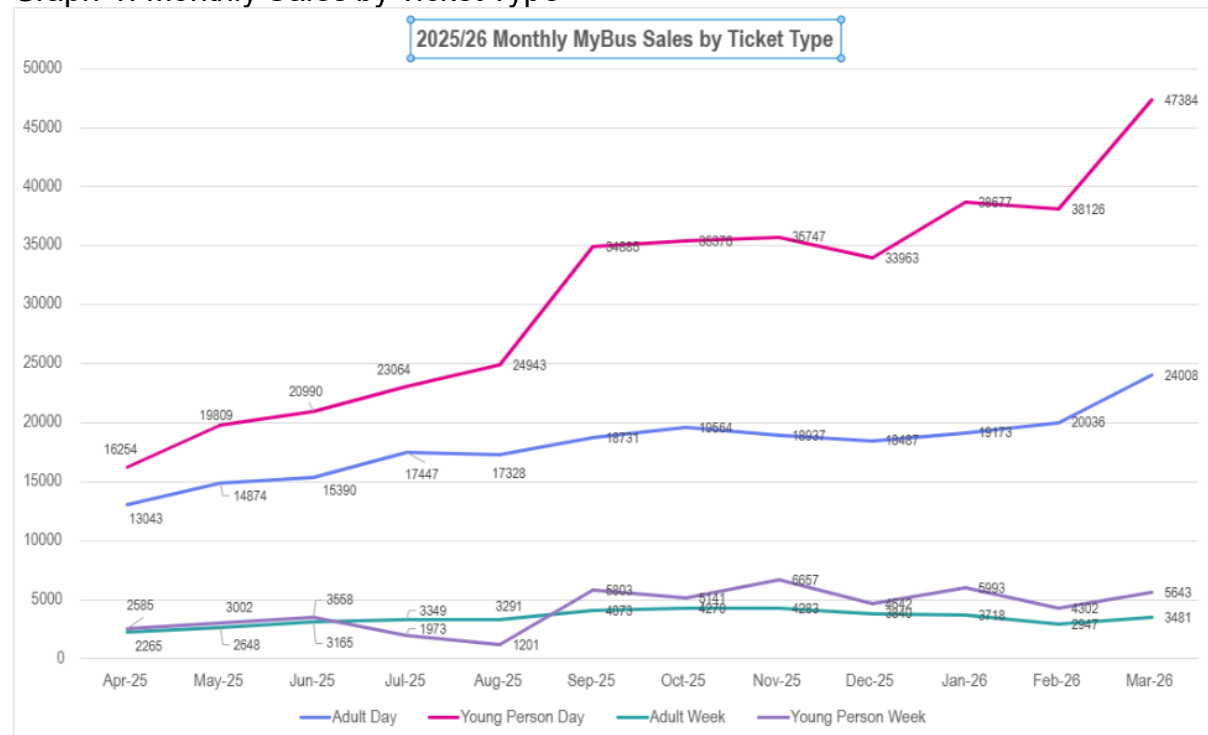
Annex 1: The MyBus Scheme in 2025/26

Year end financial position:

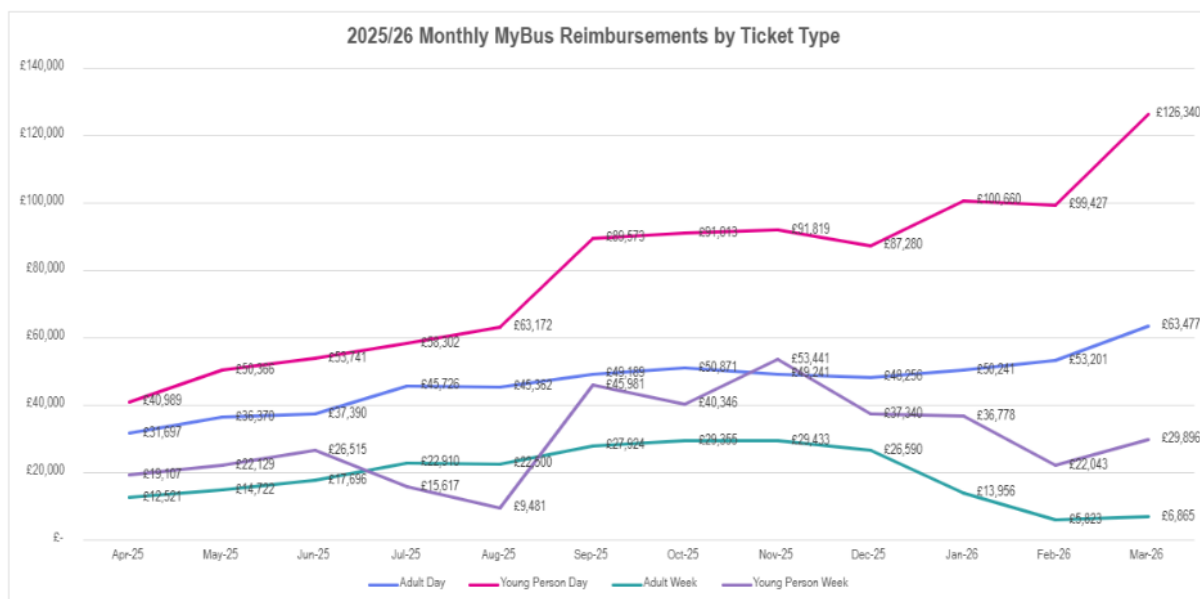
The final cost for the scheme in 2025/26 was £2,111,819 (includes scheme administration costs). This corresponds roughly with the 'best case' scenario forecasted costs presented at the 11 December 2026 CMD, and resulted in approximately £484,038 of the proposed reallocated funds not being required in 2025/26. Some of this was spent on service support and the remaining surplus has been carried forward into the new financial year.

MyBus monthly sales and reimbursement figures

Graph 1: Monthly Sales by Ticket Type



Graph 2: Monthly Reimbursement Costs by Ticket Type



As you can see from the graphs, the price increase to the weekly tickets on 11 January brought down the reimbursement cost of the weekly tickets. However, the day tickets continue to increase in sales with a subsequent impact on costs.

The County Council received very little correspondence from the public on the January price increase, although noting there were some negative comments on social media.

Annex 2: Operator sales and usage data insights

Analysis of operator data for September 2025 (a typical month) shows the highest sales and usage volumes on the following bus services:

Service	Percentage of overall on bus sales and usage
S1	11.43%
X2	6.11%
S5	4.10%
5	3.90%
X32	3.83%
S9	3.63%
X3	3.39%
S7	3.26%
1	3.18%
X40	3.11%
S3	2.79%
X1	2.77%
400	2.71%
33	2.11%
10	2.06%

The top 5 for the Young Persons tickets:

Service	Percentage of YP ticket on-bus sales and usage
S1	14%
X2	5%
S7	4%
S5	4%
S9	4%

The top 5 for the Adult tickets:

	Percentage of adult ticket on-bus sales and usage
S1	8%
X2	7%
X32	6%
5	5%
X3	5%

S5	4%
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The data indicates that:

- MyBus use is strongest (both for young people and adults) on core interurban routes (Carterton, Abingdon and Bicester to Oxford).
- MyBus usage is particularly popular in West Oxfordshire and from Witney. This is expected to be because it is the area with the largest cross over of services from different operators outside Oxford.
- Lower usage occurs on peripheral or lower-frequency services.
- Go Ahead data in particular appears to indicate that large numbers of passengers are using the tickets for single operator journeys.

Annex 3: Price benchmarking

Current MyBus Prices:

Ticket type	Adult	Young Person (YP)
Day ticket	£6.50	£3.50
Weekly ticket (7-day)	£30	£17

Price comparisons with operator tickets:

The following tickets have been identified as the closest equivalent commercial products to MyBus in terms of geographic coverage and flexibility and are therefore selected as key benchmarks for comparison.

Prices correct as at May 2026.

Ticket type	Operator	Product	Price	Comparison to current MyBus prices
Adult Day	Stagecoach	West Gold DayRider	£8.20	MyBus £1.70 cheaper
Adult Day	Go-Ahead	CityZone + CountryZone	£9.50	MyBus £3 cheaper
Young Person Day	Stagecoach	YP/CHILD West Gold DayRider	£7.10	MyBus £3.60 cheaper
Young Person Day	Go-Ahead	YP/CHILD CityZone + CountryZone	£6.50	MyBus £3 cheaper
Adult Weekly	Stagecoach	West Gold 7 Day MegaRider	£30.40	MyBus £0.40 cheaper
Adult Weekly	Go-Ahead	CityZone + CountryZone	£35.00	MyBus £5 cheaper
Young Person Weekly	Stagecoach	YP West Gold 7 Day MegaRider*	£26.20	MyBus £9.20 cheaper
Young Person Weekly	Go-Ahead	YP/CHILD CityZone + CountryZone	£26.50	MyBus £9.50 cheaper

* no equivalent child ticket

It should be noted that passengers requiring multi operator travel within the Oxford SmartZone, in addition to travel outside this area, would need to purchase a SmartZone add on at an increased price. For example, the Stagecoach West Gold 7 day with SmartZone (adults and children) costs £37.80, the Go Ahead SmartZone and CountryZone ticket is priced at £41 per week for adults and £30 per week for under 18s.

Conclusion

Adult day could be priced at around £8.50 (£2 increase)
YP day could be priced at around £7 (£3.50 increase)
Adult weekly could be priced at around £35 (£5 increase)
YP weekly could be priced at around £27 (£10 increase)

The prices will need to be reviewed at any point that the national fare cap is altered, expected from 1 April 2027.

Annex 4: Options ranking

Category	Action	Description	Pros and cons	Weightings					Weighted Score	Recommendation for action to be implemented Yes / No
				30%	25%	20%	20%	10%		
Increasing available funds	Seek alternative additional funding	Seek additional funding from other sources.	Pros: No impact on users; supports funding gap. Cons: Alternative funding has not be identified.	2	5	5	5	5	93	N - unable to identify funding.
Increasing available funds	Generate ancillary revenue	Generate ancillary income through sponsorship or advertising.	Pros: No impact on users; additional income stream. Cons: Relatively small financial contribution estimated; requires significant staff resources.	2	5	5	5	5	93	N - insufficient income to justify staff resourcing.
Reducing operator reimbursement	Pay for scheme admin costs out of the income (before reallocation).	Fund scheme administration costs from ticket income before distribution.	Pros: Reduces the overall scheme cost to the Council. Cons: Financial impact on operators.	1	5	5	5	5	89	N - administration costs are c.£10k per annum and will therefore have a negligible impact on addressing the deficit but risk operators withdrawing from the scheme.
Price Increases	Increase weekly ticket prices	Raise weekly (7-day) ticket prices for under 19's.	Pros: Reduces the subsidy cost to the Council. Cons: May reduce bus use; negative affordability impacts for some users.	4	2	5	5	2	83	Y
Price Increases	Increase only adult ticket prices	Increase adult fares only, keeping young person fares unchanged.	Pros: Protects affordability for young people. Cons: Limited impact on costs.	2	4	5	5	3	83	N - the Young Persons day ticket is by far the biggest cost of the scheme and therefore changing the adult tickets alone will not close the funding gap.
Price Increases	Increase day ticket prices	Raise day ticket prices across all users.	Pros: Reduces the subsidy cost to the Council. Cons: May reduce bus use; negative affordability impacts for some users.	5	1	5	5	1	81	Y
Changing ticket types	Eliminate young person price; move to a flat fare for all ages	Introduce a single flat fare for all ages, removing young person pricing.	Pros: Simplifies the offer. Cons: Reduces affordability for young people.	4	1	5	5	2	81	N - young people should receive a discount in keeping with the aims of the scheme.
Reducing operator reimbursement	Add a revenue generation factor to operator reimbursement	Adjust operator reimbursement to reduce payments (e.g. revenue factor).	Pros: Reduces the subsidy cost to the Council. Cons: Financial impact on operators.	2	4	5	4	4	81	N - it is difficult to robustly demonstrate how much patronage growth can be directly attributed to MyBus. The potential savings are considered insufficient to justify the risk of operators withdrawing from the scheme due to reduced financial viability, which would limit its availability and reduce passenger benefits.
Changing ticket types	Add a new group day ticket for up to 5 people traveling together	Introduce a group day ticket for up to five people travelling together.	Pros: Encourages group travel and bus use. Cons: Will not contribute to cost reduction.	0	5	5	4	5	79	N - this will not reduce costs however it could be considered for a future improvement.

Changing ticket types	Add a monthly ticket (28 days) for Adults and Young People, as per new minimum standards.	Introduce 28-day (monthly) tickets for adults and young people.	Pros: Adheres to new Government requirements; improves offer to passengers. Cons: Will not contribute to cost reduction and is likely to add to costs without further intervention.	0	5	5	4	4	75	Y - this is necessary to meet new Government requirements.
Restricting usage or eligibility	Move to digital-only ticketing	Tickets would only be able to buy from an app and not on board the bus.	Pros: Simplifies administration and speeds up bus boarding times. Cons: Excludes non-digital users; may reduce uptake.	2	2	4	4	4	72	N - this would reduce inclusivity of the scheme.
Price Increases	Negotiate commercial transition with operators	The Council ceases to administer the scheme and instead operators work together to offer the tickets on commercial grounds.	Pros: May support long-term sustainability. No cost to the Council. Cons: Much higher fares; loss of control over the scheme by the Council.	5	2	4	3	1	66	N - this would remove the Council's ability to influence the scheme.
Restricting usage or eligibility	Targeted discounts	Introduce targeted or means-tested discounts.	Pros: Focuses financial support on those most in need. Cons: Adds complexity and potential barriers.	3	5	4	2	3	66	N - this would create additional complexity and reduce inclusivity
Restricting usage or eligibility	Restrict cross-boundary usage	Restrict use of tickets across administrative boundaries.	Pros: Focuses benefits on local residents. Cons: May inconvenience some users; adds complexity.	3	3	2	3	4	62	N - the savings to be made from this would be negligible whereas the disbenefit to those living close to borders would be substantial
Restricting usage or eligibility	Cap ticket sales or usage (monthly/annual limits)	Introduce caps on ticket usage or overall sales.	Pros: Controls demand and costs. Cons: Would create confusion and reduce inclusivity.	5	1	4	1	3	60	N - this would create additional complexity and reduce inclusivity
Changing ticket types	Introduce zonal or distance-based pricing	Move to zonal or distance-based pricing instead of flat fares.	Pros: Aligns fares to journey length. Cons: Adds complexity and may affect some users disproportionately.	3	2	3	2	3	55	N - this would create significant additional complexity and administration.
Increasing available funds	Reduce bus service frequency or coverage	Reducing the financial support the Council pays towards socially necessary bus services in order to use the funding on MyBus.	Pros: No impact to MyBus ticket purchasers, aside from those who use supported services; supports funding gap. Cons: Reduces wider public transport accessibility for all residents.	3	1	3	3	2	55	N - maintaining key bus services is critical.
Scheme suspension / termination	Discontinue the scheme	Discontinue the MyBus scheme entirely.	Pros: Eliminates scheme cost. Cons: Removes all user benefits; significant negative impacts; not compliant with Government requirements for Enhanced Partnerships.	5	1	1	1	1	37	N - to end the scheme would be to forfeit funding from the DfT as offering a range of multi operator products is now a requirement.



Oxfordshire County Council

Equalities Impact Assessment

Proposed Changes to MyBus Oxfordshire Ticketing Scheme

31/05/2026

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Section 1: Summary details

Directorate and Service Area	Environment and Place, Transport Policy.
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	The assessment considers the impacts of the proposed recommendations: A) A price increase for certain MyBus daily and weekly tickets from 1 August 2026, or as soon as practical thereafter, as follows: From £6.50 to £8.50 for an adult day ticket, from £3.50 to £5.50 for a young person day ticket, from £30 to £34 for an adult weekly ticket and from £17 to £24 for a young person weekly ticket. B) The carryover of c.£300K Bus Grant funding from 2025/26 to 2026/27 to provide supplementary funding for reimbursement of the MyBus scheme in 2026/27 only.
Is this a new or existing function or policy?	Change to existing
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	This assessment considers the potential impacts of a) increasing the ticket prices and b) carrying forward funding from 2025/26 into 2026/27. The assessment concludes that the changes are likely to have adverse effects by presenting increased challenges for vulnerable groups, specifically where single operator tickets are not suitable for the journeys that customers want to make.
Completed By	Alyn Jones
Authorised By	Paul Fermer
Date of Assessment	31/05/2026

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	MyBus Oxfordshire tickets provide one day or one week's unlimited travel on nearly all local bus services in the County. The tickets present a simple, joined up and good value bus ticket solution to passengers. The scheme has experienced stronger than expected uptake, particularly among young people. This popularity, combined with increased operator costs following the increase to the national fare cap, has resulted in demand and reimbursement costs exceeding the original £900k budget for 2026/27. The primary objective of the paper is to bring MyBus costs within the available budget envelope.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The recommended course of action takes a hybrid approach. An increase to ticket prices and carry over of underspent funds from 2025/26 to bridge the funding gap and balance the impact. The changes are recommended to keep the valued MyBus tickets available, along with the DfT requirement for a monthly multi-operator ticket to also be available by 1 April 2027 and maintain as much benefit and value for money as possible.
Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	An online survey was conducted from late August to late October 2025, this gathered feedback from 110 bus users across Oxfordshire to assess the impact and user experience of the MyBus ticket scheme. Half of respondents reported increased bus usage due to MyBus tickets, which are valued for cost savings (56%), convenience (39%), and flexibility to travel across multiple operators (49%). The tickets were primarily used for commuting, education, leisure, and shopping. In summary, the MyBus ticketing scheme is highly valued and is making a difference, demonstrating a need to continue to support the scheme, albeit on a more sustainable footing. It should be noted that a significant proportion of survey respondents were only using services provided by a single operator, where other ticket products are available and these customers were buying MyBus for convenience.

Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	Several alternative options were considered but ultimately rejected and can be viewed in Annex 4.
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Section 3: Impact Assessment - Protected Characteristics							
Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	☐	☐	☒	Younger and older people are statistically more likely to rely on buses. Older persons bus pass holders will not be impacted by the price increase. Younger people may be directly disadvantaged by a price increase, although available single operator products may be suitable for many.	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for money as possible. Alternative (single operator) ticket options will help offset the impact for some passengers.	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
Disability	☐	☐	☒	People with disabilities are statistically more likely to rely on buses. Impacts from the price increase are also thought to be minimal given many could use the disabled persons bus pass for free travel.	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for money as possible. Alternative (single operator) ticket options may help offset the impact for some passengers who do not qualify for free travel.	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.

Gender Reassignment	☒	☐	☐	There is likely to be a neutral impact on this group		Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
Marriage & Civil Partnership	☒	☐	☐	There is likely to be a neutral impact on this group.		Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
Pregnancy & Maternity	☐	☐	☒	Women are statistically more likely to rely on buses. Women may be disadvantaged by a price increase.	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for money as possible. Alternative (single operator) ticket products may help offset the impact for some passengers.	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.

Race	☐	☐	☒	Black, Asian, and minority ethnic (BAME) households tend to have the highest rates of poverty and are therefore statistically more likely to rely on buses. This group may be disadvantaged by a price increase.	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for money as possible. Alternative ticket options may help offset the impact for some passengers.	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
Sex	☐	☐	☒	Women are statistically more likely to rely on buses. Women may be disadvantaged by a price increase.	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for money as possible. Alternative (single operator) ticket options may help offset the impact for some passengers.	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
Sexual Orientation	☒	☐	☐	There is likely to be a neutral impact on this group		Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.

Religion or Belief	☐	☐	☒	Access to religious events or places of worship may be reduced if unable to pay the price increase.	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for money as possible. Alternative (single operator) ticket options may help offset the impact for some passengers.	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
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Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☐	☐	☒	The impacts of transport poverty are worst for poor people in rural areas. This group may be disadvantaged by a price increase, however maintenance of services would be impacted if no action was taken.	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for money as possible. Alternative (single operator) ticket products may help offset the impact for some passengers.	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
Armed Forces	☒	☐	☐	There is likely to be a neutral impact on this group		Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
Carers	☐	☐	☒	Carers are likely to be unpaid or on low income. Therefore this group may be	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
				disadvantaged by a price increase.	money as possible. Alternative (single operator) ticket options may help offset the impact for some passengers.		that the scheme remains within budget.
Areas of deprivation	☐	☐	☒	Those on lower incomes are statistically more likely to rely on buses. In addition, access to work is greatly improved by more accessible and affordable public transport opportunities. Therefore, this group will benefit from improvements to bus services and access.	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for money as possible. Alternative (single operator) ticket products may help offset the impact for some passengers.	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	☐	☐	☒	Access to work is greatly improved by more accessible and affordable public transport opportunities. Therefore, this group may be disadvantaged from the price increase.	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for money as possible. Alternative ticket options may help offset the impact for some passengers.	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
Other Council Services	☒	☐	☐	There is likely to be a neutral impact on this group		Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
Providers	☒	☐	☐	There is likely to be a neutral impact on this group		Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
							remains within budget.
Social Value ¹	☐	☐	☒	Buses provide affordable, accessible, and reliable transportation, especially for those who may not have other options. They connect people to jobs and customers to businesses, facilitate access to education and essential services, promote social inclusion, and contribute to environmental improvements by encouraging a shift from private to public transport. There may be a negative impact from a price increase where customers use the services of more than one operator.	The changes are recommended to keep the valued MyBus tickets available and maintain as much benefit and value for money as possible. Alternative ticket options may help offset the impact for some passengers.	Technical Lead for Bus Service Improvement (OCC)	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	Ongoing review of reimbursement costs and ticket prices to ensure that the scheme remains within budget.
Person Responsible for Review	Technical Lead (Bus Service Improvement)
Authorised By	Paul Fermer

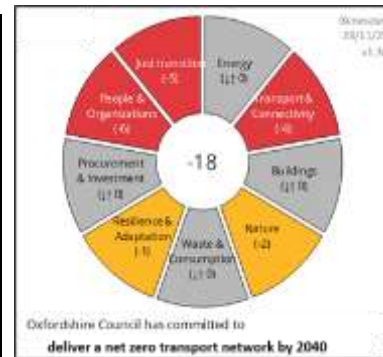
Annex 6: Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place, Transport Policy.
What is being assessed	Proposed Changes to MyBus Oxfordshire Ticketing Scheme
Is this a new or existing function or policy?	Change to existing
Summary of assessment	The assessment considers the impacts of the proposed recommendation for a price increase to several MyBus ticket products and utilisation of the carry forward of £300,000 budget from 2025/26 to 2026/27 as listed in the CMD Report. The assessment concludes that these actions will potentially have adverse effects. Key negative impacts include a potential shift from bus to private car use, reduced public transport and active travel use, diminished access to green spaces and increased challenges for vulnerable groups. However, messages to promote alternative bus tickets that are available should mitigate the impact of these proposed price increases. The changes may also hinder progress towards climate and ecological objectives by creating obstacles to behavioural and systemic change, reducing health and wellbeing benefits, and exacerbating inequality. As a result of the introduction of MyBus tickets, subsidised by a DfT grant, bus operators are benefitting from overall bus market growth. The scheme operates under a "no better nor worse" financial position, therefore as part of the ongoing review of the scheme, discussions will be advanced by the Council on how bus operators can foster the financial sustainability of the scheme, particularly focusing on affordability and the potential growth that affordable fares can produce for the benefit of all parties. DfT guidance requires the development of a multi-operator monthly ticket therefore a new monthly MyBus ticket will to be implemented by 31/3/2027 which some customers will benefit from.
Completed by	Alyn Jones
Climate action sign off by	Sam Randle
Director sign off by	Paul Fermer
Assessment date	25/06/2026

Detail of proposal

Context / Background	MyBus Oxfordshire tickets provide one day or one week's unlimited travel on nearly all local bus services in the County. The tickets present a simple, joined up and good value bus ticket solution to passengers. The scheme has experienced stronger than expected uptake, particularly among young people. This popularity, combined with increased operator costs following the increase to the national fare cap, has resulted in demand and reimbursement costs exceeding the original £900k budget for
Proposal	The recommended course of action takes a hybrid approach. An increase to ticket prices and carry over of underspent funds from 2025/26 to bridge the funding gap and balance the impact. The changes are recommended to keep the valued MyBus tickets available, along with the DfT requirement for a monthly multi-operator ticket to also be available by 1 April 2027 and maintain as much benefit and value for money as possible.
Evidence / Intelligence	An online survey was conducted from late August to late October 2025, this gathered feedback from 110 bus users across Oxfordshire to assess the impact and user experience of the MyBus ticket scheme. Half of respondents reported increased bus usage due to MyBus tickets, which are valued for cost savings (56%), convenience (39%), and flexibility to travel across multiple operators (49%). The tickets were primarily used for commuting, education, leisure, and shopping - with a large proportion only using one operators' services, meaning that other products would have been / are available to them. In summary, the MyBus ticketing scheme is highly valued and is making a difference, demonstrating a need to continue to support the scheme, albeit on a more financially sustainable footing.
Alternatives considered / rejected	Several alternative options were considered but ultimately rejected. Maintaining current pricing and redirecting other grant funds, aside from the carry over, are deemed unsustainable and insufficient to address the funding shortfall, despite their benefit of avoiding disruption to MyBus ticket users as this would reduce the wider availability of socially necessary bus services. Individual fare increases would ease but not eliminate budget pressures, it carries a risk of reducing bus use, increasing costs for passengers, and damaging the Council's reputation. Temporary suspension of the scheme or full termination/commercial transition would deliver short-term financial stability but conflict with BSIP and LTCP objectives, remove cost-of-living support, and present significant reputational risks.



Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A	No or very limited impact			
Energy	Promotes a switch to low-carbon or renewable	N/A	No or very limited impact			
Energy	Promotes resilient, local, smart energy systems	N/A	No or very limited impact			
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	-2	The price increase may result in some existing bus passengers switching to private car. The reallocation of funding may restrict other bus improvements.	These changes are being recommended in order to continue to offer the highly valued MyBus tickets, maintaining the benefits and value for money as much as possible, to those customers who use more than one operators services. Price increases of MyBus will be mitigated by the availability of single operator products, which would be suitable for a significant proportion of those customers currently purchasing MyBus tickets (as shown in the 2025 surveys).	Alyn Jones	Future reviews of ticket prices will be undertaken to ensure scheme affordability whilst maximising bus use and complying with DfT guidance.
				Underspend from 2025/26 will be carried over to 2026/27 to supplement the available budget. As a result of the availability of MyBus tickets, subsidised by the DfT, bus operators are benefitting from overall bus market growth. The scheme operates under a "no better nor worse" financial position, therefore, discussions will continue as to how bus operators can foster the financial sustainability of the scheme, particularly focusing on affordability and the potential growth that affordable fares can produce for the benefit of all parties. A new monthly MyBus ticket will to be implemented by 31/3/2027 which some customers will benefit from.		
Transport & Connectivity	Supports active travel	-1	If there is reduced public transport use this may also reduce active travel, as research shows that individuals who use public transport benefit from increased physical activity over those who don't, by walking to stops and final destinations.	As above	Alyn Jones	As above
Transport & Connectivity	Increases use of public transport	-2	This could make public transport more expensive for customers that cannot benefit from single operator ticketing products.	As above	Alyn Jones	As above
Transport & Connectivity	Accelerates electrification of transport	N/A	No or very limited impact			
Buildings	Promotes net zero new builds and developments	N/A	No or very limited impact			
Buildings	Accelerates retrofitting of existing buildings	N/A	No or very limited impact			
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A	No or very limited impact			
Nature	Develops blue and green infrastructure	N/A	No or very limited impact			

Nature	Improves access to nature and green spaces	-2	There is the potential for a reduced access, by people being unable to afford to travel by bus unless they can benefit from single operator ticket products.	These changes are being recommended in order to continue to offer the highly valued MyBus tickets, maintaining the benefits and value for money as much as possible, to those customers who use more than one operators services. Price increases of MyBus will be mitigated by the availability of single operator products, which would be suitable for a significant proportion of those customers currently purchasing MyBus tickets (as shown in the 2025 surveys). Underspend from 2025/26 will be carried over to 2026/27 to supplement the available budget. As a result of the availability of MyBus tickets, subsidised by the DfT, bus operators are benefitting from overall bus market growth. The scheme operates under a "no better nor worse" financial position, therefore, discussions will continue as to how bus operators can foster the financial sustainability of the scheme, particularly focusing on affordability and the potential growth that affordable fares can produce for the benefit of all parties. A new monthly MyBus ticket will to be implemented by 31/3/2027 which some customers will benefit from.	Alyn Jones	Future reviews of ticket prices will be undertaken to ensure scheme affordability whilst maximising bus use and complying with DfT guidance.
Waste & Consumption	Reduces overall consumption	N/A	No or very limited impact	These changes are being recommended in order to continue to offer the highly valued MyBus tickets, maintaining the benefits and value for money as much as possible, to those customers who use more than one operators services. Price increases of MyBus will be mitigated by the availability of single operator products, which would be suitable for a significant proportion of those customers currently purchasing MyBus tickets (as shown in the 2025 surveys). Underspend from 2025/26 will be carried over to 2026/27 to supplement the available budget. As a result of the availability of MyBus tickets, subsidised by the DfT, bus operators are benefitting from overall bus market growth. The scheme operates under a "no better nor worse" financial position, therefore, discussions will continue as to how bus operators can foster the financial sustainability of the scheme, particularly focusing on affordability and the potential growth that affordable fares can produce for the benefit of all parties. A new monthly MyBus ticket will to be implemented by 31/3/2027 which some customers will benefit from.	Alyn Jones	Future reviews of ticket prices will be undertaken to ensure scheme affordability whilst maximising bus use and complying with DfT guidance.
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A	No or very limited impact			
Resilience & Adaptation	Increases resilience to flooding	N/A	No or very limited impact			
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves,	N/A	No or very limited impact			
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	-1	If staff are negatively impacted by the changes this could reduce resilience for council services			
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A	No or very limited impact	These changes are being recommended in order to continue to offer the highly valued MyBus tickets, maintaining the benefits and value for money as much as possible, to those customers who use more than one operators services. Price increases of MyBus will be mitigated by the availability of single operator products, which would be suitable for a significant proportion of those customers currently purchasing MyBus tickets (as shown in the 2025 surveys). Underspend from 2025/26 will be carried over to 2026/27 to supplement the available budget. As a result of the availability of MyBus tickets, subsidised by the DfT, bus operators are benefitting from overall bus market growth. The scheme operates under a "no better nor worse" financial position, therefore, discussions will continue as to how bus operators can foster the financial sustainability of the scheme, particularly focusing on affordability and the potential growth that affordable fares can produce for the benefit of all parties. A new monthly MyBus ticket will to be implemented by 31/3/2027 which some customers will benefit from.	Alyn Jones	Future reviews of ticket prices will be undertaken to ensure scheme affordability whilst maximising bus use and complying with DfT guidance.
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	N/A	No or very limited impact			

People & Organizations	Drives behavioural change to address the climate and ecological emergency	-2	These changes may create obstacles to behavioural change	These changes are being recommended in order to continue to offer the highly valued MyBus tickets, maintaining the benefits and value for money as much as possible, to those customers who use more than one operators services. Price increases of MyBus will be mitigated by the availability of single operator products, which would be suitable for a significant proportion of those customers currently purchasing MyBus tickets (as shown in the 2025 surveys). Underspend from 2025/26 will be carried over to 2026/27 to supplement the available budget. As a result of the availability of MyBus tickets, subsidised by the DfT, bus operators are benefitting from overall bus market growth. The scheme operates under a "no better nor worse" financial position, therefore, discussions will continue as to how bus operators can foster the financial sustainability of the scheme, particularly focusing on affordability and the potential growth that affordable fares can produce for the benefit of all parties. A new monthly MyBus ticket will to be implemented by 31/3/2027 which some customers will benefit from.	Alyn Jones	Future reviews of ticket prices will be undertaken to ensure scheme affordability whilst maximising bus use and complying with DfT guidance.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	-2	For the reasons above	As above	Alyn Jones	As above
Just transition	Promotes green innovation and job creation	N/A	No or very limited impact			
Just transition	Promotes health and wellbeing	-2	Health benefits for bus users and residents, such as increased physical activity, reduced congestion and improved air quality, may reduce if fewer people travel by bus as a result of the changes.	These changes are being recommended in order to continue to offer the highly valued MyBus tickets, maintaining the benefits and value for money as much as possible, to those customers who use more than one operators services. Price increases of MyBus will be mitigated by the availability of single operator products, which would be suitable for a significant proportion of those customers currently purchasing MyBus tickets (as shown in the 2025 surveys). Underspend from 2025/26 will be carried over to 2026/27 to supplement the available budget. As a result of the availability of MyBus tickets, subsidised by the DfT, bus operators are benefitting from overall bus market growth. The scheme operates under a "no better nor worse" financial position, therefore, discussions will continue as to how bus operators can foster the financial sustainability of the scheme, particularly focusing on affordability and the potential growth that affordable fares can produce for the benefit of all parties. A new monthly MyBus ticket will to be implemented by 31/3/2027 which some customers will benefit from.	Alyn Jones	Future reviews of ticket prices will be undertaken to ensure scheme affordability whilst maximising bus use and complying with DfT guidance.
Just transition	Reduces poverty and inequality	-2	Price increase may disproportionately impact vulnerable groups	As above	Alyn Jones	As above

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Annex 7: Risks and mitigations

1. Financial Risk:

The proposed measures may not fully resolve the funding gap if demand continues to exceed forecasts or operator costs rise potentially exceeding the available budget.

Mitigation: If this happens then some of / all the proposed future fare changes will be implemented to address the funding deficit. The potential to revisit the reimbursement levels to operators for accepting MyBus ticket remains.

2. Future Funding Uncertainty:

Bus Grant revenue from the Department for Transport for three years up to March 2029 has now been confirmed, the allocation for MyBus has been agreed at £900k per annum.

Mitigation: Scheme costs will be routinely monitored to ensure budgets remain adequate to maintain the ticket availability with alterations as in 1 above kept as options.

3. Impact on Bus Patronage:

Higher ticket prices may reduce regular passenger numbers, hindering efforts to promote public transport and meet carbon reduction goals.

Mitigation: Collaborative marketing of single operator period ticket availability will commence. Ticket sales, overall bus network patronage and feedback will be monitored, with possible adjustments considered.

4. Reputational Risk:

Changes to discounted ticket schemes for young and low-income groups may attract negative feedback, especially if not well explained or overlapping with other initiatives like congestion charges / traffic filters.

Mitigation: We will implement a clear communications and marketing plan to explain the changes, manage expectations and reaffirm the Council's commitment to supporting use of public transport.

5. Implementation and Communication Risks:

If changes are not carried out smoothly or communicated clearly, there could be disruptions in operations, stakeholder dissatisfaction or a decline in confidence in the council's transport strategies.

Mitigation: Ongoing engagement with bus operators, passenger groups, and the Department for Transport will help to keep people informed.

6. Impact on Vulnerable Groups:

Higher prices may be unaffordable for some, especially low-income passengers, potentially limiting their access to essential services.

Mitigation: Not all affected passengers will pay the increased costs; alternatives, such as single operator products, may be cheaper. Communications about the price increases will include information on other bus ticketing options.

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

ACTIVE TRAVEL GUIDANCE FOR WORKS PROMOTERS

Report by Director for Environment & Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to

- a) **Note the process taken in the development of the Active Travel Guidance for Street Works documentation.**
- b) **Approve the “Active Travel Guidance for Street Works” document**
- c) **Delegate authority to the Director for Environment & Highways to make amendments to the “Active Travel Guidance for Street Works” in consultation with the relevant Cabinet Member**
- d) **Endorse the contents of the document.**

Executive Summary

1. Active travel is a core priority for Oxfordshire County Council (the Council), supporting its objectives to improve public health, reduce carbon emissions and deliver inclusive, well connected places. While legislation and national codes of practice for street works require consideration of pedestrians and cyclists, they do not provide detailed or practical guidance on addressing the specific needs of active travel during works.
2. Transport authorities such as Transport for London and Transport for Wales have therefore developed supplementary guidance to make expectations clearer within the limits of existing legislation. The Council has adopted the same approach and has developed Oxfordshire specific guidance to clarify local expectations for active travel during street works, which, subject to endorsement, will be rolled out to works promoters operating on the county’s highway network. The proposed Active Travel Guidance for Street Works document (the Guidance) is attached at Annex 1 of this report.

Approach and roll out plan

3. Active travel is a core priority for the Council, supporting its ambitions to improve public health and wellbeing, reduce carbon emissions and deliver inclusive, well connected places across the county. While existing legislation and national codes of practice for street works require highway authorities and works promoters to have regard to the needs of pedestrians and cyclists, they do not provide detailed or practical guidance on the specific nuances of supporting active travel during the planning and delivery of works. As a result, active travel considerations are often only fully identified during inspections, rather than being embedded at the earliest stages of works design and programming.
4. In developing this Guidance, the Council has taken a structured and evidence led approach informed by national best practice and the experience of other highway authorities. Early engagement was undertaken with authorities such as Transport for London and Transport for Wales, who have developed supplementary local guidance to clarify expectations for active travel within the limits of existing legislation. These discussions focused on what worked well in practice, the processes used to develop their guidance and the lessons learned during implementation. The Council has drawn on this learning, reviewing its applicability to local circumstances and shaping the Guidance to reflect Oxfordshire's network characteristics and corporate priorities, particularly those relating to active travel, accessibility and network management.
5. Once developed, the Guidance was subject to internal consultation with relevant service areas, including network management, highways maintenance and strategy and policy teams supporting active travel. The document brings together and highlights those elements of legislation and national codes of practice that are most relevant to active travel and are frequently overlooked by works promoters until highlighted through the inspection process. While the Guidance does not go beyond existing legislative requirements, it makes explicit the considerations that must be addressed when planning and carrying out street works on Oxfordshire's highway network.
6. The Council's expectation is that this Guidance will be followed by works promoters and will lead to improved consistency, greater adherence and a renewed focus on active travel throughout the lifecycle of street works. By clearly resetting the standard and setting out expectations, the Guidance is intended to support more proactive consideration of pedestrians, cyclists and other active travellers. Street works officers will use this reset to reinforce the Council's expectations through the permitting process, inspections and ongoing engagement with works promoters.

7. It is proposed that the Guidance is rolled out to works promoters through the Oxfordshire Highway Authorities and Utilities Committee (HAUC), providing a clear and established forum for communication, implementation and the resolution of any queries. The Council also intends to continue working with other highway authorities to review and refine the Guidance over time, supporting continuous improvement and greater consistency in how active travel is considered during street works.

How this support Corporate Policies and Priorities

8. The guidance directly supports the Council's strategic priorities and policy framework, particularly those set out in the Local Transport and Connectivity Plan, the Active Travel Strategy and the Network Management Plan. These policies place walking and cycling at the top of the transport user hierarchy, with a clear ambition to make active travel the natural first choice for everyday journeys, reduce carbon emissions, improve health outcomes and deliver a safe, inclusive and well managed highway network. By embedding clearer and more consistent consideration of active travel within the planning and delivery of street works, the guidance supports these objectives while reinforcing the Council's approach to effective network management, climate action and inclusive mobility, ensuring that disruption is minimised and that the needs of pedestrians and cyclists are proactively addressed across the highway network

Financial Implications

9. The report sets out guidance which reenforces legislative and guidance led expectations of those who carry out works on the highway. It is not expected the guidance issues will have any financial implications for Oxfordshire County Council.

Comments checked by:

Filipp Skiffins, Finance Business Partner (Filipp.Skiffins@oxfordshire.gov.uk)

Legal Implications

10. The Guidance takes into account and is supplementary to the powers the Council has under the relevant legislation including the Highways Act 1980, New Roads and Street Works Act 1991, the Traffic Management Act 2004, the Safety at Street Works and Road Works: A Code of Practice 2013 (the Red Book) and the guidance found in Chapter 8 of the Traffic Signs Manual 2009. The Guidance has been developed considering existing guidance documentation issued by Transport for London and the Welsh Government as

well as related legislation, regulations and statutory and other guidance including the Council's own Local Transport and Connectivity Plan 2022 – 2050.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Jennifer.Crouch@Oxfordshire.gov.uk)

Staffing Implications

11. It is not expected that there will be any staffing implications based on the contents and roll out of the Guidance approved in this report.

Equality & Inclusion Implications

12. The rollout of this Guidance is expected to have a positive equality impact by promoting more consistent and proactive consideration of the needs of pedestrians, cyclists and other active travellers during street works, including those with disabilities, reduced mobility, sensory impairments or other accessibility needs. By making requirements clearer at the planning and delivery stages of works, the guidance supports safer, more accessible temporary arrangements and helps reduce barriers that can disproportionately affect vulnerable groups, thereby supporting the Council's duties under the Equality Act 2010 and its wider commitments to inclusive mobility.

Sustainability Implications

13. The rollout of this Guidance is expected to have a positive sustainability impact by reinforcing and promoting active travel as a practical and attractive choice during the planning and delivery of street works. By supporting more consistent provision for walking and cycling, the guidance helps reduce reliance on private vehicle journeys, contributing to lower carbon emissions, improved air quality and progress towards the Council's climate and environmental objectives. Ensuring that active travel routes remain usable and attractive during works also supports longer-term behaviour change, helping embed more sustainable travel choices across Oxfordshire's highway network.

Risk Management

14. Risks and opportunities associated with the development and rollout of this guidance have been considered as part of the policy development process. Key risks identified include inconsistent application by works promoters and the need to ensure clarity of expectations within the limits of existing legislation; these are being mitigated through clear guidance, engagement via Oxfordshire HAUC, and reinforcement by street works officers through permitting and inspections. The guidance also presents opportunities to improve network

efficiency, reduce disruption to active travel, and support delivery of the Council's wider transport, climate and inclusion objectives.

Paul Fermer
Director of Environment and Highways

Annex: The Oxfordshire Active Travel Guidance for Street Works

Background papers: Nil

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July 2026

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Active Travel Guidance for Street Works



**OXFORDSHIRE
COUNTY COUNCIL**

Vision for walking “Oxfordshire will be an area where walking is encouraged and provided for by good quality infrastructure. Town centres will have high quality urban squares and spaces to enhance the economic vitality and viability of towns. Walking routes will be improved along main urban corridors to create a pleasant and welcoming experience. Walking in villages will be safe and pleasant particularly to local shops, schools and recreation. Wayfinding will be used to enable people to use safe, attractive walking routes to access local facilities, including parks, schools, local retail centres and leisure and community facilities.”

Vision for cycling “Oxfordshire towns and villages will be places where most residents choose active travel (walking and wheeling) as the natural first choice for making most of their local journeys and many of their longer journeys in tandem with train and bus. Oxford will become a world class cycling city where cycling is celebrated and open to everybody, regardless of age, background or cycling experience”.

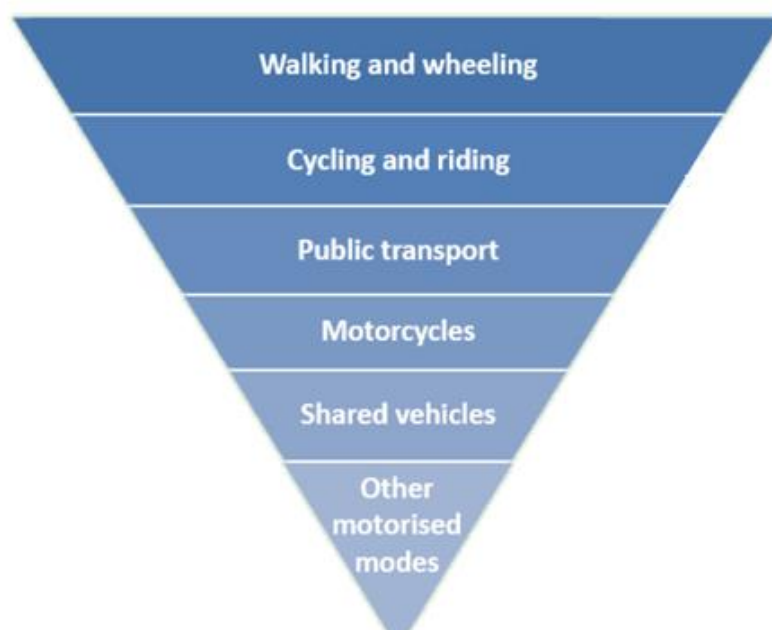
Key Targets Set Out in Oxfordshire’s Local Transport and Connectivity Plan

- a. Reduce 1 in 4 current car trips by 2030
- b. Deliver a net zero transport network by 2040
- c. Have zero, or as close as possible, road fatalities or life-changing injuries by 2050

1.0 Introduction

- 1.1 This guidance document is issued by Oxfordshire County Council and sets out procedures for managing street works, road works and associated maintenance activities wherever they may impact on walkers, wheelers, and cyclists. This document has been developed off the back of existing guidance documentation issued by Transport for London and the Welsh Government. It provides supplementary guidance to the Safety at Street Works and Road Works: A Code of Practice 2013 (the Red Book) in anticipation of this being updated in the future.
- 1.2 Oxfordshire County Council via its Local Transport and Connectivity Plan 2022 – 2050 (LTCP) has set out a user hierarchy for those using its highway network. This hierarchy places ‘walking and wheeling’ and ‘cycling and riding’ as its highest two priorities, followed by public transport as the third priority mode within the hierarchy. The LTCP also sets out the vision to make walking, cycling and the use of public and shared transport to be the ‘natural first choice’ for those needing to travel in Oxfordshire.

Figure 1 – Transport User Hierarchy from LTCP 2022 – 2050



- 1.3 Active travel is prioritised at the top of Oxfordshire’s road user hierarchy because it directly supports the core vision and key themes of the Local Transport and Connectivity Plan (LTCP), which seeks to deliver a net-zero, inclusive and healthy transport system. The LTCP aims to reduce reliance on private car travel and make walking, wheeling, cycling and public transport the “natural first choice” for everyday journeys, with active travel forming the foundation of this approach.

- 1.4 Prioritising active travel helps address the plan's central challenges of decarbonisation, congestion and air quality, while also delivering wider benefits such as improved public health and wellbeing. It aligns with the LTCP's focus on healthy place shaping and liveable neighbourhoods, recognising that streets should be designed for people rather than vehicles, creating safer, more accessible and inclusive environments.
- 1.5 By embedding active travel at the top of the hierarchy, Oxfordshire ensures that limited road space is allocated in a way that supports sustainable growth and reduces the need to travel by car. This approach underpins long-term objectives to cut car trips, improve road safety and create a transport system that benefits both current and future residents, with public transport providing a critical role for longer distance journeys and where active travel is not a viable option
- 1.6 To help achieve this it is critical the management and delivery of street works, road works and maintenance activity proactively considers the needs of pedestrians and cyclists, as well as the operation and reliability of public transport services. People will only substitute walking, wheeling and cycling for a car journey if the available route is safe, comfortable, coherent and direct.
- 1.7 When work is required on the Oxfordshire highway network, Oxfordshire County Council expects the vision and the provision of active travel access to be maintained. Despite the presence of works it is essential that active travel and access to public transport is still viewed as a desirable, viable and attractive choice to those needing to get around.
- 1.8 This document will help ensure the vision of LTCP is incorporated into the traffic management design process and provide a level of service that is as close as reasonably practicable to the permanent arrangement.
- 1.9 To help meet Oxfordshire County Council's commitments under LTCP it is expected that traffic management in use on the highway network is:

Pragmatic

Offers practical solutions for movement that minimise inconvenience and disruption for people and considers local conditions.

Accessible

Ensuring easy and comfortable access for individuals of all abilities, with a focus on those for whom barriers or detours could lead to discomfort, increased risk, or significantly greater physical effort.

Safe

Reducing the risk of collisions through a practical yet effective approach to safety, while ensuring the design remains user-friendly and suitable for use at any time of day.

Clear

Unambiguous and straightforward instruction, ensuring all users can easily understand without confusion what is expected of them.

- 1.10 This document is supplementary to the legislative and regulatory provisions in the Safety at Street Works and Road Works: A Code of Practice 2013 (the Red Book) and guidance found in Chapter 8 of the Traffic Signs Manual 2009. These provisions are available for use on the network and shall be subject to suitable risk assessments being in place. This document provides operational advice to supplement the ambitions set out in Oxfordshire's LTCP.
- 1.11 This document provides supplementary local guidance to support the application of national legislation and codes of practice, including the New Roads and Street Works Act 1991, the Traffic Management Act 2004, and the Safety at Street Works and Road Works Code of Practice. It does not replace these requirements but sets out Oxfordshire County Council's expectations for how they should be applied locally, informed by the Local Transport and Connectivity Plan (LTCP) and the Council's Active Travel Strategy.
- 1.12 Poorly planned traffic management can pose significant risks to pedestrians and cyclists rendering routes inaccessible for disabled individuals. Even unintentional actions e.g. parking a works vehicle on a footway, can create obstructions that force vulnerable road users to navigate around hazards, increasing their exposure to danger. Such perceived barriers can deter people from using these routes altogether, potentially leading them to choose less sustainable modes of transport. This guidance note supports designers, planners, and site operatives in delivering works that maintain accessibility and safety for all users.
- 1.13 Designers should consider that people often continue using familiar walking, wheeling and cycling routes, even when access is restricted or made more difficult. This is especially true when footways or crossings are closed but pedestrian demand remains high, or when cyclists are asked to dismount despite being able to continue safely on the carriageway. Signage should communicate temporary changes clearly but should not be the sole method for influencing behaviour. Given the international nature of Oxford and Oxfordshire it is important to account for users who may not be able to read signs or understand English.

Planning Street and Road Works in Oxfordshire

2.0 Active Travel

- 2.1 Oxfordshire County Council aims to make active travel the most attractive option, especially for shorter journeys, thus displacing journeys by private vehicle. To help deliver this ambition, Oxfordshire County Council has created an Active Travel Strategy (ATS) and supporting Local Cycle and Walking Improvement Plans (LCWIPs), both of which support the creation of local route networks for walking, wheeling and cycling. The primary purpose of all these documents is to increase the rates of walking, wheeling, and cycling which will directly contribute to Oxfordshire County Council's aims for sustainable development and improve the health and wellbeing of its residents.

- 2.2 Oxfordshire County Council have committed via the ATS to the production of mapping which shows active travel improvements on the highway. The strategy also mandates the authority to enhance existing active travel routes and implement new, safe routes where possible and for active travel considerations to be paramount in new construction and development. Oxfordshire County Council is also committed to ensuring the needs of active travellers are met when exercising their authority over the highway.
- 2.3 Under part 3 of the New Roads and Street Works Act 1991 (NRSWA), local authorities and statutory undertakers must have regard to the needs of walkers and cyclists in:
- Granting street works licences.
 - Giving directions as to the timing of street works.
 - Placing of apparatus.
 - Restricting street works following substantial road works.
 - Exercising their duty to co-ordinate works, and
 - Giving consent to place apparatus on a protected street
- 2.4 Local authorities, highway authorities and statutory undertakers should consider the effects that street works, and road works may have on walkers and cyclists and addressing this will form part of the co-ordination process. Street authorities i.e. Oxfordshire County Council, should seek to minimise any disruption for walkers and cyclists when giving any directions or placing any restrictions on street works.
- 2.5 The ATS sets out a bold vision for active travel in Oxfordshire and a target to increase the number of cycle trips to 1 million by 2031, county-wide, from its 2021-22 levels of 600,000 trips.

In order to achieve this the **ATS identifies 5 priorities** for Oxfordshire County Council:

- A clear promise at all levels across Oxfordshire County Council to treat active travel as a priority
- An accessible urban realm with easy to reach destinations on foot and by cycle
- Delivering a high quality inclusive cycle network that links across towns and villages
- Managing motor traffic via hard and soft measures
- Building the cultural norm that supports and promotes walking, wheeling and cycling and enables residents build their lives around active travel modes for local journeys

3.0 Mapping Active Travel Routes

3.1 Oxfordshire County Council has defined their existing active travel routes and these are shown in LCWIP maps and documentation. Active travel routes have been determined via robust and qualitative and quantitative assessment and are split into the following categories:

- **Main Routes with Cycling Infrastructure:** Most direct routes which may operate on busier streets often with advisory or mandatory lanes
- **Side Routes:** Low traffic routes often not requiring dedicated infrastructure
- **Off-road cycle tracks or shared paths:** Routes which link major active travel corridors

3.2 These maps are primarily aimed at the general public giving them basic information in order that they can see where these routes are and plan journeys accordingly. In addition Oxfordshire County Council have identified proposed routes which are planned to be implemented within the short, medium and longer term.

3.3 The LCWIP maps will in future be merged into a single Active Travel Network Map showing existing routes and the proposed additions and improvements.

4.0 Associated Street Data

Mapping Active Travel Routes in Oxfordshire

4.1 The active travel network maps included in Oxfordshire's Local Cycling and Walking Infrastructure Plans (LCWIPs) are located on the National Street Gazetteer (NSG), Oxfordshire County Council is committed to continuously improving the recording and mapping of active travel routes within the NSG. This enables works promoters and statutory undertakers to accurately identify the location and importance of active travel routes when planning and coordinating works on the highway network.

Attributing Active Travel Data in the NSG

4.2 Depending on the strategic importance of the active travel route and any special features, Oxfordshire County Council may attribute the following information to streets in the NSG:

Traffic sensitivity: Identifying routes that require special consideration due to high volumes of active travel.

Special engineering difficulties: Highlighting streets where construction or maintenance may be more complex.

Strategic route designation: Marking streets that form part of Oxfordshire's key active travel corridors.

Priority lanes: Defining routes where active travel is prioritised, such as bus or cycle lanes.

Advisory Criteria and Collaboration

- 4.3 These criteria are advisory and the inclusion of active travel information in any of these categories must be agreed with statutory undertakers. Oxfordshire County Council will work collaboratively with utility companies and other works promoters to ensure that the most up-to-date and relevant data is used.

Consistency and National Coordination

- 4.4 It is essential that Oxfordshire County Council records active travel routes in a consistent manner, so that statutory undertakers can easily access and use this information. Oxfordshire County Council is actively engaged with the Highway Authorities and Utilities Committee (HAUC) and GeoPlace to help develop appropriate coding for active travel routes in the NSG, and to ensure that Oxfordshire County Council's approach aligns with national best practice.

Local Considerations and Additional Details

- 4.5 Details of active travel routes should also be included as comments within the 'local considerations' area of the NSG code, providing further context for works promoters and ensuring that all relevant information is available during the planning and permitting process.

5.0 Co-ordination of Street Works in Oxfordshire

Statutory Duties and Local Practice

- 5.1 Sections 59 and 60 of the New Roads and Street Works Act 1991 (NRSWA) set out the legal framework for the control and co-ordination of street works. As the street authority for its highway network, Oxfordshire County Council is responsible for co-ordinating all works on its roads. Section 59 requires Oxfordshire County Council to use its 'best endeavours' to co-ordinate street works, while Section 60 requires undertakers (utility companies and others) to use their 'best endeavours' to co-operate with Oxfordshire County Council and with each other.
- 5.2 As a street works permitting authority, Oxfordshire County Council requires permits for all works on the highway network. Oxfordshire County Council's co-ordination processes are set out in its own local guidance and in accordance with national codes of practice.

- 5.3 Compliance with this guidance will be considered as part of the permit assessment process. Where arrangements do not adequately address the needs of pedestrians, cyclists or public transport users, Oxfordshire County Council may refuse, condition or revoke permits as appropriate.

Active Travel Route Considerations

- 5.4 Statutory undertakers are expected to plan their works to minimise disruption to active travel routes (walking, wheeling and cycling). If active travel routes are not identified in the National Street Gazetteer (NSG), Oxfordshire County Council will notify undertakers via permit comments to ensure these routes are protected and considered in planning.

Enhanced Controls and Restrictions

- 5.5 Sections 51 and 52 of the Traffic Management Act 2004 amended NRSWA to give street authorities greater control over when works may be carried out. For example, Section 58 of NRSWA allows Oxfordshire County Council to restrict works on parts of the highway that have recently undergone substantial works (such as resurfacing or reconstruction) for up to five years. This includes major active travel infrastructure, such as newly constructed segregated cycle tracks or key walking routes.

Permit Restrictions and Exemptions

- 5.6 Once a permit has been issued detailing a restriction, no street works can be carried out during the specified period without the consent of Oxfordshire County Council. Certain works, such as service connections after a 21-day period and emergency works, are exempt from these restrictions. Oxfordshire County Council may also give directions regarding the timing and days of work, as clarified by Section 43(2) of the Traffic Management Act 2004.

Directions to Minimise Disruption

- 5.7 Oxfordshire County Council can, in certain circumstances, direct undertakers to use alternative routes for the installation of apparatus if this would cause less disruption. This is particularly important where closure of an active travel route would otherwise divert significant numbers of pedestrians or cyclists. Oxfordshire County Council's aim is to maintain the integrity and accessibility of active travel routes wherever possible.

6.0 Safety at Street and Road Works: The Red Book and Chapter 8

Application of National Codes and Local Responsibilities

- 6.1 Oxfordshire County Council requires that all street works and road works comply with the national standards set out in 'Safety at Street Works and Road Works: A Code of Practice 2013' (the Red Book) and Chapter 8 of the Traffic Signs Manual 2009. These documents set out the statutory requirements and best practice for signing, lighting, and guarding at works sites and this guidance sets out additional local expectations for how these requirements should be delivered in Oxfordshire. Designers and those responsible for traffic management must undertake thorough risk assessments for each site, considering the unique characteristics of the location e.g. layout, available widths, and flows of pedestrians, cyclists, and vehicles, to ensure the needs of all road users are met.

Special Consideration for Active Travel Routes

- 6.2 On active travel routes in Oxfordshire, special consideration should be given to pedestrians and cyclists, in line with Oxfordshire County Council's Active Travel Strategy and Local Transport and Connectivity Plan (LTCP). If it is not possible to maintain provision for these users, the designer should consult with their supervisor and Oxfordshire County Council's Network Management team to investigate all alternative options. Oxfordshire County Council's expectation (as per its Active Travel Strategy) is that disruption to walking, wheeling and cycling routes is minimised wherever possible and accessibility and active travel modes are prioritised.

Inclusive Temporary Arrangements

- 6.3 When alternative arrangements are required, the needs of all walkers, cyclists and those using mobility devices must be fully considered. Maintaining access for pedestrians, cyclists and those using mobility devices should be a priority during street works and road works. Any change from a segregated route to an on-carriageway route must be assessed for safety and accessibility. Where it is necessary to close a road to motor traffic but maintain provision for walkers and cyclists, this should be clearly communicated with appropriate signage, in line with Oxfordshire County Council's standards and the requirements of the Red Book and Chapter 8.
- 6.4 The design and implementation of traffic management arrangements must be informed by competent professional judgement, supported by site-specific risk assessment. This guidance is intended to assist that judgement and establish clear expectations but does not remove the need for designers to respond to site-specific constraints and risks.

7.0 Core Design Principles when designing for pedestrians

- 7.1 Oxfordshire County Council sets out 5 core design principles for routes for pedestrians (and cyclists). Jointly they promote enhanced road safety and a more attractive and high-quality environment for pedestrians. These principles can be equally applied to temporary situations, and traffic management designers should give each principle due consideration when formulating a pedestrian strategy at works sites. These 5 principles are:

Coherent: Comprehensive and consistent in quality (with priority across barriers and gaps, such as side road crossings, busy junctions and main road junctions; and appropriate facilities -such as parking- at each end of the journey)

Direct: with minimal delay and diversion from desire lines, detours, deterrents or delays (and, for cycling, no dismount signs); this is important at the micro-level (e.g. at crossings) as well as over the whole journey; for cycling, this includes no dismount signs and should enable cyclists to travel at their chosen speed, with good sightlines and sufficient width to overtake other cyclists, bypass queues of cars and not be delayed by pedestrians

Safe: including all the elements that make walking, wheeling and cycling routes safe, including traffic speed and volume – for walking, particular attention needs to be paid to side roads and crossings of main roads; for cycling, it requires different treatments depending on the route (separation, segregation or shared space)

Comfortable: meaning that the walking, wheeling and cycling experience is easy, pleasant and conducive to personal security, sociability (able to walk or ride side by side), a perception of safety, minimal stress and psychological discomfort (e.g. from traffic noise, air pollution, driver intimidation and complex junctions or routes); this can be achieved by vertical and horizontal separation (e.g. in footways), minimising shared space between pedestrians and cyclists (except where flows are very low, such as on routes between villages), lighting, shade, shelter and seating

Attractive: the most important principle of all, meaning that you want to do it, are attracted to these modes more than any others (it is your first choice and should be easier, quicker and more pleasant than, for instance, using a car). Routes should be finished in attractive materials to make them places wish to spend time using.

Consideration for Pedestrians

8.0 Walking in Oxfordshire

The Role of Walking in Oxfordshire's Vision

- 8.1 Encouraging high levels of walking and wheeling is central to delivering Oxfordshire County Council's vision for travel, as set out in the Local Transport and Connectivity Plan (LTCP) and Active Travel Strategy (ATS). More people choosing to walk and cycle will improve the mental and physical health of Oxfordshire's residents and make our streets more welcoming, safe, and relaxing. Walking, including the use of mobility aids, is a vital part of active travel, supporting everyday journeys to schools, workplaces, shops, leisure facilities, medical centres, and public transport. Key pedestrian routes in Oxfordshire, especially in urban centres and around schools, experience high footfall and require special consideration in planning and design to ensure accessibility and safety for all.

Policy Commitment

- 8.2 The LTCP and ATS set out Oxfordshire County Council's ambition to make walking the most obvious, enjoyable, and attractive means of travel for short trips, wherever possible. Oxfordshire County Council is committed to creating an environment where walking is accessible to all, regardless of age or ability.

Addressing Barriers to Walking

- 8.3 Research shows that concerns about road safety deter many people from walking. Street and road works can significantly disrupt pedestrian access and safety, particularly for disabled people. Poorly planned works e.g. advance warning signs blocking footways, missing ramps, or unclear signage, can cause serious inconvenience and increase the risk of injury. Oxfordshire County Council requires that all works promoters carefully consider the placement of signs and equipment to ensure routes remain accessible and safe for all users.

Managing Roadworks to Support Walking

- 8.4 The purpose of this guidance is to ensure that roadworks are not a deterrent to walking. Temporary access arrangements should be carefully managed and designed so that alternative routes are clear, safe, and convenient. The ongoing maintenance of temporary signage and barriers, which can otherwise fall or become displaced and create obstructions must also be considered. Works promoters should prioritise the needs of pedestrians, especially disabled people, when planning and implementing temporary arrangements.

Inclusive Design for Disabled People

- 8.5 Disabled people benefit greatly when the layout of street or road works is consistent and clearly organised, with well-defined pedestrian routes. Ensuring a smooth, level, and safe transition from the normal street environment into a works area requires careful attention to detail. Features such as aligned barriers and cones can provide a continuous edge or tapping rail, which is essential for blind or partially sighted individuals using a cane. Ramps must be installed at kerbs to support wheelchair users and those pushing buggies or prams. Wherever possible, accessible pedestrian routes should be maintained through the works. If this is not feasible, clearly signed and suitable diversion routes should be provided to ensure that all pedestrians can continue their journeys safely and independently.

Supporting Oxfordshire's Vision for an Inclusive Network

- 8.6 Oxfordshire County Council's vision is to deliver an integrated and inclusive transport network and tackle inequalities across the county. Ensuring that pedestrians can move freely and safely, regardless of ability, is fundamental to achieving this vision.

Operational Guidance for High-Quality Walking Routes

Minimum Standards for Pedestrian Routes

- 8.7 Safe and accessible pedestrian routes through street and road works must be provided and maintained at all times, unless a site-specific risk assessment demonstrates that this is not reasonably practicable. Available footway width must be maximised within the constraints of the site, having regard to pedestrian flows, route importance and the needs of disabled users.
- 8.8 As a baseline expectation, works promoters should aim to provide a clear pedestrian route of 2000mm in width wherever feasible, to allow two wheelchair users to pass comfortably. Where physical constraints prevent this, a minimum width of 1500mm should be provided wherever reasonably practicable to enable a wheelchair user and pedestrian to pass.
- 8.9 Widths below 1500mm must be limited to short sections only and justified through site-specific design and risk assessment. An absolute minimum width of 1000mm should only be used in exceptional circumstances, over distances not exceeding 6 metres, and where additional mitigation measures are implemented to maintain safety and accessibility. Designers must ensure that any constrained layouts are clearly defined, free from obstructions, and safe for all users, with particular consideration given to those with mobility or visual impairments.

Maintaining Access and Clarity

- 8.10 Pedestrian access must be maintained wherever reasonably practicable, even during excavation works. Temporary footways must be clearly defined and easy to navigate, particularly for blind and partially sighted people. Guide dogs are trained to lead their owners to the kerb edge when the path ahead is blocked, so a poorly defined route may cause confusion or risk.

Tactile Guidance and Site Layout

- 8.11 Barriers and cones should be aligned to create a continuous 'edge' or tapping rail for blind and partially sighted pedestrians. Marker tape on cones is not sufficient. The transition into and out of the works area should be clearly indicated at both ends.

Pedestrian Crossings and Diversions

- 8.12 Where pedestrian crossings are affected by the works, facilities should be maintained wherever reasonably practicable. Where this is not feasible, works promoters must provide clearly signed alternative crossing arrangements at a suitable and safe location.
- 8.13 Advance warning signs such as "Footway closed ahead" must be positioned at appropriate decision points, enabling pedestrians to divert safely before reaching the closure. A corresponding "Footway closed" sign must be provided at the works site.
- 8.14 Where pedestrian flows are high, or where vulnerable users are likely to be affected, additional measures such as temporary pedestrian crossing facilities should be considered and implemented where necessary following a site-specific risk assessment. All diversion routes must be safe, clearly defined and suitable for all users, including those with mobility impairments.

Footway Ramps and Boards

- 8.15 Footway ramps must be provided wherever a kerb or level change would otherwise prevent access for pedestrians, including wheelchair users, people using mobility aids, and those with pushchairs. Ramps must be securely installed and aligned with the pedestrian route to provide a safe and unobstructed transition.
- 8.16 For small excavations (typically less than 700mm wide), footway boards may be used to maintain or reinstate pedestrian access when works are inactive, such as overnight. Boards should normally be at least 1500mm wide where space allows, with narrower widths only used where site constraints make this unavoidable and for short sections only.
- 8.17 All boards and ramps must be securely fixed, slip-resistant and compliant with the requirements set out in the Safety at Street Works and Road Works Code of Practice (the Red Book). They must be regularly inspected and maintained to ensure they remain safe and serviceable throughout the duration of the works.



Installation and Fixing of Boards and Ramps

- 8.18 Boards and ramps must be installed and secured in accordance with the Safety at Street Works and Road Works: A Code of Practice (the Red Book). They must not present trip hazards, excessive gradients, or gaps that could impede or endanger users.
- 8.19 Works promoters must ensure that all temporary surfaces are level, stable and capable of supporting the expected pedestrian loads, including mobility aids. Regular inspection and maintenance must be undertaken to ensure continued compliance, particularly following periods of high use or adverse weather.
- 8.20 Boards are not suitable for vehicular use and must only be used for pedestrian access unless specifically designed and authorised for shared use.

Reinstatement of Surfaces

- 8.21 Any anchor holes made in the footway must be reinstated to an immediate permanent standard, in line with the Specification for the Reinstatement of Openings in Highways (NRSWA 1991).

Managing Pedestrian and Cyclist Interactions

- 8.22 Where pedestrians and cyclists share space, physical segregation should be provided where reasonably practicable, having regard to width, flows and site constraints to ensure safety, especially for blind and partially sighted pedestrians. Based on national guidance set out in LTN 1/20

- (i) Segregated space is preferred if there is >3m space;
- (ii) Shared pedestrian/cycle space is acceptable if there is less than 3m width and flows are under 300 pedestrians per hour and 300 cyclists per hour

Placement of Signs and Equipment

- 8.23 Operatives must be mindful of where signs and equipment are placed. Signs for cycle lanes, for example, should not create hazards for pedestrians. The use of noisy equipment near disabled people should be carefully managed, as many blind and partially sighted people rely on sound cues.

Assistance for Disabled People

- 8.24 Street works should be designed to allow disabled people to navigate independently. If assistance is offered, operatives must follow appropriate protocols and clearly explain their actions.

Maintenance of Safe Routes

- 8.25 Signs, cones, and barriers must be arranged to provide a clear and continuous path through the works, with special attention to the needs of disabled users. Vehicles used by works promoters should be parked safely and off the road where possible, without obstructing footways, cycle routes, or access to premises and driveways, as outlined in the Red Book.
- 8.26 Oxfordshire County Council expects active travel to be given priority when designing and implementing traffic management at work sites. The use of “cyclists dismount” signage must not be relied upon as a default solution and should only be used where justified through a site-specific risk assessment.
- 8.27 Wherever reasonably practicable, layouts should be designed to enable cyclists to remain mounted and continue their journey safely and conveniently. Where interaction between pedestrians and cyclists is necessary, works promoters should consider appropriate mitigation measures, such as providing adequate space, delineation or advisory signage requesting cyclists to slow down.
- 8.28 Any decision to require cyclists to dismount must be clearly justified, proportionate to the level of risk, and compliant with relevant national guidance, including the Red Book and applicable traffic signing requirements.

Road Closures

- 8.29 For works promoters, road closures should be designed to maintain access for walking, wheeling and cycling wherever practicable. This recognises that not all users can easily dismount or manoeuvre around obstructions. In particular, users of

wheeled mobility aids such as wheelchairs, mobility scooters and adapted cycles, may be unable to dismount, proceed on foot or negotiate kerbs, and layouts must account for this.

- 8.30 Where the physical closure is positioned away from advance warning signage or junctions, clear supplementary signing (for example “road closed except pedestrians and cyclists”) should be provided to give users confidence that access is retained. When diversion routes are necessary, promoters must consider their differential impact, noting that wheelchair users are most affected, followed by other pedestrians, then cyclists, and least by motor vehicle users. All signage must comply with TSRGD requirements or be authorised by the Highway Authority.
- 8.31 Diversions should therefore be kept as short and direct as possible, reflecting this hierarchy to ensure equitable and inclusive access for all road users. Where bus routes are affected, works promoters should also seek to maintain through-routing wherever practicable, or minimise the scale and duration of any diversion to reduce impacts on journey time reliability and accessibility.
- 8.32 Where possible, discretionary signage such as used in the image below should be considered and used where appropriate.



Consideration for Cyclists

9.0 Cycling in Oxfordshire

Importance of Cycling Routes in Oxfordshire

- 9.1 Cycling routes form a key part of Oxfordshire County Council’s active travel network and must be appropriately considered when planning and implementing street works. Works promoters must design traffic management arrangements so that cycling remains a safe, convenient and attractive option wherever reasonably practicable, having regard to the needs of all users, including those using adapted cycles or with differing levels of confidence and ability.
- 9.2 The use of “cyclists dismount” signage must not be relied upon as a default solution and should only be used where justified through a site-specific risk assessment. Diversion of cyclists onto pedestrian routes should also be avoided unless no safe and reasonably practicable alternative exists.
- 9.3 Where works affect existing cycling infrastructure, provision must be maintained or suitably mitigated in a manner that reflects the importance of the route, the level of use, and the risks introduced by the works. Any arrangements must be clearly defined, safe to navigate, and compliant with relevant national guidance, including the Red Book and applicable traffic signing requirements.



Planning Cycle Routes Through Street Works

9.4 When planning cycle routes through street works or road works in Oxfordshire, careful consideration should be given to:

- The available carriageway lane widths,
- The length and layout of the traffic management area,
- The safety and clarity of any temporary transition points between on- and off-carriageway facilities.

9.5 Transitions must be clearly marked and designed to avoid confusion or risk to cyclists and other road users. Temporary arrangements should be reviewed and approved by Oxfordshire County Council's Network Management team to ensure compliance with local standards and best practice.

Inclusive and Safe Temporary Arrangements

9.6 Traffic management layouts for works affecting cycle routes must be designed to eliminate or, where this is not reasonably practicable, mitigate identifiable risks so far as possible. Temporary arrangements should not introduce new hazards or create barriers to cycling. Oxfordshire's active travel infrastructure must be inclusive, accommodating people of all ages, abilities, and levels of cycling experience, including children who may begin travelling independently from late primary school age. The Council's approach is to ensure that cycling remains a safe, attractive, and practical option throughout the duration of any works.



Operational Guidance for High-Quality Cycling Routes

Design and Risk Mitigation

- 9.7 When planning and implementing traffic management layouts for roadworks in Oxfordshire, all identifiable risks to cyclists must be eliminated or adequately mitigated at the design stage. The needs of all cyclists, including children, older people, those with disabilities, and new or less confident riders, must be considered. Provision should also accommodate children who may travel independently from the age they start secondary school. This aligns with the Oxfordshire Cycling Design Standards, which prioritise inclusive and safe cycling environments.

Temporary Cycle Provision

- 9.8 Where works affect the carriageway, including locations without existing cycle infrastructure, works promoters must assess the impact of the works on cyclists as part of a site-specific risk assessment. Temporary cycle provision must be considered where the works would materially increase risk to cyclists or reduce the safety or usability of the route.
- 9.9 A temporary cycle lane or alternative provision should be implemented where it is reasonably practicable to do so and where it would mitigate identified risks, particularly on routes with higher traffic volumes, speeds, or cyclist demand.
- 9.10 In lower-risk environments, where traffic speeds and volumes are low and the risk assessment demonstrates that cyclists can safely share the carriageway, additional provision may not be required. In such cases, works promoters must ensure that the layout remains safe, clearly defined, and does not introduce hazards or unnecessary constraints for cyclists.
- 9.11 All decisions relating to temporary cycle provision must be proportionate, evidenced, and compliant with relevant national guidance, including the Safety at Street Works and Road Works Code of Practice and applicable design standards.

Additional Safety Features

- 9.12 Where increased risk to cyclists is identified, additional features should be provided, such as:
- Temporary carriageway markings
 - Light segregation (e.g., wands)
 - Physical segregation (e.g., barrier fencing)
 - Kerb free routes (recognising not all road users are able to physically lift bikes)

Risk Factors and Lane Widths

- 9.13 Risks may arise from heavy traffic, poor surface quality, construction vehicle movements, or high volumes of cyclists. The available carriageway space and

resulting lane widths must be balanced against the scale and duration of the works, as well as the time and disruption required to set up extra traffic management.

Standard Traffic Management

- 9.14 In many locations, no additional cycling provision is required if lane widths are generous and hazards are low. Standard traffic management may suffice, but signage warning of narrow lanes should be provided. Safety zones with appropriate tapers must be included (see 'Safety at Street Works and Road Works: A Code of Practice 2013'), ensuring cyclists do not swerve unexpectedly into the path of vehicles. The width of traffic lanes and proximity of vehicles to cyclists must always be considered, and the length of the works should be minimised to reduce impact on all road users.



Lane Positioning for Cyclists

- 9.15 Physical constraints may prevent maintaining the same level of service for cyclists. Where cyclists must share space with motor vehicles, lane width is critical:
- **Primary position:** Cyclists ride in the centre of the lane (necessary for lanes $\leq 3.0\text{m}$ wide).
 - **Secondary position:** Cyclists ride 0.5–1.0m from the carriageway edge (possible for lanes $>4.0\text{m}$ wide).

Avoiding Unsafe Overtaking

- 9.16 Traffic management layouts must be designed to minimise the risk of unsafe overtaking of cyclists. Particular care must be taken in determining lane widths, as certain widths can encourage drivers to attempt to overtake where it is not safe to do so.

- 9.17 As a general design principle, works promoters should avoid providing lane widths that create ambiguity for drivers and cyclists, particularly those that may invite unsafe overtaking behaviour. Where such widths cannot be avoided due to site constraints, appropriate mitigation measures must be implemented, such as the use of clear signage (e.g. “Narrow lane - do not overtake cyclists”), speed management, or physical measures to reinforce safe positioning within the lane.
- 9.18 Design decisions should be informed by site-specific risk assessment and reflect recognised national best practice, including guidance set out in LTN 1/20 and the Safety at Street Works and Road Works Code of Practice. The alignment and geometry of the works layout must also be carefully considered, as features such as bends, pinch points, and chicanes can increase risk and must be managed accordingly.

Speed Management

- 9.19 Where narrow lanes prevent safe overtaking, consider reducing speed limits and, if necessary, implementing speed camera enforcement. Temporary speed restrictions should always account for the presence of cyclists (LTN 1/20 suggesting traffic speeds above 20mph are not comfortable for cyclists).
- 9.20 One of the main issues for cyclists at roadworks is that traffic lanes are narrower than usual and often bounded by vertical features such as fencing and bollards. In combination with close overtaking by motor traffic, this can be intimidating. Guidance on appropriate lane widths and associated techniques to help enhance cyclists’ safety can be found below (LTN 1/20):

Lane width	Implications
<3.2m	Consider 20mph speed limit
3.2 to 3.9m	To be avoided
3.9m+	Wide enough for all vehicles to overtake on lower speed roads (20mph)
4.25m+	Wide enough for all vehicles to overtake on higher speed roads

Minimising Disruption

- 9.21 Long stretches of traffic management can be intimidating for cyclists and frustrating for motorists, especially if cyclists are in the primary position. Where possible, provide a protected route. Consider the likely speed of cyclists, affected by gradients, when determining the length of works. Where feasible, phase works to reduce the length of road space occupation and store materials away from high-demand cycle routes.

Barrier Placement

- 9.22 Physical barriers at pedal or handlebar height can be hazardous. Sufficient extra width should be provided to ensure safe clearance for cyclists. Please note many modern E-Bikes have a handlebar width of 0.75m.

Shuttle Working (Stop/Go or Temporary Signals)

- 9.23 Set up to allow cyclists safe passage, with appropriate inter-green times to prevent unsafe interactions with oncoming vehicles. Consider any cycle routes joining within the shuttle area and provide appropriate warning signs.

Convoy Working

- 9.24 The convoy vehicle should travel at the stated speed limit (usually 10mph). Banksmen must ensure all cyclists have cleared the works before releasing the convoy vehicle for the opposing flow, taking into account varying cyclist abilities.

Maintaining Cycle Facilities

- 9.25 Where a cycle lane within the carriageway is obstructed by safety zones or the working area, the facility should be maintained through the temporary works unless a risk assessment deems it unnecessary. In general, if the traffic is low (under 2000 per day or 200 per hour) and speeds are low (20mph) then cycling can continue on the carriageway without special provision (as long as it is safe from works).

Rejoining the Carriageway

- 9.26 Where temporary segregation ends, ensure cyclists can re-join the carriageway safely, with good visibility for both drivers and cyclists. If delineation or segregation is not viable, consider alternative risk mitigation such as hazard warning signs, separating road users by diversion, or speed reduction. Use of a signalled junction and/or speed limit reduction should also be considered.

Managing Access and Egress

- 9.27 Planners should anticipate cyclists entering or exiting between traffic cylinders. Where it is necessary to retain cyclists in a lane or prevent access/egress, continuous barriers are recommended. When specifying arrangements, consider clearance times for cyclists, especially on steep hills. For portable traffic signals, submit drawings and locations for assessment and supply signal timings to the local authority. Otherwise, operate signals as agreed with the authority or in line with the Department for Transport's 'Pink Book'.

10.0 Placement of Skips and Scaffolding on the Public Highway

Legal Requirement

- 10.1 Under Sections 139 and 169 of the Highways Act 1980, any placement of skips or scaffolding on the public highway in Oxfordshire requires prior approval from Oxfordshire County Council. Upon approval, Oxfordshire County Council issues a skip permit or scaffolding licence to the relevant provider, subject to specific terms and conditions

Skips

Permit Application

- 10.2 Only registered skip operators can apply for a skip permit. The builder or householder is not responsible for obtaining the licence. Applications must be made at least five working days before the intended start date.

Placement Conditions

- 10.3 Skips must be placed on the carriageway directly outside the premises specified in the permit.

Skips must not:

- Impede surface water drainage,
- Cause damage to the highway,
- Obstruct access to manholes or statutory undertakers' apparatus.
- Never be placed on pavements or footways.
- Be placed in disabled persons parking bays without prior consent.

Safety Requirements

- 10.4 Skips must be clearly marked and lit for safety, including:
- Reflective markings,
 - Traffic cones,
 - Night-time safety lamps,
 - The name and telephone number of the skip hire company.
- 10.5 If a cycle lane is present, additional traffic management must be implemented to safely divert cyclists around the skip.

Scaffolding

Licence Application

- 10.6 Only registered scaffold companies can apply for a scaffolding licence. Applications must be made at least five working days before the intended start date.

Placement and Safety Conditions

- 10.7 Scaffolding placed on the highway must maintain a safe and accessible pedestrian route at all times, unless a site-specific risk assessment demonstrates that this is not reasonably practicable. The available footway width must be maximised within site constraints, with particular regard to pedestrian flows and the needs of disabled users.
- 10.8 As a baseline expectation, a clear width of 2000mm should be provided wherever feasible. Where this cannot be achieved, a minimum width of 1500mm should be maintained wherever reasonably practicable. Widths below 1500mm must be limited to short sections only and justified through site-specific design and risk assessment. In exceptional circumstances, a minimum width of 1200mm may be tolerated over short distances where no reasonable alternative exists, provided additional mitigation measures are in place.
- 10.9 Scaffolding must be illuminated, clearly signed, and designed to avoid creating hazards or obstructions. Where the footway forms part of a shared pedestrian and cycle route, additional measures must be implemented to safely accommodate both users, such as delineation, alternative routing or traffic management. Access to statutory undertakers' apparatus must be maintained at all times.



11.0 Storage of Builders' Materials on the Highway

Legal Requirement

- 11.1 Under Section 171 of the Highways Act 1980, anyone wishing to store builders' materials (such as bricks, sand, or equipment) on the public highway in Oxfordshire must first obtain a licence from Oxfordshire County Council. You must submit an application to Oxfordshire County Council's Licensing and Streetworks Administration Team, including a sketch plan showing the proposed location of the materials.

Where Materials Can and Cannot Be Stored

- 11.2 Oxfordshire County Council will not grant permission for storage that would obstruct any of these restricted areas. If your preferred location is unsuitable, you must consider an alternative, such as a nearby side road.

- Double yellow lines
- Bus lanes
- Cycle lanes
- Any area subject to a Traffic Regulation Order (TRO)

11.3 Additional Conditions

- All personnel working on or visiting the site must wear high-visibility clothing. The licence holder is responsible for ensuring the safety of all road users and pedestrians.
- You must comply with all conditions attached to the licence, including requirements for fencing, lighting, and safe access.

Contact and Further Information

- 11.4 For more details or to apply, visit the Oxfordshire County Council Temporary Storage on the Highway page.

12.0 Managing Overhanging Vegetation on Public Highways

- 12.1 Overhanging hedges, trees, and shrubs can present significant hazards on Oxfordshire's roads, footways, and cycleways. This is especially true for blind and partially sighted people, but such obstructions can also endanger all pedestrians and cyclists by reducing the usable width of active travel routes and affecting sightlines, particularly on bends.

Responsibilities of Property Owners and Occupiers

- 12.2 If you own or occupy land adjacent to a public highway in Oxfordshire, you are responsible for ensuring that vegetation from your property does not obstruct the highway. This includes any hedge, tree, or shrub that encroaches onto footways, cycleways, or roads.

Legal Powers and Enforcement

- 12.3 Under Section 154 of the Highways Act 1980, Oxfordshire County Council has the authority to serve notice on the owner or occupier of land where overgrown vegetation is causing a danger or obstruction. The notice will require the responsible party to cut back, remove, or otherwise address the issue within 14 days. If the notice is not complied with (or appealed to the magistrate's court), Oxfordshire County Council may carry out the necessary work and recover the costs from the person in default.

Additional Hazards

- Root Growth: Roots from trees and shrubs can disturb the surface of footways and cycleways, creating trip hazards and affecting ride quality.
 - Fallen Leaves: Accumulated leaves, if not swept, can become slippery in wet weather, increasing the risk of slips and skids.
- 12.4 To support Oxfordshire County Council's commitment to active travel, it is essential that maintenance regimes for vegetation are appropriate for the needs of all users. Keeping routes clear and safe helps everyone, especially those with mobility or visual impairments, travel confidently and securely.
- 12.5 For further guidance or to report an issue, please contact Oxfordshire County Council's Highways team.

13.0 Discharge of water onto the public highway

Why is this important?

- 13.1 Water discharged onto the public highway can create significant hazards for all road users, especially during winter. Surface water on footways and roads can freeze, causing slips and skids. Additionally, water running onto salted or gritted roads can wash away de-icing materials, increasing the risk of ice formation.

Legal Responsibilities

- 13.2 Under Section 163 of the Highways Act 1980, it is an offence for an occupier of premises to allow water from roofs or other parts of their property to fall onto people using the highway, or to allow surface water from their premises to flow onto or over the footway or carriageway. Oxfordshire County Council, as the local highway authority, has the power to serve notice requiring the occupier to install and maintain suitable channels, gutters, or downpipes to prevent this. Failure to comply with such a notice is an offence and may result in Oxfordshire County Council carrying out the necessary works and recovering the costs from the responsible party.

Council's Role

- 13.3 Oxfordshire County Council is responsible for maintaining highway drainage and addressing flooding issues on public roads. However, Oxfordshire County Council is not usually responsible for ditches alongside roads; this is typically the responsibility of the adjacent landowner. If water discharge from private property is causing a hazard, Oxfordshire County Council can investigate and take enforcement action if necessary.

Who is responsible?

- Property owners and occupiers must ensure that water from their premises does not discharge onto the public highway.
- Works promoters (such as utility companies or contractors working on the highway) must take measures to prevent water from their activities flowing onto roads, footways, or cycleways.

Reporting Issues

- 13.4 If you notice water discharging onto the highway, you can report it to Oxfordshire County Council using the FixMyStreet online reporting tool. Oxfordshire County Council will investigate and, if appropriate, identify the responsible party and require remedial action.

Further Guidance

- 13.5 For more information on drainage standards and responsibilities, visit the Oxfordshire Flood Toolkit or Oxfordshire County Council's flooding advice page.

14.0 Highway Street Furniture

Legal Duty to Consider Accessibility

- 14.1 Under Section 175A of the Highways Act 1980, Oxfordshire County Council has a statutory duty to consider the needs of blind and disabled people when placing permanent street furniture such as lampposts, bollards, traffic signs, and other apparatus on the public highway. This duty applies across all environments but is especially critical on active travel routes and in areas with high pedestrian footfall.

Design Guidance and Active Travel Considerations

- 14.2 The Active Travel Design Guidance (Section 4.7.6) reinforces this legal obligation by recommending that unnecessary or poorly placed street furniture should be avoided, particularly on walking and wheeling routes. Where street furniture is required, it should be located within a designated street furniture zone, positioned outside the main pedestrian flow to reduce obstruction and improve accessibility.

Balancing Functionality and Safety

- 14.3 While some permanent street furniture e.g. benches and railings can serve as useful navigation aids for blind and partially sighted individuals, problems arise when these features are:

- Overused or cluttered
- Poorly positioned (e.g. in the middle of footways)
- Difficult to detect visually or with a cane.

- 14.4 To support inclusive design, Oxfordshire County Council encourages works promoters and designers to:

- Minimise the use of street furniture on active travel routes
- Ensure high-contrast and detectable features for visually impaired users
- Avoid placing furniture near crossing points, kerb edges, or in narrow footways.
- Ensure access points to active travel routes have a minimum 1.5m gap to ensure clearance for wheelchair users and cyclists, in line with working access control policy

Illegal Signs and Footway Obstructions

Importance of Clear Footways

- 15.1 Maintaining clear and unobstructed footways is essential for pedestrian safety and accessibility, particularly for blind and partially sighted people, wheelchair users, and those with pushchairs. In Oxfordshire, obstructions such as advertising boards (A-boards), goods displays, and unauthorised signage outside shops can pose serious hazards, forcing pedestrians into the carriageway and increasing the risk of injury. Any street furniture or signs, permitted or not should normally leave 2.0m; where this is not achieved it may be

considered an obstruction depending on circumstances. Certain streets may have wider passages defined e.g. 3.0m due to their high pedestrian use.

Legal Framework and Enforcement Powers

15.2 Oxfordshire County Council, as the local highway authority, has statutory powers under the Highways Act 1980 to take enforcement action against unlawful obstructions:

- Section 137: It is a criminal offence to wilfully obstruct the free passage along a highway without lawful authority or excuse.
- Sections 149 and 152: Oxfordshire County Council may remove items causing a nuisance or obstruction and recover costs from the responsible party.

15.3 These powers allow Oxfordshire County Council to remove unauthorised signs, goods, and other items that interfere with pedestrian movement or visibility for motorists.

Planning Regulations for Advertisements

15.4 Under the Town and Country Planning (Control of Advertisements) Regulations 1992, it is an offence to display an outdoor advertisement without the consent of the local planning authority. A-boards and similar advertising signs do not fall under deemed consent categories, meaning they require explicit permission from both the planning authority and the highway authority.

Oxfordshire County Council's Approach

- During inspections, businesses displaying A-boards or other items that obstruct footways may be contacted and asked to remove or reposition them.
- Enforcement may include removal of unauthorised items and recovery of associated costs.
- Oxfordshire County Council may delegate removal powers to **parish, town, or district councils** where appropriate.

Reporting Obstructions

15.5 Members of the public can report illegal signs and footway obstructions using Oxfordshire County Council's FixMyStreet online tool.

Public Transport within the Road User Hierarchy

- 15.6 In line with Oxfordshire's Local Transport and Connectivity Plan (LTCP), public transport is recognised as the third priority within the county's road user hierarchy and forms a key component of sustainable and inclusive travel. While this guidance is primarily focused on walking, wheeling and cycling, works promoters must also consider the role of buses and shared transport in enabling access to employment, education, healthcare and other essential services.
- 15.7 Public transport provides a critical alternative to private car use, particularly for those who are unable to walk or cycle longer distances. As such, disruption to bus services can disproportionately affect vulnerable users and communities.
- 15.8 Works promoters should therefore, wherever practicable:
- Maintain access to bus routes and stops
 - Avoid multiple concurrent works affecting the same corridor
 - Minimise delays that could impact timetable reliability
 - Prevent communities becoming isolated from public transport during works
- 15.9 These principles support Oxfordshire County Council's wider ambition to reduce car dependency and may also assist in demonstrating the wider network impacts of works when developing future policy mechanisms, including lane rental and permit controls.

16.0 Bus Services During Street Works

Maintaining Bus Services: A Local Priority

- 16.1 Sustaining reliable bus services during street works and road works is a key priority for Oxfordshire County Council, reflecting their position within the LTCP road user hierarchy and their role in supporting active and sustainable travel choices. Buses are a vital part of the county's integrated transport system and support active travel by providing essential connections for residents, workers, and visitors. Every effort should be made to keep bus services running with minimal disruption.

Planning and Temporary Measures

- 16.2 Where it is not possible to maintain normal bus operations, the following measures should be considered:
- **Traffic Management Phasing:** Plan works to avoid bus stop closures wherever possible. If a closure is unavoidable, provide clearly signed temporary bus stop facilities nearby.
 - **Retention of Bus Lanes:** Where routes are heavily used by buses, consider maintaining a dedicated bus lane and diverting other motorised traffic instead.

- **Minimising Diversions:** Keep bus diversion routes as short as possible to reduce inconvenience for passengers.
- **Alternative Shuttle Services:** Where standard buses cannot access the works area, provide a shuttle service using smaller vehicles or a short local diversion.
- **Banksman Provision:** Where buses must turn or manoeuvre in restricted areas, provide a banksman to ensure safe operations.
- **Co-ordination of Works:** Where practicable, avoid overlapping works on key bus corridors to allow services sufficient recovery time and maintain timetable resilience

Impact Assessment and Consultation

- 16.3 Works promoters must assess the impact of proposed works on bus journey times and costs to operators. Oxfordshire County Council's Public Transport Team can provide data on expected passenger numbers and help identify the likely impact of any restrictions or diversions. Where significant impacts are identified, mitigation strategies should be agreed in advance with the Council and relevant operators.

Approvals and Legal Requirements

- **Bus Stop and Lane Suspensions:** Separate approvals are required to suspend bus stops or bus lanes. Bus lanes can be suspended via a temporary suspension request to Oxfordshire County Council.
- **Vehicle Access and Swept Path Analysis:** All vehicle types, including buses, must be able to safely negotiate the works site. Oxfordshire County Council may require a swept path analysis, especially for long or articulated vehicles, to ensure minimum width standards are met.

Cost Recovery

- 16.4 Costs incurred as a result of temporary prohibitions or restrictions on traffic, including those affecting bus services, may be recoverable from the works promoter under Section 76 of the New Roads and Street Works Act 1991.

17.0 Surface Quality During Street Works

Prioritising Safety for Pedestrians and Cyclists

- 17.1 Oxfordshire County Council recognises that pedestrians and cyclists are particularly vulnerable to poor surface conditions e.g. icy, uneven, slippery, excessively rough, or planed surfaces, especially where carriageway resurfacing or maintenance is underway. Ensuring safe, accessible surfaces is a key part of Oxfordshire County Council's commitment to active travel.

Risk Assessment for Diversions

- 17.2 When street works require pedestrians or cyclists to be diverted from an active travel route, a **risk assessment must be carried out**. This assessment should ensure that diversion routes do not direct users onto hazardous surfaces, raised ironwork, or areas with poor grip or excessive camber. If signage is used to direct users onto a diversion, the alternative route must be inspected and, if necessary, made safe before it is opened to the public.

Inspection and Repair of Surfaces

- 17.3 Damage to footways and cycleways e.g. potholes, loose materials, or trip hazards, should be identified through Oxfordshire County Council's regular inspection regime. Any defects should be categorised for repair in line with Oxfordshire County Council's maintenance standards. Where immediate repair is not possible, **temporary repairs, signing, and guarding** must be installed to protect users until a permanent fix can be made.

Local Reporting and Response

- 17.4 Members of the public can report surface quality issues on footways and cycleways using the Oxfordshire County Council's FixMyStreet portal. Oxfordshire County Council prioritises repairs that affect vulnerable users or key active travel routes.

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Division(s) affected: Bampton and Carterton South; Brize Norton and Carterton East; Burford and Carterton West;

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

CARTERTON: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposals for 20mph speed limits at Carterton as advertised – except for the lengths of the following roads:**
 - i) **Alvescot Road,**
 - ii) **Black Bourton Road,**
 - iii) **Brize Norton Road,**
 - iv) **Burford Road – north of its junction with Upavon Way, and**
 - v) **Burford Road – south of its junction with Sellwood Drive.**

Executive Summary

- 2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce 20mph speed limits within Carterton replacing existing 30mph limits as shown in **Annex 1**.
- 3. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
- 4. Streets are central to everyday life in Oxfordshire. They play a role in all transport journeys and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety

Corporate Policies and Priorities

5. The proposals form part of the County Council's 20mph transformation programme, as approved at Cabinet.
6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*
 - (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*
 - (3) Healthier Oxfordshire – *"We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices."*

Financial Implications

7. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's 20mph Transformation programme.
8. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Regulatory).

Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

11. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero, and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

13. The proposals have been put forward for road safety reasons, to help better facilitate/manage the existing & proposed 20mph speed limits in the area, and to facilitate future development in the immediate vicinity.

Risk Management

14. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

15. A formal consultation was carried out between 13 August and 12 September 2025 on proposals for a 20mph speed limit on the majority of roads within Carterton, and also the replacement of the current 40mph limit by a 30mph on the southern part of Monahan Way, and the entire length of Norton Way and Carterton Road. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email was sent to statutory consultees & key-

stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, local District Cllr's, Brize Norton Parish Council, Carterton Town Council, and the local County Councillors representing the Bampton & Carterton South, Burford & Carterton West, and Brize Norton & Carterton East divisions.

16. During the course of the formal consultation, 1,046 responses were received via the online survey, with 913 objections (87%), 80 partially supporting (8%), 45 supporting (4%), and 8 not objecting (1%).
9. Those who responded online were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	19 (2%)
Yes – cycle more	9 (1%)
Yes – scoot more	2 (0.5%)
No	952 (91%)
Other	64 (6%)

17. Additionally, a further four emails were received directly, with Thames Valley Police raising concerns based on their stance that 20mph speed limits and zones should be self-enforcing, whilst Stagecoach Bus company did not formally object, they did however suggest that any changes to speed limits that reduce bus journey times, should be offset with bus priority measures elsewhere along the corridor of the service impacted.
18. An email from an individual objected on their view that they would be a waste of time and money, and that lower speed limits may reduce fatalities, but only if people obey them. The County Cllr responsible for the Bampton & Carterton South division objected to the use of 'blanket' speed limit reductions, suggesting that they would however be in favour where speed limits vary according to the nature/environment of the road.
19. The full responses to the above consultation between 13 August and 12 September 2025 are shown in **Annex 2** (separate document) and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.
20. Following discussions in November 2025 with Carterton Town Council and the three County Councillors representing the Carterton area it was agreed to defer consideration of the 20mph speed limit proposals to allow for further local discussion of the preferred scope of this scheme, while also agreeing that

proposals for the 30mph speed limits as included on the consultation on the 20mph limits could be taken forward separately and - following a further consultation on revised proposals for the 30mph limits – the latter were considered and approved at the meeting of the Cabinet Member for Transport on 18 June 2026.

21. Carterton Town Council's response received in May 2026 (available at **Annex 3**) noted that the Town Council recognises that road safety and the implementation of highway speed limits are matters for Oxfordshire County Council as the Highway Authority, and understands that these proposals sit within the wider context of the County Council's Vision Zero approach to road safety, and that while acknowledging the strength of local feeling regarding blanket 20mph measures, the Town Council has agreed to an amended / reduced scheme as shown in **Annex 4** which retains 30mph speed limits on key through-routes, whilst prioritising lower speeds within residential areas and near schools and other sensitive locations.
22. Specifically, in respect of Alvescot Road, the Town Council confirmed that while it wished to retain the current 30mph limit on the main stretch of road they requested the exploration of targeted additional safety measures in the vicinity of the school entrance such as a pedestrian barrier, zebra crossing, and/or an advisory 20mph restriction in that specific location.

Officer Response to Objections/Concerns to the Proposed 20mph Speed Limits

23. The response of Carterton Town Council is welcomed and the proposals as included in the Recommendations above reflect the reduction in the scope of the scheme so as to retain the major roads at 30mph as listed with the exception of parts of these roads adjacent to schools. No further statutory consultation will be required other than for the short length of the B4477 Upavon Way adjacent to Carterton Community College which was not proposed to be reduced to 20mph in the 2025 consultation; this will be carried out as soon as possible with the responses reported to a future meeting as an adjustment to the scheme should it be approved.
24. Officers will liaise with Carterton Town Council in respect of measures on Alvescot Road in the vicinity of the school. Funding has been identified to install a Zebra crossing (for use by pedestrians only) at Alvescot Road. and this will be subject to a separate statutory public consultation process later in 2026.
25. The concerns of Thames Valley Police are noted, and it is accepted that their resources for enforcement are finite and will be prioritised on the basis of collision history and other factors.
26. Similarly, the response of Stagecoach Bus Company requesting bus priority measures elsewhere along the corridor of the service impacted by speed limit changes is noted and that in accordance with the Local Transport and

Connectivity Plan schemes to deliver bus priority are progressed wherever viable and where funding is available.

27. The Coalition for Healthy Streets and Active Travel expressed support for the proposals.
28. A large number of objections were received from members of the public, most of whom were residents of Carterton or nearby villages; the grounds for objection were focussed on the lack of need for any change to the existing 30mph limits other than close to schools, and that 20mph limits were ineffective, can lead to higher pollution, and that there were higher priorities for highway funding, in particular for maintenance.
29. Other concerns included that rather than improve safety 20mph limits led to more traffic incidents and near misses, and also on their impact on those employed as part time fire fighters, who are not exempted from speed limits when travelling to a fire station.
30. Officers confirm that the Council considers objections along the lines of proposals being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant consideration to make amendments to a proposal.

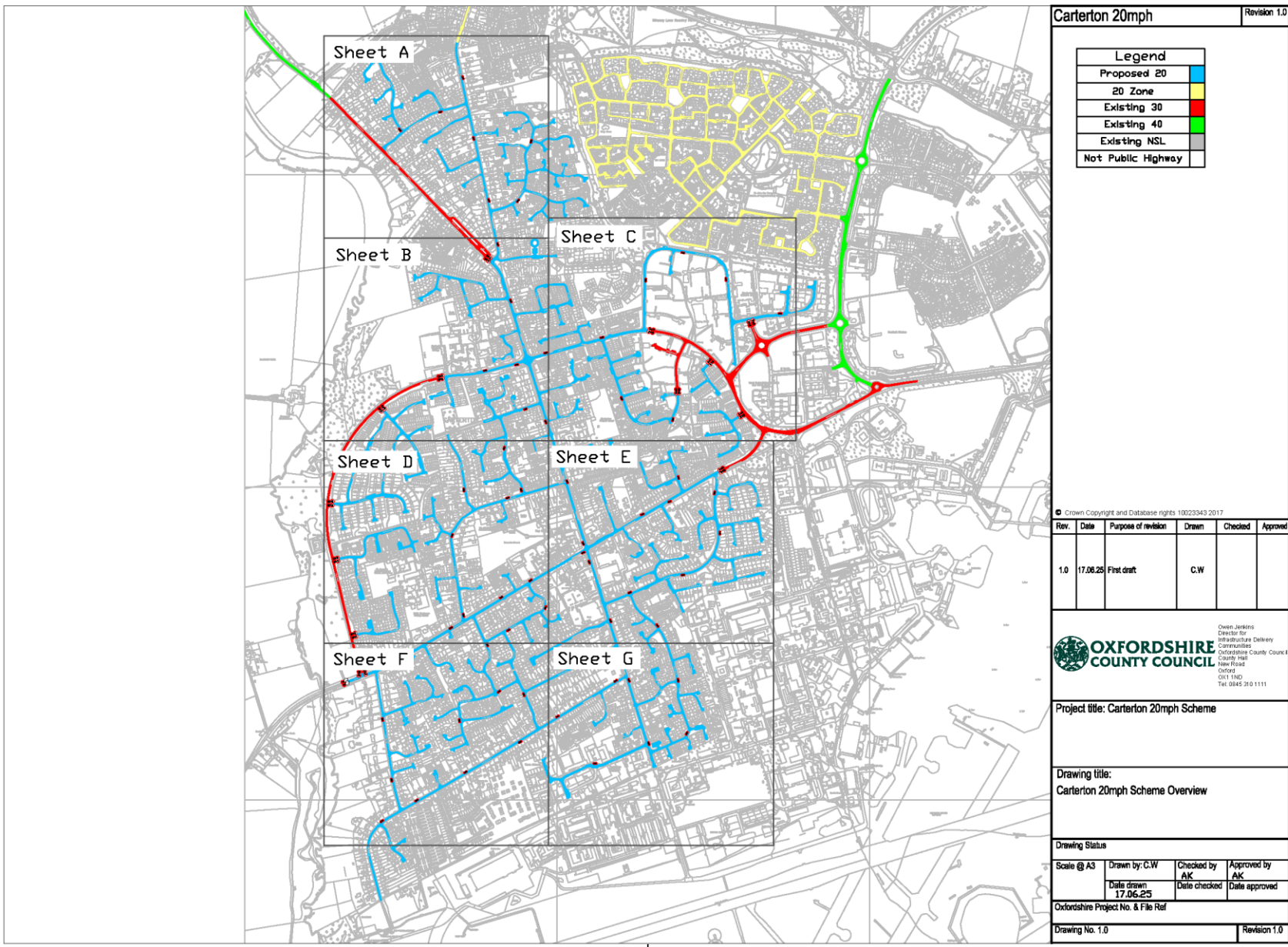
Paul Fermer
Director of Environment and Highways

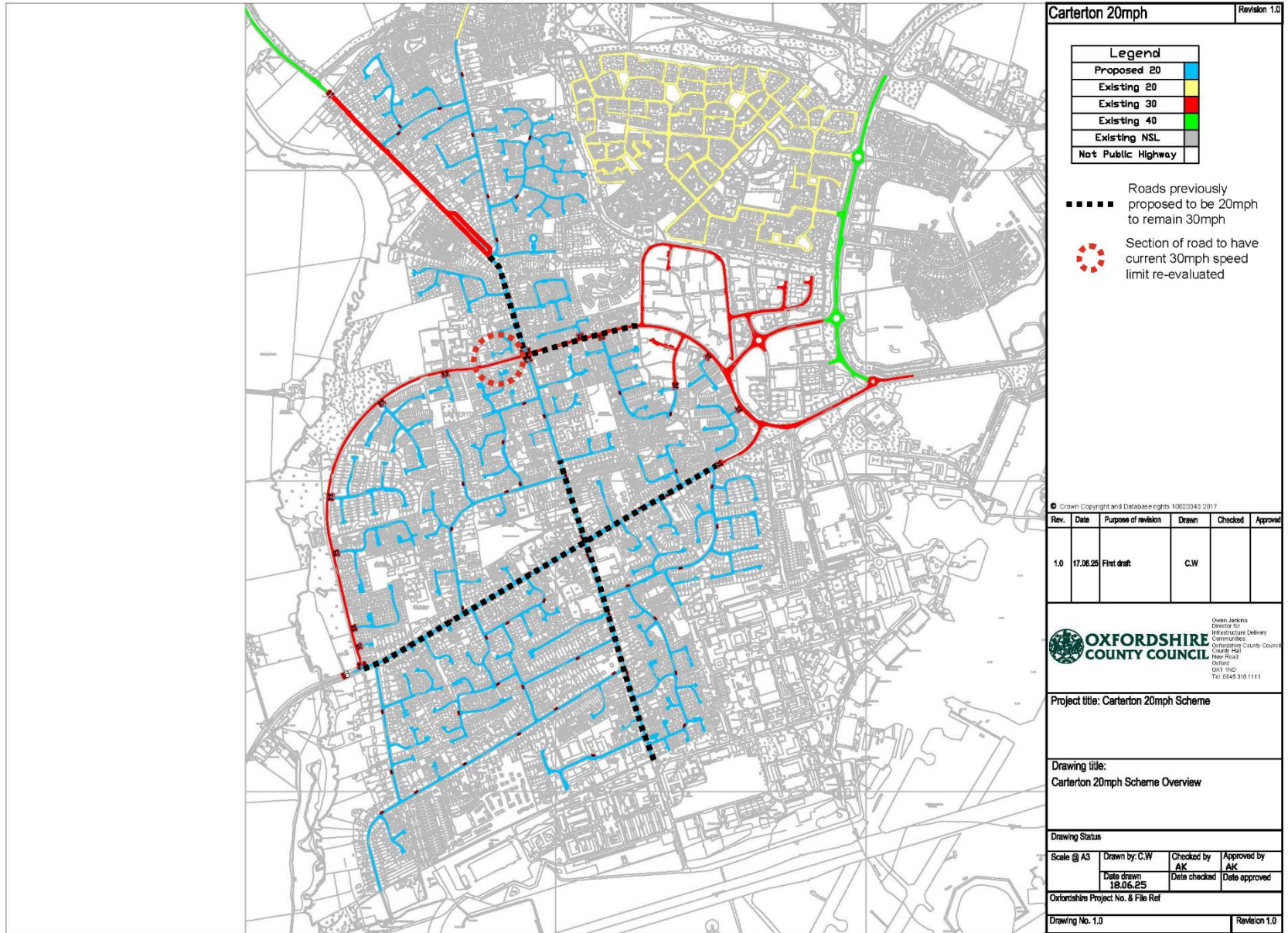
Annex(es): Annex 1: Consultation plan
 Annex 2 (*separate document*): Consultation responses
 Annex 3 (*separate document*): Response of Carterton
 Town Council
 Annex 4: Plan of recommended extent of 20mph limit
 reflecting views of Carterton Town Council

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Anthony Kirkwood (Team Leader – Vision Zero)
 Daron Mizen (Operational Manager – Highway Schemes)

July 2026





A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20/30mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20/30mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function

	• composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing . Carterton Road in particular already benefits from Mobile Enforcement due to poor compliance in the current 40 limit .Reducing it 30 without other measures will make things even worse here. Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(e2) Operations Manager, (Stagecoach Bus company)	No objection – At Stagecoach, our number one priority is safety, and steps that can be taken to improve safety for our passengers and staff are welcomed. Whilst the impacts of singular speed limit reductions can be negligible, the cumulative impact of multiple reductions in speed limits has a detrimental impact to bus journey times. So much so, that in extreme cases, the increase in journey time means that all of the layover that is required to ensure a reliable bus service is lost, and thus requiring the service to either absorb the costs of an additional bus (over £200k per annum) into the cycle, or a reduction in frequency. We have also seen on our networks that increased journey time leads to fewer people travelling sustainably by bus, and encourages more people to travel by car. In turn, this increase in costs and reduction in revenue will lead to a reduction in bus services. We therefore would like to see within any changes to speed limits that reduce bus journey times being offset with bus priority measures elsewhere along the corridor of the service impacted.
(e3) County Cllr, (Bampton & Carterton South)	Object – I am against a blanket reduction of speed limits for the reasons given. Where the limits vary according to the nature of the road I am in favour of them and think they are more effective. If drivers see a change of limit from 30 to 20 for a few hundred yards outside a school or place where there are lots of pedestrians for instance they are more

	likely to see the reason and respect it. Long stretches of straight road with pavements and wide verges, such as the Alvescot Road in Carterton, should not, in my view, be reduced until you get to the area where the shops, medical centre, library etc are. Then it makes sense.
(e4) Email response, (unknown)	Object – The proposed alteration to speed limits within Carterton and Brize Norton are a waste of time and money! I appreciate that lower speed limits may reduce fatalities, but only if people obey them. Many drivers and motorcyclists totally ignore the existing 30 mph signs anyway, they prefer instead to travel at greater velocities, even on side roads - 30 mph is just a passing point on their way up to and back down from 50 mph plus. Nobody enforces the existing limits so who will enforce the proposed new 20 mph limits? If this is the Council's idea to get people onto public transport, unless living in the town centre, most resident only see a bus on Tuesdays, Thursdays and Saturdays, and for a limited time period. - so until the buses run daily and from early morning to late night, covering the whole town, it will not work! I cannot speak for Brize Norton Village. Where there are limited cycle paths within Carterton, the majority of cyclists still use the roads despite the numerous pot holes - Carterton is locally known as CRATERTON because the roads are so uneven including in the few places where they have been "patch repaired! Motorists and cyclists who do obey street signage, are forced to drive carefully and slowly due to the deplorable state of road surfaces, upkeep for which the Council will undoubtedly require even more money! Changes to existing signage will be a waste of financially over stretched Council Tax payers' money, just to appease idealists who have total disregard for public feelings and impose unwanted and costly ideas onto their constituents who, even when they object, seem to be completely ignored!

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Abingdon)	Carterton 20mph speed limit – Object The introduction of 20mph speed zones cause more conflict between road user groups. It is a waste of money. Any monies spent should be on enforcement of current limits. Brize Norton 30mph speed limit – Object This puts into conflict road users, any monies proposed to be spent should be on current speed limit enforcement or road repairs. Travel change: No
(o2) Local resident, (Alvescot, Thorpes Field)	Carterton 20mph speed limit – Object The blanket 20mph limits do not contribute to road safety in my view. They increase frustration and see more people break the speed limit. If the 20 zones were restricted to where necessary then more people would comply and it would improve road safety Brize Norton 30mph speed limit – Object This is an unnecessary expense Travel change: No
(o3) Local resident, (Aston, Cote road)	Carterton 20mph speed limit – Object Accidents, let alone fatalities, are almost non existent for the proposed areas, I don't believe that 30mph is a safety concern Brize Norton 30mph speed limit – Object Again, I believe there are no safety concerns to support a reduction in speed limit for the proposed area Travel change: No

(o4) Local resident, (Aston, Saxel Closr)	Carterton 20mph speed limit – Object Drivers are more distracted, more frustrated. More tailgating, more difficult to deal with cyclists riding in groups. Brize Norton 30mph speed limit – Object There is nothing wrong with the current limits in the area and no evidence to support a change Travel change: Other It can't influence the way I travel as public transport is not an option
(o5) Local Cllr (i.e. Town/Parish/District , (Aston, Bull Street)	Carterton 20mph speed limit – Object The nearby village of Aston (where I chair the Parish Council) underwent an identical process recently. The Parish were deceived. Having been advised by OCC Highways to apply for a blanket 20 mph limit (we had posited a partial implementation) to mitigate consultation costs, with the assurance that we would have the final say (in accordance with OCC policy where the consent of town/parish councils is required). The 'consultation' results (overwhelmingly negative) were ignored. Our submission was lumped together with Bampton and Cllr Gant (Cabinet member for Highways) mandated that the 20 mph limit be imposed. Despite challenging the failure to follow OCC policy and return to us for consent, this was ignored and the next we knew was the arrival of Highways contractors to install signage. Our 2 subsequent written challenges to Cllr Gant personally (hastened by our then county councillor) were simply ignored, and the blanket 20 mph limit remains despite our remonstrations. The alleged improvement in road safety and switch to alternative transport has failed to materialise - as we predicted. It is clear that OCC had already made their mind up and the consultation was a sham. Shoddy, undemocratic behaviour from OCC, compounded by the seeming personal arrogance of Cllr Gant. Whilst not a resident of Carterton, I travel by car through the town and am resigned to the new speed restrictions being imposed irrespective of my views. Whither democracy and due process? Brize Norton 30mph speed limit – Object As above Travel change: No

(o6) Local resident, (Bampton, Fowler close)	Carterton 20mph speed limit – Object Absolutely not needed. This action will increase traffic pollution through Carterton which is bad as it is. There are more than enough speed calming measures within the town to keep the roads safe. Brize Norton 30mph speed limit – Object Again totally not needed. Travel change: No
(o7) Local resident, (Bampton, New road)	Carterton 20mph speed limit – Object 20 mph doesn't reduce accidents, it jsut prompts them! There are so many speed preventions in Carterton and brize norton that work! Brize Norton 30mph speed limit – Object Won't work Travel change: No
(o8) Local resident, (Bampton,)	Carterton 20mph speed limit – Object Awful waste of money. Not enforced. 30mph is appropriate, enforce it. Brize Norton 30mph speed limit – Object As before. Fix the roads and invest in infrastructure rather than wasting money on new limits that don't work Travel change: No
(o9) Local resident, (Bampton, Primrose lane)	Carterton 20mph speed limit – Object We don't need 20min speed limits as a blanket policy.

	Brize Norton 30mph speed limit – Object The roads this is proposed on have little to no housing there is no reason to reduce them to 30 Travel change: No
(o10) Local resident, (Bampton, Queens Crescent)	Carterton 20mph speed limit – Object Carterton already struggles enough with traffic flow in the mornings and the afternoons Brize Norton 30mph speed limit – Object It already takes a long time to get through brize norton Travel change: No
(o11) Local resident, (Bampton,)	Carterton 20mph speed limit – Object It is already impossible to ho faster than this as so many parked cars and timms yard traffic. These cause more of a danger and risk of accident than 30mph Brize Norton 30mph speed limit – Object Reficulous work of people who are probably retired and can potter about not a hard working single mother of 3 trying to get to work kids to school etc Travel change: No
(o12) Local resident, (Black Bourton, Black Bourton)	Carterton 20mph speed limit – Object Not needed. The money needs to be spent on rosd repairs. Brize Norton 30mph speed limit – Object Not needed and a waste of money. So many roads in and around Carterton are in desperate need of repair. Travel change: No

(o13) Local resident, (Black bourton, Burford rd)	Carterton 20mph speed limit – Object 20mph is pointless Brize Norton 30mph speed limit – Object Pointless Travel change: No
(o14) Local resident, (Brize, Stanmore Crescent)	Carterton 20mph speed limit – Object When there are 20mph limits on long, straight roads it is ridiculous. You crawl along creating more emissions than if you were to travel 30. There are always going to be people who break speed limits and instead of putting traffic lights on roundabouts and 20mph limits we should be encouraging people to engage with their environment rather than a government limit. Limits and lights create brain dead individuals who don't have to think or react any more. Brize Norton 30mph speed limit – Object When there are 30mph limits on long, straight roads it is ridiculous. You crawl along creating more emissions than if you were to travel 30. There are always going to be people who break speed limits and instead of putting traffic lights on roundabouts an Travel change: No
(o15) Local resident, (Brize, Witney Road)	Carterton 20mph speed limit – Object It is stupidly slow. Like the destruction of Witney, this is all about LibDem Gant's loony anti car agenda. Transport in West Oxfordshire is already grindingly annoyingly slow. People need to drive at the appropriate speed for the prevailing conditions, not at stupidly slow speeds. Brize Norton 30mph speed limit – Object It is a sodding main road. No need for the 30s. Travel change: Other I'll drive more just to piss off idiot Gant.

(o16) Local resident, (Brize, South mere)	Carterton 20mph speed limit – Object Unnecessary and complete waste of money Brize Norton 30mph speed limit – Object Pointless waste of money Travel change: No
(o17) Local resident, (Brize Meadow, Miles Drive)	Carterton 20mph speed limit – Object Would increase congestion in an already crowded town centre. Would impact public transport as the busses would take longer to get to they're destination and people might be more willing to drive where they can control the speed they travel at. Increase in road rage as people who already keep to the speed limit are bullied for not going over it by hot headed drivers. Brize Norton 30mph speed limit – Object I believe the the 40MPH speed limit is fine for the roads and there is plenty of other problems to be sorted before the speed limit needs changing Travel change: No
(o18) Local resident, (Brize meadows, Britius road)	Carterton 20mph speed limit – Object Does not contribute to safety, people who speed will not care and continue to speed. It will only impede drivers who drive sensibly, by creating more traffic Brize Norton 30mph speed limit – Object Same reason as before. Won't stop people who speed, only annoy drivers who don't. Travel change: No

(o19) Local resident, (Brize Norton, Parker Close)	Carterton 20mph speed limit – Object Waste of money Brize Norton 30mph speed limit – Object Waste of money and traffic disruption Travel change: No
(o20) Local resident, (Brize Norton, Archer Place)	Carterton 20mph speed limit – Object 20mph limits are too slow and unnecessary. Very few drivers adhere to them. Brize Norton 30mph speed limit – Object There is no need to continually make drivers slow down. Travel change: No
(o21) Local resident, (Brize Norton, Bellenger way)	Carterton 20mph speed limit – Object Slowing traffic down in a already dense area will back traffic up causing more congestion. Brize Norton 30mph speed limit – Object I believe the current speed limits round here are already working. Why fix something that isn't broken Travel change: No
(o22) Local resident, (Brize Norton, Britius Road)	Carterton 20mph speed limit – Object It is a total waste of money and will only destroy the area without any benefits as no one will respect the 20 mph. Brize Norton 30mph speed limit – Object Same as the previous response. Total waste of money. Travel change: No

(o23) Local resident, (Brize Norton, Brize Norton)	Carterton 20mph speed limit – Object 3. I would understand 20mph near schools, but on main roads and A/B roads it increases pollution into the environment, and is far more dangerous than the existing 30/40mph in place. People are speeding because believe it or not it was once considered an offence to drive too slow for good reason; and whilst I appreciate this is likely being done to increase spend/tax income on petrol/fine charges, or perhaps it's to control where and how we travel, but it comes at the expensive of putting people's lives at risk. It really is ridiculous to be ignoring very clear public objection to this, and ignoring the pandemic of pot holes and lack of connecting roads to both sides of A40, with hundreds of new homes in the area. Brize Norton 30mph speed limit – Object As previously stated I believe this move is putting far more people and children at risk on our roads, and dangerous. When the speeds were set by the Road Traffic Act 1934 there was actual testing and research done to identify that 30mph appropriate for b Travel change: No
(o24) Local resident, (Brize norton, Browns field way)	Carterton 20mph speed limit – Object 20MPH is way to slow for a vehicle its not easy to stay at that speed Brize Norton 30mph speed limit – Object No need to change, no accidents reported Travel change: No
(o25) Local resident, (Brize Norton, Browns Field Way)	Carterton 20mph speed limit – Object Absolute waste of money, the only people to acknowledge and comply with them is the ones already complying with the current limits. Better off spending money on road repairs and more police to catch the irresponsible drivers performing doughnuts in parking areas late at night. Brize Norton 30mph speed limit – Object

	See previous response waste of money and effort Travel change: Other Avoid it, causes too many people to get impatient with me as I'm complying with the speed. I can't be bothered getting in to altercations with idiots.
(o26) Local resident, (Brize Norton, Carterton)	Carterton 20mph speed limit – Object Fix the potholes. 20mph is too slow and creates solution due to drivers being in a lower gear Brize Norton 30mph speed limit – Object Fix the potholes. 20mph is too slow and creates solution due to drivers being in a lower gear Travel change: No
(o27) Local resident, (Brize Norton, Carterton Road)	Carterton 20mph speed limit – Object Reduction to 20mph on main roads will increase frustration of locals due to increased driving times. All the main roads are more than wide enough with good footpaths to support the existing limits. Brize Norton 30mph speed limit – Object As before, the location for proposals gives no benefit or reduced risk, especially on Carterton Road given the new footpaths linking Mary Ellis country park, diverting foot traffic from Carterton Road Travel change: No
(o28) Local resident, (Brize Norton, Chestnut Close)	Carterton 20mph speed limit – Object As in other areas a blanket approach is inappropriate, the restriction for example in Brize Norton is a good idea in the village narrow streets. This does not correspond to Monaghan Way which is wider, with verges and pavements. Brize Norton 30mph speed limit – Object Width of road and verges and pavement is wide enough to support current speed levels. Travel change: No

(o29) Local resident, (Brize Norton, Elm Grove)	Carterton 20mph speed limit – Object It is totally unnecessary to reduce speed limit to 20. A waste of money that could be utilised elsewhere particular on the condition of our roads. Brize Norton 30mph speed limit – Object As before - unnecessary and a waste of funds. Travel change: No
(o30) Local resident, (Brize Norton, Faulkner Place)	Carterton 20mph speed limit – Object There is little evidence that there are issues with speeding in the area. What there is evidence of is vehicles being damaged by poor road conditions that are more likely to cause an accident and financial hardship to local motorists who have to repair vehicles. Oxfordshire County Council continue to focus spending on insignificant matters without sorting out issues that continue to effect the communities you are supposed to serve. The can't park and can't ride at Eynsham is a similar waste of money that nobody has been held to account for. That is why I object to the cost of firstly this consultation which is likely costing thousands and the all of the changes that would be required to signage for little benefit. Brize Norton 30mph speed limit – Object Similar to previous comments regarding Carterton. Travel change: No
(o31) Local resident, (Brize Norton, Miles Drive)	Carterton 20mph speed limit – Object The change to 20mph is a huge cost in changes to the road, travel time and emissions, with no evidence that proves it reduces accidents. The mass rollout of 20mph zones in wales cost millions and has seen a huge backlash, with very little support. The use of a 20mph zone around schools, play parks and hospitals is sensible. A blanket reduction does not. If drivers do not understand the logic behind why they are being asked to drive slower, they won't do it, and the whole process becomes a huge waste of taxpayers money.

	Brize Norton 30mph speed limit – Object Same reasons as above. There is no logic to the reasoning behind why drivers would be driving slower, if there is no logic behind it and drivers cannot understand why they are being asked to drive slower (schools, hospitals, etc) then it will not be abide Travel change: No
(o32) Local resident, (Brize norton, Miles drive)	Carterton 20mph speed limit – Object There is pedestrian aereas to be crossed there is no need for it Brize Norton 30mph speed limit – Object Pedestrian signs are available for a reason Travel change: No
(o33) Local resident, (Brize Norton, Millis Road)	Carterton 20mph speed limit – Object Builds up more traffic having lower speed limits. How many serious crashes/accidents have occurred due to the speed limit? We have plenty of other measures in place which include, traffic lights, roundabouts and speed bumps. Brize Norton 30mph speed limit – Object Same reason as before. Builds up more traffic having lower speed limits. How many serious crashes/accidents have occurred due to the speed limit? We have plenty of other measures in place which include, traffic lights, roundabouts and speed bumps. Travel change: No
(o34) Local resident, (Brize Norton, Moat Close)	Carterton 20mph speed limit – Object There are already enough speed restriction tools in and around Carterton/Brize Norton. The existing 30mph limits are more than sufficient. There is usually so much traffic that you are unable to do 30mph anyway. Maybe fix the roads first and spend the money where it's needed most.

	Brize Norton 30mph speed limit – Object I object to this as it has been implemented in Brize Norton and is just a waste of time and money. We have speed humps and Road narrowing and now a 20mph limit. It's a waste of money, fix the roads first they are an absolute disgrace. Adhering to a 20mph Travel change: No
(o35) Local resident, (Brize Norton, Parker Close)	Carterton 20mph speed limit – Object 20mph is not necessary in the majority of areas, with the exception outside schools or perhaps in particularly built up areas like Shilton Park or Brize Meadow. Witney has shown 20mph limits do not work! Brize Norton 30mph speed limit – Object No need for a main road in/ out of the town to be reduced to 30mph Travel change: No
(o36) Local resident, (Brize Norton, Price Close)	Carterton 20mph speed limit – Object No evidence of RTAs to support the need for this - money this will cost could be put to better use. Brize Norton 30mph speed limit – Object There are already traffic calming measures in the area Travel change: No
(o37) Local resident, (Brize norton, Private)	Carterton 20mph speed limit – Object I don't agree that all roads that have speed limit changes indicated require them. Fully agree outside schools and in the direct town centre but feel this is too far. 40mph to 30mph changes I also do not agree with. With regards to Monaghan way. Increased viability by removing vegetation on the roundabout that's left to overgrow and blocks the view for cars and pedestrians and the obstructive blue sign would be useful.

	Brize Norton 30mph speed limit – Object See previous point Travel change: No
(o38) Local resident, (Brize Norton, Station Road)	Carterton 20mph speed limit – Object I want to see evidence that this will make the roads safer. I believe it causes motorists frustration, thereby likely to attempt for example dangerous overtaking manoeuvres on vehicles observing the low speed limit Brize Norton 30mph speed limit – Object I want to see evidence that this will make the roads safer. I believe it causes motorists frustration, thereby likely to attempt for example dangerous overtaking manoeuvres on vehicles observing the low speed limit Travel change: No
(o39) Local resident, (Brize Norton, Station Road)	Carterton 20mph speed limit – Object I don't see any reasonable justification made for further speed limit reductions on these roads. The previously implemented 20mph limit on Carterton Road is fine, but combined with the chicane makes traffic build up down that road awful and is probably more dangerous than if it were not there. Spend our ever increasing council tax money on fixing the roads and other things people actually want before doing anything else. Brize Norton 30mph speed limit – Object See previous comments. Travel change: No
(o40) Local resident, (Brize Norton, Timms Lane)	Carterton 20mph speed limit – Object Multiple flawed reasons from a council that seems to have an abject hatred of people that need to use a car to get to their destination. As a cyclist all the 20mph limit will do is see more people breaking an unnecessary law. In order to get more people using an alternative method of transport you should repair the road surfaces and pavements to make them more usable. I feel bad having to move in to the middle of a lane to avoid the plethora of road damage and slow

	cars down. This suggestion is not only a waste of money but a fundamental misunderstanding of road user requirements and behaviours. Almost as stupid as not building a direct slip road on to the A34 from the A40, something that would remove queues, increase air quality and save local users time on their commute. The centre of Carterton has three supermarkets, who will switch to cycling, walking or scooting with their weekly shop. It's the main way in and out of a military base supporting just shy of 10000 employees, many of whom commute to work in their car. As a council, you lot could not be more disillusioned. Brize Norton 30mph speed limit – Object Multiple flawed reasons from a council that seems to have an abject hatred of people that need to use a car to get to their destination. As a cyclist all the 20mph limit will do is see more people breaking an unnecessary law. In order to get more people u Travel change: No
(o41) Local resident, (Brize norton, Witney road)	Carterton 20mph speed limit – Object They are absolutely pointless and cause more unnecessary traffic, and annoyance amongst road users. Brize Norton 30mph speed limit – Object Again completely pointless. Travel change: No
(o42) Local resident, (Brize Norton, Bellenger way)	Carterton 20mph speed limit – Object It's a waste of money and as shown in Witney it has no positive effect. It's creates more congestion and therefore more pollution. I really hope the council doesn't waste money on this when it could be spent on maintaining the roads that as currently awful around Carterton. Brize Norton 30mph speed limit – Object Theres been no evidence of accidents due to the current speed limit. It would only congest the village further. Travel change: No

(o43) Local resident, (Brize Norton, Castle Mews)	Carterton 20mph speed limit – Object This is a complete waste of council money and time. Most cyclists can travel between 17-22mph reduce the speed limit it makes it harder to pass safely. The damage caused to cars stuck in a lower gear than if travelling at 30 increases fuel burn and in turn increases pollution. I have one option for a route to work and do cycle during summer 20 mph is ridiculous Brize Norton 30mph speed limit – Object Again the 40 has been in place for multiple years why change something that works so some [REDACTED]ing clown can say they implemented a change during their tenure as a Cllr Travel change: No
(o44) Local resident, (Brize Norton, Chichester Place)	Carterton 20mph speed limit – Object Having a a blanket 20mph has been proven in Wales that it just doesn't work. The whole point of the 20mph is that it is used in high risk areas, like school etc. Human nature will be that people will just ignore the speed limit in total, as most of the vans going through Brize Norton. I regularly walk along Brize Norton road and as always some drivers drive faster than the 40mph, but in general there is no problem with the 40mph speed limit. Do we really want to bring everything to a snails pace, car's are now much safer both for drivers and pedestrians. The higher risk to me is the so called calming measures that seem to make drivers speed up to try and get through. Brize Norton 30mph speed limit – Object As previously stated, nobody will stick to it, because there is no need. Travel change: No
(o45) Local resident, (Brize Norton, Daubigny Mead)	Carterton 20mph speed limit – Object Compete waste of money. Brize Norton 30mph speed limit – Object Waste of money

	Travel change: No
(o46) Local resident, (Brize Norton, Daubigny Mead)	Carterton 20mph speed limit – Object Ridiculous and unnecessary, I don't think it makes people drive safely. I have seen more and more people taking people over in towns and even villages, tailgating and go faster in frustration which in turn is more likely to cause an accident and therefore defeats the point. What a waste of time and money when there is no issue with 30mph. Brize Norton 30mph speed limit – Object Unnecessary and ridiculous. It does not make people drive more safely. If anything it causes more risk, I have seen many people in 20mph zones in local towns and even villages over taking People driving 20mph because people driving too slow, tailgating Travel change: No
(o47) Local resident, (Brize Norton, Squires close)	Carterton 20mph speed limit – Object Because it's a waste of petrol and a waste of peoples time when in a hurry causes even more congestion and why try and fix something that's not broken it's absolutely ridiculous Brize Norton 30mph speed limit – Object Because it's fine the way it is and shouldn't change Travel change: No
(o48) Local resident, (Brize Norton, Station Road)	Carterton 20mph speed limit – Object The current speed limits are working peef3xtly fine - they dont need to change Brize Norton 30mph speed limit – Object The current speed limit is working just fine - leave it alone Travel change: No

(o49) Local resident, (Brize Norton / Carterton, Bellenger Way)	Carterton 20mph speed limit – Object Traffic is already dense without slowing it further at peak time. Smile crossings are already provided by means of traffic lights and pedestrian crossings. Schools should be equipped with safe crossings around school areas by means of crossing wardens . Brize Norton 30mph speed limit – Object This main thoroughfare is the main route around the town / townland which needs a means of flowing traffic. Reducing the speed limit will back further traffic up when the aim is to divert traffic quickly. Again ample safe crossing points / traffic calming Travel change: No
(o50) Local resident, (Broadwell,)	Carterton 20mph speed limit – Object Unnecessary and a waste of money. Fix the potholes and terrible quality of road surfaces instead. Or make the roads safer where accidents actually happen regularly like by the Cotswold Wildlife Park. Brize Norton 30mph speed limit – Object Unnecessary waste of money. Fix the local potholes instead. Travel change: No
(o51) Local resident, (Burford, High street)	Carterton 20mph speed limit – Object They cause more pollution and don't solve the problems you say they do. Brize Norton 30mph speed limit – Object Not needed just educate drivers about not exceeding the limit Travel change: No
(o52) Local resident, (Carterton, Burswin road)	Carterton 20mph speed limit – Object .

	Brize Norton 30mph speed limit – Object . Travel change: No
(o53) Local resident, (Carterton, Brize Norton road)	Carterton 20mph speed limit – Object Roads and surrounding area is not congested enough to warrant. Pavements are large and public insulated from road dangers Brize Norton 30mph speed limit – Object Same as prior Travel change: No
(o54) Local resident, (Carterton, Ash field road)	Carterton 20mph speed limit – Object It's another way of the council getting out of fixing the potholes Brize Norton 30mph speed limit – Object As already stated Travel change: No
(o55) Local resident, (Carterton, Abingdon Road)	Carterton 20mph speed limit – Object The current speed limit is absolutely fine. There isn't a safety need for a slower speed limit and I would like to be provided data for air quality if that is the reason. Brize Norton 30mph speed limit – Object Absolutely no reason to slow this road. Travel change: No

(o56) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – Object Waste of money, time and effort - have family in swansea where this was tried, cost millions, and the Police said it couldn't be Policed and now being changed back at a cost of more millions - no real evidence to support that the reduction of speed will benefit the community or reduce accident rates. OCC councillors should stop meddling in places they don't live on the whims of the few ! Redirect the funds to fixing the roads which are In dire need of repair !! Brize Norton 30mph speed limit – Object It doesn't work !! It can not be Policed ! There is no real evidence to support it will reduce accident rates. We haven't got enough Police as it is !! Whats next average speed cameras on every road ! (To get back the waste of money this proposal is !) OC Travel change: No
(o57) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – Object There is no need to make Carterton a 20 Zone unless it's outside of a school, and only in school times. The roads here are not dangerous for pedestrians or cyclists. It is a waste of our tax payers money putting up signs when the road surfaces are so appalling. If the council would like to improve safety, Perhaps try fixing the pot holes and invest in the roads instead. If the council does have money to burn please let me know as I'm sure we as a community would come up with ideas that would benefit all instead. Brize Norton 30mph speed limit – Object Not a dangerous road. Absolutely no need for it. Travel change: No
(o58) Local resident, (carterton, alderley close)	Carterton 20mph speed limit – Object reducing the speed limit will cause more traffic as well as being an inconvenience for all, the reduction is not needed Brize Norton 30mph speed limit – Object not wanting carterton speed limits to be reduced

	Travel change: Other going into town less
(o59) Local resident, (Carterton, Alvescot)	Carterton 20mph speed limit – Object Complete waste of time and money. Another way to collect more money in fines. Look at what is happening in Wales. Brize Norton 30mph speed limit – Object A complete waste of time and money. Travel change: No
(o60) Local resident, (Carterton, Alvescot Road)	Carterton 20mph speed limit – Object This is a complete waste of tax payers money. Most of our roads are in a poor state with pot holes and ridges that ruin vehicle tyres. 20mph is ok around schools and other areas where restrictions are necessary but don't keep penalising the motorist for just wanting to get on with their day. If our roads were in better condition traffic would flow smoothly resulting in less hold-ups. Cycle lanes on roads that are too narrow is another nonsense! Cyclists often have to ride in the middle of the road further holding up traffic, because the area designated as a cycle lane is often in a bad state of repair. I have actually seen a road worker painting a white line for a cycle lane over a pothole. What stupidity!! With regard to road speed, most sensible motorists will adhere to the speed limit. There will always be a few hot heads including drunks and drug drivers who will break the law what ever limits are imposed. Speed cameras will catch those who can't behave. It feels as though we are all being punished for the sake of a few. With regard to pollution, we have the county's largest Air Base next door belching out tonnes of emissions on every flight. We now drive unleaded and electric vehicles so road traffic emissions are lower than ever. Driving at slower speeds labours car engines causing more pollution and the slower the traffic the more fumes build up. I've noticed a marked increase in the air quality on my street at certain times of the day because of the number of vehicles idling in the traffic queue. This is also a reflection on the amount of house building in this area which has doubled the population in 20 years and significantly increased the traffic volume. We are no longer a rural town, we are fast becoming a sprawling metropolis. But I know the decision to implement these road speed changes will go ahead as the decision has already been made! I don't expect my ranting will make the slightest difference, but you did invite comment!!

	The first three letters of consultation are CON. The public pay for these CONs with their taxes!! Brize Norton 30mph speed limit – Object The roads you are proposing to reduce to 30mph that are currently 40mph coming in and out of Carterton e.g. the far end of Monaghan Way should remain as 40mph. One area which did not appear to be included on your “road map” is the junction of Alvescot Ro Travel change: No
(o61) Local resident, (Carterton, Alvescot Road)	Carterton 20mph speed limit – Object The existing speed limits are perfectly suited to the free movement of traffic through the area. Where are the injuries/ fatalities evidence to support the proposed changes. The few idiots who may speed will do so whatever speed limit is proposed - it's a flawed world we now live in and no one can make it 100% safe however much we can try. We would all agree 20 mph around schools BUT what happened to the ‘pragmatic speed’ approach- for example Alvescot Road -at school times there used to be a crossing patrol lady who switched on 20mph signs at the appropriate time and safely crossed parents and children. Brize Norton 30mph speed limit – Object Do not see any need to change a perfectly reasonable limit - perhaps the expense needed to change could be spent on repairing the roads? Travel change: No
(o62) Local resident, (Carterton, Appleford Drove)	Carterton 20mph speed limit – Object Completely unnecessary and a waste of money Brize Norton 30mph speed limit – Object Unnecessary and a waste of money Travel change: No

(o63) Local resident, (Carterton, Arkell Avenue)	Carterton 20mph speed limit – Object Makes the roads more dangerous. Nobody sticks to them. Brize Norton 30mph speed limit – Object Wasting more of our taxpayers money on changing speed limits that don't need changing Travel change: No
(o64) Local resident, (Carterton, Arkell Avenue)	Carterton 20mph speed limit – Object This is pointless, people will continue to drive at 30mph because that is SAFE. 20mph increases car fumes, takes longer to get anywhere and causes more traffic, it is a joke of a suggestion. Brize Norton 30mph speed limit – Object Pointless. I don't think in my 30 years of living in the area has there been an incident with the speed limit being 40mph so what would be the point in reducing it other than to piss off local residents Travel change: Other I will not drive at 20mph
(o65) Local resident, (Carterton, Arkell avenue)	Carterton 20mph speed limit – Object My response to this is objecting this proposal due to a very small number of collisions that have been occurred on these roads in Carterton meaning that the speed limits in place already does not cause any problems. Another reason for my objection is that for any local residents who live in Carterton and give up there time to work within the local community for the public's services eg. police, fire service and ambulance service, this proposal meaning that this new speed limit change will therefore higher the response time for responding to emergencies in and around the local area of Carterton. This could also lead to worsening of incidents that are occurred where as, if it was to stay the same this would then pose less of a risk for incidents protracting rapidly. As far as I am aware there has been lots of incidents in Carterton which have needed public service intervention as quickly as possible. To conclude my objection in my opinion I belive that this proposal should not go ahead.

	Brize Norton 30mph speed limit – Object This also relates to my previous objection in the first question. Travel change: No
(o66) Local resident, (Carterton, Arkell gardens.)	Carterton 20mph speed limit – Object 20 mph INCREASES pollution... It also increases traffic. 20mph on a school road yes, else where definitely no. Brize Norton 30mph speed limit – Object There are parked cars all along that road, and speed humps, there is zero need to implement a 20mph zone Travel change: No
(o67) Local resident, (Carterton, Ash Avenue)	Carterton 20mph speed limit – Object It is a hassle for business..most people don't even stick to the 20mph speed limit. When was the last road accident in carterton? Brize Norton 30mph speed limit – Object Same reasons I stated before Travel change: Other I'll drive exactly the same amount.
(o68) Local resident, (Carterton, Ashdeane)	Carterton 20mph speed limit – Object Waste of our money putting in speed restrictions where speed is not the cause of any historical accidents. Brize Norton 30mph speed limit – Object Spend money on fixing the roads to make them safer. Not restrictions where they are not needed. Travel change: No

(o69) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – Object Object, waste of money and not needed. How many accidents have there been? How many fatalior incidents that are life changing to support this? Brize Norton 30mph speed limit – Object Adequate drossings, again, number of injuries to warrant this? Travel change: No
(o70) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – Object we do not need this all we need is speed cameras ,might even get money out of it ,will create more polution,nobody tells you this do they Brize Norton 30mph speed limit – Object We do not need this just speed cameras might even get paid for this Travel change: No
(o71) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – Object Pot holes keep the speed down Brize Norton 30mph speed limit – Object No one keeps tap it Travel change: No
(o72) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – Object Complete waste of money, which would be better off spent resurfacing roads.

	Brize Norton 30mph speed limit – Object Again, waste of money. I'm not aware of any accidents that reducing the speed limit would prevent going forwards Travel change: No
(o73) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – Object No need to change speed limits from what they are, total waste of money! There is no reason whatsoever to lower them except to punish the motorist, people will not change their mode of transport because of lowering speed limits. Repairing the roads would be a better way to spend the money. Brize Norton 30mph speed limit – Object Same as reason given before. No accidents along that stretch of road. No need to change. People will just be sat in cars longer causing more emissions. Travel change: No
(o74) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – Object This has been proven not to work. Drivers won't listen to it and it won't be enforced. Money can be better spent filling in the craters on Upavon Way Brize Norton 30mph speed limit – Object Same as previous Travel change: No
(o75) Local resident, (Carterton, Ashfield road)	Carterton 20mph speed limit – Object Local speed limits are never enforced Brize Norton 30mph speed limit – Object Road calming measures such as speed bumps cameras are much more effective in slowing down all traffic Travel change: No

(o76) Local resident, (Carterton, Barewood Avenue)	Carterton 20mph speed limit – Object The 30 Mph speed limit has been in place since 1935 and since then the braking distance of vehicles has improved significantly, I fail to see how reducing the speed limit by 1/3 is suddenly deemed necessary for the safety of pedestrians. The only reason I can see why this is being proposed is for the same reason pedestrians now have priority at junctions, this generation of people who are glued to their phones/electrical devices and are not aware of their surroundings are putting themselves in danger which in due course the government seems obliged to introduce new laws to protect them by penalising others rather than the individuals themselves. Perhaps instead of introducing a 20 mph limit for motorists the pedestrian should be penalised for undue care and attention if they cause an incident due to their reckless actions. This study available on the government publications library https://assets.publishing.service.gov.uk/media/5bf2bab940f0b6078acc6f4d/20mph-headline-report.pdf Shows that across the 12 schemes studied only one had a potential impact on increasing pedestrian safety, however that area already had a high incident ratio in comparison to the others, the other 11 areas had an inconclusive result in the study as it was impossible to determine if it had increased or decreased the number of incidents between vehicles and pedestrians. Studies have also shown that by reducing the speed limit causes an increase in pollution as vehicles are required to run in a lower gear for a longer period of time. Both CO2 and NOX are higher at 20 mph and to then compound this you are driving for a longer period of time expelling these additional toxins. For reference see the Transport for London study Pg's 17 onward https://content.tfl.gov.uk/london-exhaust-emissions-study-developing-a-test-programme.pdf To that end I strongly object to reducing the speed limit as pollution levels will rise for no evidence of pedestrians being safer, secondly when I drive through 20 mph zones I find myself concentrating more on my speed than my surroundings, therefore endangering pedestrians more than if I am travelling in a 30 mph zone, where my vehicles are easier to control as they are in a higher gear so throttle modulation is easier as the car does not want to accelerate as easily. Brize Norton 30mph speed limit – Object The 30 Mph speed limit has been in place since 1935 and since then the braking distance of vehicles has improved significantly, I fail to see how reducing the speed limit by 1/3 is suddenly deemed necessary for the safety of pedestrians. The only reason I Travel change: No

(o77) Local resident, (Carterton, Barwood Avenue)	Carterton 20mph speed limit – Object My experience of travel in Wales and Central London is that it causes frustration and wastes otherwise productive time. It appears to be an expensive initiative using funds that could be much better used elsewhere, or incorporated into better road design. Brize Norton 30mph speed limit – Object Unnecessary. Already reduced speed limits on the roads with built-up areas. Travel change: No
(o78) Local resident, (Carterton, Bellenger way)	Carterton 20mph speed limit – Object 20mph zones often encourage drivers to switch off mentally, because the speed feels unnaturally slow compared to the road environment. Instead of paying more attention, drivers look at their phones, fiddle with the radio, or zone out which is worse for vulnerable road users like bikers, cyclists, and pedestrians. I may also add this is the wrong way to go about safety if that's the concern actual safety comes from driver engagement and road design (clear sightlines, crossings, proper lighting, resurfacing) not arbitrarily low limits. Brize Norton 30mph speed limit – Object same as before Travel change: No
(o79) Local resident, (Carterton, Birchwood)	Carterton 20mph speed limit – Object Waste of money, Witney is proof of this, no one does 20. Damaging to vehicles, they're not designed to travel that slow. Gear ratios are completely off. An 80% chance of surviving an accident at 30 is plenty high enough. Brize Norton 30mph speed limit – Object The road is a main road. It's only a 40mph anyway. Reducing to 30mph will cause more traffic, more aggressive overtakes and an increase in danger, not decrease. If it was an accident prone road then I would tend to support the reduction. However it's not.

	Travel change: No
(o80) Local resident, (Carterton, Black Bourton Road)	Carterton 20mph speed limit – Object The council should focus on fixing all the pot holes in the roads that make it impossible to do 30 anyway. Brize Norton 30mph speed limit – Object The speed limit is perfectly fine as it is. There are too many pot holes and other issues with the roads that a lower speed limit is the least of the councils worries. Travel change: No
(o81) Local resident, (Carterton, Black Bourton road)	Carterton 20mph speed limit – Object Reducing the speed limit won't increase safety. The roads are for vehicles, and we have all been brought up to learn how to use the roads safely. Also, attempting to force people to stop using their cars is an absolute disgrace. We should all have the freedom to go where we want/need in any way we prefer as long as we are capable. Old people shouldn't be forced to shuffle to a cold bus stop where they can't even sit down, when they can be driven door to door instead. I don't know anyone who would opt to walk on the streets over using their car. Especially in Carterton when it takes years to get anywhere on the bus and public transport is inconvenient if you're able to drive. Brize Norton 30mph speed limit – Object Reducing the speed limit won't increase safety. The roads are for vehicles, and we have all been brought up to learn how to use the roads safely. Also, attempting to force people to stop using their cars is an absolute disgrace. We should all have the fre Travel change: No
(o82) Local resident, (Carterton, Black Burton road)	Carterton 20mph speed limit – Object I would rather increase the speed limits, why are we reducing speed limits everywhere? Brize Norton 30mph speed limit – Object Increase them

	Travel change: No
(o83) Local resident, (Carterton, Blackbourton road)	Carterton 20mph speed limit – Object Other than electric cars most cars emit more emissions at 20 than 30 mph, this is because the gearing of the gearbox has always been designed for set speed limits I.e 30, 60,70mph at 20mph in my car second gear raises the revs more than it does than if I'm at 30 in third and if I stay in 3rd gear at 20 it's labouring the engine and it struggles. Therefore I'm emitting more emissions than needs be, also with the traffic lights and roundabouts in Carterton you can't get speed up anyway so why waste money on signage that isn't needed. Brize Norton 30mph speed limit – Object Same reasons as the Carterton reasons Travel change: No
(o84) Local resident, (Carterton, Blackthorn Avenue)	Carterton 20mph speed limit – Object Not necessary in the vast majority of places: there is clear visibility around roads, wide pavements, often separated from the road by a grass verge and speed bumps already in appropriate places. Brize Norton 30mph speed limit – Object No safety concerns: there is good visibility and it is away from built up area Travel change: No
(o85) Local resident, (Carterton, Blackthorn Mews)	Carterton 20mph speed limit – Object 20mph speed limits are a ridiculous idea. Cars are not designed to drive at 20mph without being in lower gear which means higher rpm and more noise and emissions, but in the end my opinion is worthless as you will do it anyway. Brize Norton 30mph speed limit – Object Not necessary Travel change: No

(o86) Local resident, (Carterton, blackthorn Mews)	Carterton 20mph speed limit – Object It will make responding in emergencies slower and emergency services will be slower to attend putting people at risk. Roads have traffic measures already in place. If anything why don't you put a temporary 20mph speed limit 200m outside a school at school drop of and pick up times. Use the money to repair the roads so they don't have pot holes and not splitting. Brize Norton 30mph speed limit – Object Slower response times for emergency services putting public at risk. People don't stick to them when they are a blanket speed limit. Would be better having a 20mph zone just outside schools only when it is drop off and pick up times. So from 0800-0900 and Travel change: No
(o87) Local resident, (Carterton, blackthorn mews)	Carterton 20mph speed limit – Object Poor use of tax payer money to make transport less efficient. Brize Norton 30mph speed limit – Object As before, poor use of money making transport less efficient. Travel change: No
(o88) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – Object No evidence has been produced to back up any of the points made. With more electric vehicles in the road there will be no difference in emissions. There are also no accidents in Carterton. Brize Norton 30mph speed limit – Object Same as the previous page. Travel change: No

(o89) Local resident, (Carterton, Bluebell way)	Carterton 20mph speed limit – Object You just anger motorists and punish those who work hard and commute and dont have the time to crawl down the road. Wales has reverted most of their trial 20mph roads back to 30mph. There's been very little if no accidents with injuries or fatalities to most of the roads that you are trying to change to 20 (which is most of carterton). Instead, you should look at a couple of things to reduce speeds eg. Speed bumps by the BP garage. Don't change all roads. You're not speaking for the residents Brize Norton 30mph speed limit – Object Same opinions as that ive added to carterton Travel change: No
(o90) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – Object Not required. Footpaths are safe in Carterton and there has never been a need to install speed cameras in the town to enforce the current speed restriction. Brize Norton 30mph speed limit – Object The road is wide and the footpaths are separated from the road. There are clear controlled crossings and there has never been a need to enforce the 40 limit with speed cameras. Travel change: No
(o91) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – Object Ridiculously slow Brize Norton 30mph speed limit – Object Too slow Travel change: No

(o92) Local resident, (Carterton, Bluebellway)	Carterton 20mph speed limit – Object There is no need as there's no accidents for people driving at the 30mph speed limit Brize Norton 30mph speed limit – Object No reason too Travel change: No
(o93) Local resident, (Carterton, Boundary Lane)	Carterton 20mph speed limit – Object I don't believe the accident rates in Carterton for cars that are NOT exceeding the speed limit is a pressing issue for the town unlike the public transport which is very rare and slow to move around. The current risk assessment for roads in Carterton do not justify the need to reducing the speed limits. I think this will bring an economic pressure to the town for unnecessary reasons. Brize Norton 30mph speed limit – Object I don't believe the accident rates in Carterton for cars that are NOT exceeding the speed limit is a pressing issue for the town unlike the public transport which is very rare and slow to move around. The current risk assessment for roads in Carterton do Travel change: No
(o94) Local resident, (Carterton, Boundary Lane)	Carterton 20mph speed limit – Object Reducing speed limits from 30mph to 20mph has been shown to have “little impact” on road safety according to a study conducted by Queen's University Belfast, Edinburgh University, and the University of Cambridge. That's not an opinion — that's scientific evidence. Here's the link in case anyone feels like actually reading it: https://pureadmin.qub.ac.uk/ws/portalfiles/portal/395090799/Investigating_the_impact_of_a_20_miles_per_hour_speed.pdf Now, Carterton is not Oxford. Our road structure is more than capable of handling the current limits. But sure, if the goal is to make drivers burn through more fuel, increase engine noise, and wear down their cars by driving in lower gears — then congratulations, lowering the speed limit will achieve exactly that.

	Of course, if the council were genuinely interested in improving safety and sustainability, they could consider investing in proper cycling lanes or walking spaces. But apparently, it's easier to pat themselves on the back for "achieving" something by lowering speed limits than it is to actually address the real issues. Brize Norton 30mph speed limit – Object same as before, Reducing speed limits from 30mph to 20mph has been shown to have "little impact" on road safety according to a study conducted by Queen's University Belfast, Edinburgh University, and the University of Cambridge. That's not an opinion — Travel change: Other It will not, I will still use my car but it will be more frustrating.
(o95) Local resident, (Carterton, Bovingdon)	Carterton 20mph speed limit – Object It is ridiculous, woke and overly expensive to implement. Brize Norton 30mph speed limit – Object There is no need to change the current format Travel change: No
(o96) Local resident, (Carterton, Bovingdon Road)	Carterton 20mph speed limit – Object Pointless waste of money, the money could be better spent fixing pot holes, pavements and cleaning all the broken glass, rubbish and overgrown bushes that is littering the paths. It is safer to go by far. Brize Norton 30mph speed limit – Object Brize Norton should be a 20MPH zone, the roads are narrow and often have parked cars down them Travel change: No
(o97) Local resident, (Carterton, Bovingdon Road)	Carterton 20mph speed limit – Object

	30mph is and has been a safe speed around built up areas for many years previous. I see no reason to bring in 20mph zones unless it is outside schools. Changing to 20mph will increase the build up of an already large amount traffic in the Carterton area. There are plenty of crosswalk for pedestrians to cross the road. Brize Norton 30mph speed limit – Object No speed deduction are necessary. To implement safety measures along the 40mph road to stop the racers, speed cameras would be a suitable alternative. Travel change: No
(o98) Local resident, (Carterton, Bovingdon Road)	Carterton 20mph speed limit – Object More CO2, further delays in congestion, will make no difference and will not be obided. Brize Norton 30mph speed limit – Object More CO2, slower speed does not contribute to a safer road Travel change: No
(o99) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – Object I am a competent driver and do not need to be told what is a safe speed. If someone needs to be told, they shouldn't be driving. Brize Norton 30mph speed limit – Object I drive for a purpose, not pleasure. I want to make reasonable progress, not pander to kid glove pplicies. Travel change: No
(o100) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – Object Unnecessary unless going past a school during start/finish times or possibly on a housing estate. Brize Norton 30mph speed limit – Object No safety reason to change to 30mph past the base. Pointless and will just cost money that would be used elsewhere

	Travel change: No
(o101) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – Object Putting lower speed limits will not lower people's speed if there are not police to monitor them. After 20 years of living in Carterton, I don't believe we have a major issue with speeding. If in the areas where they say there is a problem, maybe speed cameras will be better. One thing is an issue is not car speed but school children either walking / running out in front of traffic or cycling out without looking, that causes more issues. Brize Norton 30mph speed limit – Object Get people to park considerably in Brize. Travel change: No
(o102) Local resident, (Carterton, Briary Way)	Carterton 20mph speed limit – Object I believe that the data being used to put forward these amendments is incorrect, both from an argument in relation to safety and in relation to safeguarding carbon emissions for the environment. It has been extensively researched and proven that 20 mph increases emissions from vehicles due to the inefficiency of low-gear driving. It has also been proven that reducing speed limits in areas is more likely to encourage speeding, and - given that Carterton is prolific in its under-policing, and lack of enforcement - promote dangerous driving behaviour. A better thought out proposal for Brize Meadows would be to provide more substantial crossings which are more centrally located to the development, rather than increasing the number of crossings or reducing the speed of the road. The reduction of speed limits on the proposed roads are in danger of increasing a lack of mobility for the elderly and vulnerable for whom driving can be the most efficient and cost-effective mode of transport. I object to this proposal because it is at risk of hampering those who already drive safely and are conscious of environmental factors, whilst negatively impacting the lives of those most vulnerable in the area. Carterton has always been an area celebrated for its community spirit and friendly manner; this proposal is attempting to curb that positive and safe area. Brize Norton 30mph speed limit – Object Copied from above as it requires context of both Carterton and Brize Norton. I believe that the data being used to put forward these amendments is incorrect, both from an argument in relation to safety and in relation to safeguarding carbon emissions for

	Travel change: No
(o103) Local resident, (Carterton, Britannia Close)	Carterton 20mph speed limit – Object Cars have so much safe technology, such as automatic braking, anti collision cameras and radars and braking. Along with better tyre technology. Cars are safer than ever and therefore road safety has improved. It will cause unnecessary traffic and frustration. Waste of money. 20 mph is too slow for main roads. All it will do is encourage people to speed soon as they are out of the zone. Brize Norton 30mph speed limit – Object It will cause unnecessary traffic and frustration. Waste of money. 30 mph is too slow for the main roads. If anything they need to be increased. Car safety has increased with the automatic braking systems to avoid collisions. Travel change: No
(o104) Rather not say, (Carterton, Britannia Close)	Carterton 20mph speed limit – Object Waste of money. Fix the pot holes. Too slow. Brize Norton 30mph speed limit – Object Not necessary. The speed is fine. Travel change: No
(o105) Local resident, (Carterton, Britannia Close)	Carterton 20mph speed limit – Object A 20mph speed limit only works if it is adequately enforced. This will be hard to enforce by police or the local council - cars already break the speed limit regularly on these roads and I don't see that changing. 20mph is especially slow - this causes increased levels of frustration in other drivers (tailgating, overtaking etc) which ironically can have the opposite effect of making the roads safer. A frustrated driver then subsequently speeding on the motorway after being annoyed at the 20mph limit is an accident waiting to happen. It would be more effective to put traffic measures in place; speed bumps, zebra crossings etc. Measures that actually slow motorists down rather than an arbitrary sign that won't be enforced regularly.

	Carterton also has no train station, and neither does Witney. This won't reduce vehicle traffic; motorists aren't suddenly going to start using the bus because the speed limit goes down. Brize Norton 30mph speed limit – Object Same reason as prior; those areas aren't necessarily built up, they're a long stretch of road that sees little pedestrian traffic. Travel change: No
(o106) Local resident, (Carterton, Britannia Close)	Carterton 20mph speed limit – Object As a cyclist in Carterton I have never had a problem with the speed of the cars. This will create more traffic and frustration. Brize Norton 30mph speed limit – Object There is no problem with the speed limit, it is fixing a problem that doesn't exist. Travel change: No
(o107) Local resident, (Carterton, Brize)	Carterton 20mph speed limit – Object PLEASE FIX THE ROADS PROPERLY BEFORE WASTING OUR MONEY ON THIS Brize Norton 30mph speed limit – Object PLEASE FIX THE ROADS FIRST BEFORE WASTING OUR MONEY ON THIS Travel change: No
(o108) Local resident, (Carterton, Brize Meadow)	Carterton 20mph speed limit – Object Far less economical Brize Norton 30mph speed limit – Object Again, less economical

	Travel change: No
(o109) Local resident, (Carterton, Brize Norton Road, Carterton)	Carterton 20mph speed limit – Object Simply because people don't even stick to the 30mph zones. A lot of careless drivers quite often do 40,50,60and 70+ in the 30mph zones. Brize Norton 30mph speed limit – Object They are fine as they are at 40mph. Why bother changing it ? Travel change: No
(o110) Local resident, (Carterton, Brize Norton rod)	Carterton 20mph speed limit – Object More expense for tax payers and not necessary in Carterton. Straight roads, no hills Brize Norton 30mph speed limit – Object Not required, usually slow traffic anyway due to volume of traffic Travel change: No
(o111) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – Object 20mph speed limits across the entirety of the town are not at all necessary. Brize Norton 30mph speed limit – Object Again, this is just not necessary Travel change: No
(o112) Local resident, (Carterton, Broadshires way)	Carterton 20mph speed limit – Object Not needed Fix the roads don't waste more money on signs

	Brize Norton 30mph speed limit – Object Not needed It is fine Travel change: No
(o113) Local resident, (Carterton, Brome way)	Carterton 20mph speed limit – Object Travel this roads daily sharing it with other commuters - If you did too, you would know drivers tend to stay under the speed limit anyways. This proposal is a waste of time and resources. Instead time and money should simply be invested in educating pedestrians on road safety so they have a good understanding. Brize Norton 30mph speed limit – Object Same as my last answer. Travel change: No
(o114) Local resident, (Carterton, Brown's Field Way)	Carterton 20mph speed limit – Object 20mph is not going to make roads safer, crossing points would make roads safer. If people are impatient to use crossing points, even more people will be impatient at driving 20mph, most vehicles aren't designed to be driven at 20mph. By having slower speed limits, traffic will go slower which means build up of traffic. Build up of traffic means less chances to cross roads. Build up of traffic means more vehicles in an area which means more chance of an accident. As long as there are crossing points 30mph is a speed that is acceptable. I've noticed the question below saying would this change my means of travel. That tells me people think that lowering the speed limit will be a deterrent to drive. It also raises suspicions that you actually dont care about the safety of pedestrians and its more a ploy to stop people driving. I hope this is not the case. Brize Norton 30mph speed limit – Object Please see my response to question 3 Travel change: No

(o115) Local resident, (Carterton, Buford Road)	Carterton 20mph speed limit – Object A foolish idea that causes more environmental damage. When was someone last badly hurt? Where? Just because other councils do it under the guise of health and safety does not mean Carterton should follow suit. Brize Norton 30mph speed limit – Object The roads are fine there. Travel change: No
(o116) Local resident, (Carterton, Burford Rd)	Carterton 20mph speed limit – Object What benefit is a 20mph speed limit. Spend more time fixing the roads and less time penalising drivers. Brize Norton 30mph speed limit – Object See previous answer Travel change: No
(o117) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – Object It causes drivers to pay more attention to their speedometer than to the road and possible obstructions. In addition it makes drivers pay less attention generally. Brize Norton 30mph speed limit – Object As previously stated. Travel change: No
(o118) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – Object Drivers have to concentrate to keep modern cars at 20 it's not an idle speed in any gear, this also increases fuel consumption and emissions.if the children are educated properly with road safety as I was at school then the speed

	isn't an issue. Yes to 20 by schools at kicking out time, spend my tax payers money on fixing the roads first so people can look out for pedestrians instead of dodging pothole, Brize Norton 30mph speed limit – Object Same as above Travel change: No
(o119) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – Object Slow downs traffic and does not improve road safety Brize Norton 30mph speed limit – Object No signs this improves road safety Travel change: No
(o120) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – Object It just makes people ignore the limits as they're ridiculously slow. Brize Norton 30mph speed limit – Object . Travel change: No
(o121) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – Object This is a total waste of money ! WHAT A COMPLETE CON/SCAM/FRAUD OF TAX OAYERS MONEY! There are over 8,000,000 ways that this could be better spent !!! Which match's the total money (£8 million) allocated for this SCAM - Brize Norton 30mph speed limit – Object STOP WASTING IUR MONEY ON THESE SCAMS

	Travel change: No
(o122) Local resident, (Carterton, Burswin)	Carterton 20mph speed limit – Object 20mph is considered way too slow if the worry is pedestrians crossing install more zebra crossing junctions. Brize Norton 30mph speed limit – Object They are fine the way they are they don't need changing Travel change: Yes – walk/wheel more
(o123) Local resident, (Carterton, Butlers Drive)	Carterton 20mph speed limit – Object Money could be better spent elsewhere for example on the horrendous state of the surface of roads in and around Carterton. Brize Norton 30mph speed limit – Object Money could be better spent improving the quality of the roads. Travel change: No
(o124) Local resident, (Carterton, Butlers drive)	Carterton 20mph speed limit – Object There is no justification for lowering the speed limit to 20MPH spend the money on other things that are more urgent Brize Norton 30mph speed limit – Object Spend the money on other urgent needs Travel change: No
(o125) Local resident, (Carterton, Campion Close)	Carterton 20mph speed limit – Object There is absolutely no evidence that a reduction in the speed limits is necessary, as far as I am aware. A move to reduce the speed of traffic passing through will only increase transit time, resulting in a decrease in air quality. In my

	experience driving through areas in Oxfordshire where this has already been done is that almost nobody observes the new speed limit and traffic continues to flow, safely, at 30 mph. In my opinion, reducing the speed limits to 20mph will probably lead to more frustration and annoyance, resulting in making the roads less safe, rather than the opposite. Brize Norton 30mph speed limit – Object It is not necessary. 40 mph is slow enough and I can't recall a high number of traffic accidents at that limit. Reducing the speed limit to 30 mph is simply trying to solve a problem which doesn't exist, except in the mind of someone in the council. Travel change: No
(o126) Local resident, (Carterton, Carr Avenue)	Carterton 20mph speed limit – Object A reduction to the current, and quite sensible, speed limits is unnecessary. I have lived in Carterton for over 35 years and we do not have a societal problem with cars travelling at 30mph and/or 40mph. Where drivers stick to these speed limits we do not have an issue. There are plenty of crossings throughout Carterton that allow pedestrians, of which I am one, to cross the roads safely. The issue lies with those drivers that choose to ignore the current speed limits, for example those racing each other in the middle of the night exceeding speeds of 50-60mph on 30mph roads. The local police are already aware of that sort of behaviour and are dealing with it. Reducing the speed limit will not reduce the number of drivers on the road, which your proposal suggests, as the vast majority of traffic is made up of commuters who need to travel far in excess of walking/cycling distances, and public transport is not a solution for most due to the restrictive times, routes & lack of privacy (for some that journey to work in their car is the only peace they will find each day). In addition, increasing the time that vehicles are spending on the roads by reducing the speed limits (yes, a simple speed equals distance over time calculation should help you here) will dramatically increase the level of emissions produced. These proposals are a daft and pointless use of the councils time and resources. The fact that it has even been suggested speaks volumes to the lack of awareness you have regarding the public's' needs and wants. You must be speaking to the same cross section of our community on a regular basis with no effort to understand the majority's feelings on the matter. Please prioritise the issues which are actually increasing the danger for motorists and pedestrians alike, which is the crumbling state of the roads. If you identify locations that pedestrians cross roads in high numbers dangerously then add a crossing using actual data to back up your decision. Brize Norton 30mph speed limit – Object The same reasons as on the previous page. Copied below for reference:

	A reduction to the current, and quite sensible, speed limits is unnecessary. I have lived in Carterton for over 35 years and we do not have a societal problem with cars travelling at 3 Travel change: No
(o127) Local resident, (Carterton, Carterton)	Carterton 20mph speed limit – Object Unnecessary Brize Norton 30mph speed limit – Object Unnecessary Travel change: No
(o128) Local resident, (Carterton, Carterton)	Carterton 20mph speed limit – Object It is a blanket agenda that doesn't benefit us. You dont listen to resident opinions and are selective in pushing personal agendas. This will impact me by wanting to drive more because he buses will take even longer and also means I will be more annoyed when driving (but not driving less) Brize Norton 30mph speed limit – Object It is a blanket agenda that doesn't benefit us. You dont listen to resident opinions and are selective in pushing personal agendas. This will impact me by wanting to drive more because he buses will take even longer and also means I will be more annoyed w Travel change: No
(o129) Local resident, (Carterton, Carterton Road)	Carterton 20mph speed limit – Object Unnecessary proposal as existing speed limits have never caused any issues. Walking is already popular - pavements are wide and well maintained, plus there are several zebra crossings that are well utilised by locals. I do often ride my bike through Carterton, and have never had any issues with cars going too quickly. The roads are wide and cars generally give plenty of room. Reducing the speed limit is only likely to cause annoyance with residents and visitors alike, with no perceivable improvements in any other of the aspects mentioned. Why try and fix what isn't broken?

	Brize Norton 30mph speed limit – Object Unnecessary proposal as existing speed limits have never caused any issues. Walking is already popular - pavements are wide and well maintained, plus there are several zebra crossings that are well utilised by locals. I do often ride my bike through Carte Travel change: No
(o130) Local resident, (Carterton, Cedar Road)	Carterton 20mph speed limit – Object Traffic flows now with no congestion. 20mph will not bring any benefits other than slow down existing traffic. Brize Norton 30mph speed limit – Object No need to make changes traffic flows with no congestion Travel change: No
(o131) Local resident, (Carterton, Cherry Tree Way)	Carterton 20mph speed limit – Object 20mph limits cause driver frustration and are difficult to adhere to in a modern vehicle. They don't materially change the way people travel, are an unnecessary cost to implement and can then be used as an excuse not to carry out proper roads maintenance. With busy lives, people want to decrease journey times, not increase them. Why continue to persecute drivers, who already contribute significantly through road tax and fuel duty, for a comparative minority? Brize Norton 30mph speed limit – Object See previous comments about journey times and changing modes of transport. The Carterton road was previously reduced from national speed limit to 40mph - it does not need to be reduced any further. Monahan Way is an arterial route which does not need to b Travel change: No
(o132) Member of public, (carterton, Church View)	Carterton 20mph speed limit – Object There is no need for such low speed limits

	Brize Norton 30mph speed limit – Object again, no need Travel change: No
(o133) Local resident, (CARTERTON, Clarkston Road)	Carterton 20mph speed limit – Object To slow Brize Norton 30mph speed limit – Object To slow Travel change: No
(o134) Local resident, (Carterton, Clarkston road.)	Carterton 20mph speed limit – Object Just leave things as they are .spend the money on the pot holes. And stop all this woke nonsense. Brize Norton 30mph speed limit – Object Waste of tax payers money, when councils are short of cash. Travel change: No
(o135) Local resident, (Carterton, Colerne road)	Carterton 20mph speed limit – Object There is no need for monohan way to be reduced to 30mph. Also no need for the rest of Carterton to reduce to 20mph. There is no evidence to suggest that Carterton will be safer as there are no accidents that I know of that warrant this change. Brize Norton 30mph speed limit – Object No need for the rest of Brize to reduce to 20mph. There is no evidence to suggest that Brize will be safer as there are no accidents that I know of that warrant this change. Travel change: No

(o136) Local resident, (Carterton, Corbett rd)	Carterton 20mph speed limit – Object Not needed Brize Norton 30mph speed limit – Object Not needed Travel change: No
(o137) Local resident, (Carterton, Corbett road)	Carterton 20mph speed limit – Object Roads are [REDACTED] need to fix the roads before we can force people to do 20 as everyone has to do 20 anyway because of the sheer amount of potholes and road failings in Carterton as it is so instead of spending money making it a 20 fix the roads Brize Norton 30mph speed limit – Object Same reason as previously stated roads are [REDACTED] full of potholes Travel change: No
(o138) Local resident, (Carterton, Corbett Road)	Carterton 20mph speed limit – Object This is another step towards a total traffic ban. Traffic does not run efficiently at 20mph and will produce more pollution and use more fuel. I've have also not seen any evidence of safety being improved or it being necessary . Brize Norton 30mph speed limit – Object For the same reasons as for Carterton. Travel change: No
(o139) Local resident, (Carterton, Cotswold way)	Carterton 20mph speed limit – Object The only need for speed limit reduction is outside school areas. The speed limits inside carterton are adequate. Unless you can provide a full survey from ALL local residents saying they support this then this proposal is nothing more than points scoring by council members. There is nothing wrong with the speed limits, if there is a problem then

	it is drivers themselves not sticking to the limits we already have so a more appropriate use of tax payers money to combat this would be speed enforcement not more limits which will be ignored primarily by people travelling to and from the RAF Base. Brize Norton 30mph speed limit – Object Again there is no reason to change any of the current speed limits only more speed enforcement. Travel change: No
(o140) Local resident, (Carterton, Cranwell)	Carterton 20mph speed limit – Object No need for a 20 speed limit it does nothing but slow people down further from getting where they need to be Brize Norton 30mph speed limit – Object No need to reduce from 40 to 30 it has already been pointlessly reduced from 60 Travel change: No
(o141) Local resident, (Carterton, Davis close)	Carterton 20mph speed limit – Object There is no need to reduce the speed, those who speed ignore this anyway. Stop wasting money on new road signs, campaigns etc. Fix our roads, build better cycle paths (not painted lines halving current road lanes). Brize Norton 30mph speed limit – Object For the reasons currently made. Stop wasting money, stop following trends that most people object to. Travel change: No
(o142) Local resident, (Carterton, Dove court)	Carterton 20mph speed limit – Object It's not about safety. journeys are longer, so more air pollution is caused, more traffic, people become frustrated and take more risks adding to danger, air pollution is increasing!! Brize Norton 30mph speed limit – Object Same reason as previous, journeys are taking longer causing more air pollution.

	Travel change: No
(o143) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – Object I don't feel it is necessary, I live in Dovetrees along the main road and very few people already stick to the 30mph. Trust me you can hear and see them speed past my house. Yet nothing is done to stop them so by lowering the limit to 20mph is going to make no difference as they will continue to speed through again as it's not policed. People follow the speed limit now if you reduce it people will start ignoring the rules and we already have a community that doesn't care or follow the rules let's not make this another rule people don't follow and are allowed to not follow. It makes a mockery of Carterton and the council. Here's a new speed limit but it won't actually matter if you don't stick to it as nothing will be done. What's then the point of wasting our tax payers money. Brize Norton 30mph speed limit – Object I don't think there is anything wrong with the speed limits. Money needs to be put into ensuring people stick to the current speed limits not implementing new ones that again people won't stick to. Also let's make our roads safer by stopping people parkin Travel change: No
(o144) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – Object The monies would be much better spent on repairing the local highways to a standard fit for purpose. I don't believe data has been used for the reasons behind the proposal. It is an impractical out of touch plot to reduce the volume of vehicles on the road that is not welcomed by the majority of the community. Previous works undertaken in Witney were an utter shambles and waste of tax payers money. Pollution caused by vehicles driving at 20 is more than that at 30 due to lower gear and higher revs. Brize Norton 30mph speed limit – Object As per reasons previously given. Plus that it is already impossible to get over 20/25 in Brize Norton due to the speed bumps, narrow roads and roadside parking by residents on a blind roundabout. These are traffic calming measures in themselves and to spe

	Travel change: No
(o145) Local resident, (Carterton, Edgehill)	Carterton 20mph speed limit – Object Waste of money. We already have speed bumps and currently have very little accidents on these roads. Brize Norton 30mph speed limit – Object Same as my previous answer Travel change: No
(o146) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – Object Apart from outside schools the 20mph limit is not needed and this should only be active at the start and finish of the day. With the wide verges that Carterton have there is lots of visibility to cue potential hazards. Brize Norton 30mph speed limit – Object The flow of traffic is not a problem and there are several crossings for people to use if they want to cross. The problem down that road is where the bus stops have been positioned! They are both in the wrong place one being on top of a roundabout the oth Travel change: No
(o147) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – Object There is no need to reduce the speed limit on the main roads. It is difficult to do more than 20mph on other roads due the amount of parked vehicles. Brize Norton 30mph speed limit – Object There are pedestrian lights for people wishing to cross the road. Travel change: No

(o148) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – Object 30mph is a NATIONAL speed limit. Brize Norton 30mph speed limit – Object 30mph is a NATIONAL limit Travel change: No
(o149) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Object Fine around schools etc but ridiculous! Brize Norton 30mph speed limit – Object Ridiculous Travel change: No
(o150) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Object No need for it. Brize Norton 30mph speed limit – Object No need for it Travel change: No
(o151) Local resident, (Carterton, Empire Drive)	Carterton 20mph speed limit – Object I get the idea behind lowering the limit to 20, but I'm not sure it works everywhere. It makes trips longer, can actually cause more pollution because cars aren't running efficiently, and without proper traffic calming, a lot of drivers ignore it anyway. I think we'd be better off tackling the real trouble spots with sensible calming measures rather than slowing everyone down all the time. Brize Norton 30mph speed limit – Object

	I'm responding because I've seen how the 20 mph limit works in Witney — and honestly, it doesn't. Hardly anyone sticks to it, it's frustrating to drive at such a slow speed, and it actually makes journeys feel more stressful. I often go out of my way to p Travel change: No
(o152) Local resident, (Carterton, Fairfield)	Carterton 20mph speed limit – Object Unnecessary expense and not needed. Brize Norton 30mph speed limit – Object Unnecessary expense and not needed. Travel change: No
(o153) Local resident, (Carterton, Faulder)	Carterton 20mph speed limit – Object There is no real benefit to decreasing speed limits. It's utterly ridiculous. Brize Norton 30mph speed limit – Object There is no benefit to changing speed limits. Travel change: No
(o154) Local resident, (Carterton, Finchdale close)	Carterton 20mph speed limit – Object 20 outside schools but everywhere else 30 mph Brize Norton 30mph speed limit – Object No housing bother that would warrant 30mph Travel change: No

(o155) Local resident, (Carterton, Finchdale Close)	Carterton 20mph speed limit – Object No body ever sticks to it, keep it at 30! 20 at School gates! Brize Norton 30mph speed limit – Object There are no Police to enforce it! It creates Road Rage and angry drivers! Travel change: No
(o156) Local resident, (Carterton, Foxcroft)	Carterton 20mph speed limit – Object Do not agree that 20mph is required. Only in school areas. Brize Norton 30mph speed limit – Object 40mlh is not problematic in these areas Travel change: No
(o157) Local resident, (Carterton, Foxcroft)	Carterton 20mph speed limit – Object It'll put carterton in the same situation as Witney which is now an absolute nightmare to drive around. Silly idea. Brize Norton 30mph speed limit – Object Same reasons as stated above. Travel change: No
(o158) Local resident, (Carterton, Foxcroft Drive)	Carterton 20mph speed limit – Object Complete waste of time/money, the 30s are completely fine as they are. If crossing is an issue, implement more crossings for pedestrians. A lot of roads you just can't go more than 20 in anyway, changing the speed limit to match that is pointless Brize Norton 30mph speed limit – Object

	Again it seems pointless, increase extra crossings if needed but reducing the speed limit isn't going to make any difference Travel change: No
(o159) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – Object I work in Carterton and if this change goes ahead it will massively affect our business, we drive all over Carterton and Brize Norton daily. We would need to allow over twice the allocated time to get to and from appointments, which would impact our business severely. Other businesses would also be affected. I agree around schools there should be a lower limit within reason but everywhere in Carterton is not realistic. Changing to 20mph would make no difference as I need a vehicle for work. Brize Norton 30mph speed limit – Object Same as previous Travel change: No
(o160) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – Object It is totally unnecessary. It actually encourages drivers to exceed the limit on many occasions. Brize Norton 30mph speed limit – Object The road is wide. The pavements are wide. Visibility is clear. Not necessary at all. Travel change: No
(o161) Local resident, (Carterton, Glen more)	Carterton 20mph speed limit – Object Not necessary Brize Norton 30mph speed limit – Object Runs with no problems already Travel change: No

(o162) Local resident, (Carterton, Glen more road)	Carterton 20mph speed limit – Object Not needed in Carterton Brize Norton 30mph speed limit – Object Leave things as they are. Repair the roads Travel change: No
(o163) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object It's too slow, I cycle to Witney and back everyday and on the flat can exceed 20mph. How do you think drivers are going to react if a cyclist comes past them? You want to try and get more people walking and cycling then get the footpaths and cycle ways in place first it's common sense. At the minute there's no foot paths or cycle paths between Carterton and Witney or Carterton and Brize so slowing everyone down to force them on to bikes with no safe place to cycle to these places is stupid. Your going to end up with a lot more accidents from cyclists getting clipped or knocked off than what you do now. Brize Norton 30mph speed limit – Object Pointless with no additional infrastructure to cope with the influx in the amount of people walking and cycling that your hoping people will do, get cycling lanes put in and pavements that can cope with more than one person at a time. Travel change: No
(o164) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object This proposal is fundamentally flawed in several ways. There is a lack of (clearly signposted) empirical evidence for this change. No Witney data is provided to show impacts of their reduction (e.g., accident rates for speeding vs. non-speeding before and after the change, compliance in Witney - I see many ignoring and would like to know facts, traffic flow analysis, did it reduced CO2 or increase it due to increased journey times - mindful of the reduced traffic in town centre should be considered to offset biasing the data). Instead, the consultation relies on generalised claims or assumptions. In addition, there is biased presentation. The documentation highlights intended positive outcomes

	(safety, walking, cycling) without balanced reference to neutral or negative outcomes. This undermines credibility and suggests selective reporting. No clear cost-benefit analysis has been done to show this will have an overall beneficial impact on the socio- and economic-environment. The financial and social costs (infrastructure changes, increased travel times, enforcement) are not weighed against projected, assumed benefits. Has a SWOT been done to suggest alternative interventions? For example, other safety measures (e.g., improved crossings instead of blanket speed reduction. I see little on appreciating the negatives of reducing speed limits. How likely will it be enforced... Lower limits (especially 20mph) are notoriously hard to enforce without costly measures like speed cameras or constant policing. This creates a gap between "law on paper" and "law in practice." Surely there are other pressing priorities, such as affordable housing, cost of living, etc? You need to consider the socialological negatives of this too. For example, increased driver frustration due to longer journey times, increase risky driving behaviour, reduction in confidence in council if drivers feel ignored and interventions are implemented in view of being unfair, etc - all for assumed benefits. While slower speeds are sometimes framed as "greener," vehicles are typically less fuel-efficient at 20mph than at 30mph, leading to higher emissions in stop-start urban traffic. Whilst I agree some areas can be reduced, such as built up residential areas, main roads should not and instead effective crossing or bike lanes would be better as this increases accessibility without risking such backlash from drivers. Apologies if areas of this were unclear - the text box for feedback is small and difficult to proofread and edit. Brize Norton 30mph speed limit – Object This proposal is fundamentally flawed in several ways. There is a lack of (clearly signposted) empirical evidence for this change. No Witney data is provided to show impacts of their reduction (e.g., accident rates for speeding vs. non-speeding before and Travel change: No
(o165) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object Doesn't work in Witney so Carterton will be no different Brize Norton 30mph speed limit – Object As previous Travel change: No

(o166) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object 20mph speed limit DOES not work in Witney and how much Witney spent on those signs for no one to pay attention. Carterton should pay attention to that and not follow this ridiculous idea that lowering the speed limit by 10mph is going to help. But as it goes in West Oxfordshire it DOESNT matter what residents have to say your going to what you want to do anyway. Brize Norton 30mph speed limit – Object Pointless Travel change: No
(o167) Local resident, (Carterton, Glenmore rd)	Carterton 20mph speed limit – Object Low speeds and low transmissions cause more pollution for longer. Plus road safety is not a real issue as there are hardly any accidents with casualties in Carterton. Understand these restrictions in built up areas and school zones but not on more the bigger roads. Money could be spent better by resurfacing roads and making them safer. Seems like a big brother move to appease City council Brize Norton 30mph speed limit – Object See previous comments Travel change: No
(o168) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – Object Absolutely ridiculous. This has not worked anywhere so why are you trying to force it in the one place that continues to function as a normal town. It builds traffic making it hard work travelling around. Shops are closing left right and centre it will drive more and more people away from coming and spending money in town centres. Absolute joke and waste of money Brize Norton 30mph speed limit – Object Again ridiculous waste of money and everyone's time. Travel change: No

(o169) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – Object It's unlikely to improve road safety and is a complete waste of time and money. Brize Norton 30mph speed limit – Object The speed limit is fine as it is. Stop messing with stuff you don't need to mess with. Stop wasting money Travel change: No
(o170) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – Object There is a very low accident rate already in Carterton. Added a 20mph limit will increase the amount of accidents as driver concentration will drop, and pedestrians will start walking in front of cars more as they will think they have enough time to pass. Brize Norton 30mph speed limit – Object There is no need for that road to be a 30, again, very little accidents have happened on this road, do not mess with what is already good. Travel change: No
(o171) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – Object 30 mph is more than sufficient except by schools during entry and exit times when maybe 20 mph could be used. However, mostly people do slow down to below 20 mph especially when passing primary schools where little ones movements can be unpredictable. Brize Norton 30mph speed limit – Object I feel 20 mph is an imposition that is unnecessary when mostly, having lived in Carterton since 1988, I can honestly say that in all those years the only irresponsible behaviour I've seen is a rare incidence of motorcyclists going faster than they should, Travel change: No

(o172) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – Object This will make it far harder to cross roads safely. Reducing the speed limit bunches cars up there are no gaps to allow pedestrians to safely cross and therefore have to take further risks. Brize Norton 30mph speed limit – Object As previously mentioned all it does is slow traffic and prevent the flow, coming out of junctions and makes it harder and more risky to cross Travel change: No
(o173) Local resident, (Carterton, Godwin row)	Carterton 20mph speed limit – Object Absolute crap and a waste of taxpayers money why don't you use the money to actually get our roads into an acceptable standard Brize Norton 30mph speed limit – Object Waste of tax payers money use the money to get the roads to an acceptable standard Travel change: No
(o174) Local resident, (Carterton, Godwin Row)	Carterton 20mph speed limit – Object There have been no accidents to warrant slower speeds. Everywhere in Carterton is a 30 excluding 2 roads that either have traffic lights or a single pathway for pedestrians. Brize Norton 30mph speed limit – Object In Brize Norton there are speed bumps which slow down your speed anyway. Travel change: No

(o175) Local resident, (Carterton, Hayward Drive)	Carterton 20mph speed limit – Object I do not feel there is any reason to reduce the speed limits in Carterton. If Witney is anything to go by hardly any drive has reduced their speed to 20. I've not heard of any increase in accidents in Witney. Brize Norton 30mph speed limit – Object I do not feel the need to reduce the speed limits. Travel change: No
(o176) Local resident, (Carterton, Hayward drive)	Carterton 20mph speed limit – Object There are enough traffic calming measures in Carterton already and also cycle lanes. Brize Norton 30mph speed limit – Object With roundabouts and pelican crossings on the road it's very rare that a car can actually travel at 40mph Travel change: No
(o177) Local resident, (Carterton, Heather Close)	Carterton 20mph speed limit – Object If the goal is to make other ways of travel more attractive, just making driving worse is NOT the answer. A lot of the traffic is leaving or entering carterton there's no real safe way currently of doing that by "active travel" Brize Norton 30mph speed limit – Object Your answer to no crossings is to lower the speed limit? How about put in a crossing? Travel change: No
(o178) Local resident, (Carterton, Heather close)	Carterton 20mph speed limit – Object Not wanted Brize Norton 30mph speed limit – Object Ok atm

	Travel change: No
(o179) Local resident, (Carterton, Heron Close)	Carterton 20mph speed limit – Object It's already slow enough, if anything it should be raised Brize Norton 30mph speed limit – Object 40mph is safe Travel change: No
(o180) Local resident, (Carterton, Heron close)	Carterton 20mph speed limit – Object There is no need for a speed limit reduction. There are pavements with allocated crossing points. Very low speed limits can cause frustration in drivers which is more dangerous Brize Norton 30mph speed limit – Object Unnecessary and unneeded Travel change: No
(o181) Local resident, (Carterton, Heron close)	Carterton 20mph speed limit – Object Not necessary as there's no accidents Brize Norton 30mph speed limit – Object No need Travel change: No
(o182) Local resident, (Carterton, Herrick road)	Carterton 20mph speed limit – Object

	Town is too big for 20mph and all residents and drivers are already sensible with the 30mph limit. Adequate pavements and crossings are in place which minimise risks Brize Norton 30mph speed limit – Object Again road infrastructure adequate and size of road makes it safe to drive a 40mph in this area. Travel change: No
(o183) Local resident, (Carterton, Hollybush)	Carterton 20mph speed limit – Object There appears to be no reason for this other than ideology that wishes to limit all vehicle travel. I can find no evidence of traffic accidents in Carterton that says a 20 mph limit would alleviate. Brize Norton 30mph speed limit – Object 20mph is so slow it will cause traffic congestion, annoy motorists and achieve nothing Travel change: No
(o184) Local resident, (Carterton, Hollybush Road)	Carterton 20mph speed limit – Object If policed properly, 30mph is not an excessive speed to be travelling. Pavements are large with many, many safe crossing areas. A significant change that should be made is to slightly open up the junctions of Upavon Way/Burford Road & Burford Road/Alvescot Road to allow cars to pass inside vehicles turning right. Currently, if a vehicle is turning right, no traffic behind can get through. This causes a lot of traffic, potentially compounded if vehicles are to be limited to 20mph!! Brize Norton 30mph speed limit – Object The 40mph areas are large roads with safe pedestrian areas. Travel change: No
(o185) Local Cllr (i.e. Town/Parish/District)	Carterton 20mph speed limit – Object

), (Carterton, Home close)	I feel current speed restrictions are completely fine as they are. 20phr outside schools would be acceptable and I feel people would easily adjust speed for school. Changing everything or blanketing the town to 20phr is not necessary and will be ignored and is unforcable like witney. Then reducing speed outside schools will also be ignored. It's a waste of money knowing what was spent on Witneys scheme and the roads are in such awful repair this will not go down well with residents...I suggest you re-adjust your budget to focus on repairs instead and making obvious focus areas safer. Brize Norton 30mph speed limit – Object I just feel all the current speed limits are working fine. Focus on schools only and then people will slow down. None of my residents or me are fine to waste money on changing the speed restrictions. Travel change: Other I already walked and cycle as much as possible. As I live here I will not change my speed as it is safe enough.
(o186) Local resident, (Carterton, Jasper Lane)	Carterton 20mph speed limit – Object Retain current speed limits but ensure these are adhered to by strict policing. Brize Norton 30mph speed limit – Object The current speed limits are adequate, but as anything else, ensure these are strictly adhered to with sufficient policing. Travel change: No
(o187) Local resident, (Carterton, Jasper lane)	Carterton 20mph speed limit – Object It is entirely unnecessary and unreasonable to slow traffic to 20mph given the reality that the roads have proven safe at 30mph with the only accident recently being the result of the driver having a cardiac arrest. Further, spending such a large amount of money on this initiative when the roads are in such a terrible state only adds to the frustration of road users. Brize Norton 30mph speed limit – Object Money being spent against the wishes of residents and road users when the roads are in such a poor condition. No evidence to say the roads are unsafe at 30mph, in fact lowering the speed limit only increases the risk to road users given the number of mo

	Travel change: No
(o188) Local resident, (Carterton, Kestrel close)	Carterton 20mph speed limit – Object Waste of money. Better things in the community to spend that money on e.g. repairing roads that are full of potholes. Brize Norton 30mph speed limit – Object Again waste of money to implement Travel change: No
(o189) Local resident, (Carterton, Kestrel Close)	Carterton 20mph speed limit – Object I do not feel that given the current state of the roads within Carterton that this is a good use of public money. The current states of the roads are currently more of a danger to people than the speed limit. Brize Norton 30mph speed limit – Object As per previous comment. Travel change: No
(o190) Local resident, (Carterton, Kestrel Close)	Carterton 20mph speed limit – Object Pointless waste of money. Spend the money maintaining the roads, this will greatly increase road safety. 30mph is a perfectly adequate speed limit. Try and enforce this. Reducing the speed limit is just a pointless massaging of Andrew Gant's inflated ego. Brize Norton 30mph speed limit – Object Same as the last question. Travel change: No

(o191) Local resident, (Carterton, Kilkenny lane)	Carterton 20mph speed limit – Object There is no reason or need for it apart from a general anti car agenda Brize Norton 30mph speed limit – Object Unnecessary Travel change: No
(o192) Local resident, (Carterton, Laburnum close)	Carterton 20mph speed limit – Object There have been very minimal incidents in Carterton due to the 30mins speed limit, there is no reason to lower it to 20! Brize Norton 30mph speed limit – Object There are very minimal incidents in the area and the 20mph is not necessary or needed! Most people drive very sensible and it is not necessary Travel change: No
(o193) Local resident, (Carterton, Laburnum Close)	Carterton 20mph speed limit – Object Because it is unnecessary if you want to improve road safety so badly fix the roads. Properly. Brize Norton 30mph speed limit – Object Leave the limits alone. Travel change: No
(o194) Local resident, (Carterton, Lavender Place)	Carterton 20mph speed limit – Object The imposition of 20 mph limits does not have any basis as air quality will be decreased, traffic tends to regulated at lower speeds during periods of congestion. This is just a smoke screen for failing to repair the road network to the required standards (crater free!).

	Brize Norton 30mph speed limit – Object Brize Norton has already had the infliction of 20 mph and can do without further restrictions to free travel. Travel change: No
(o195) Local resident, (Carterton, Lime tree close)	Carterton 20mph speed limit – Object 20mph is pointless, a total waste of tax payer money & has no notable increase in safety. Introduce reduced speed limits around the schools at in/out times. Fix the horrendous condition of the roads. Brize Norton 30mph speed limit – Object Leave the speed limits alone!! Travel change: No
(o196) Local resident, (Carterton, Magnolia way)	Carterton 20mph speed limit – Object 30mph is an adequate speed limit, you can't go any faster on most of the main roads anyway due to traffic calming (speed bumps) crossings, potholes, school areas. It's a complete waste of effort, funds and time. There is no pedestrian accidents, there is plenty of safe crossings through the whole town. There are dedicated cycle routes! Brize Norton 30mph speed limit – Object again a waste of time, it's a non pedestrian section of road, dedicated cycle path. No accidents, why waste the time and money! Travel change: No
(o197) Local resident, (Carterton, Magnolia way)	Carterton 20mph speed limit – Object I object to the proposal as it will have no impact whatsoever on the speeds people do and therefore is a waste of taxpayers money. There are no accidents on the roads in question so it is not necessary. I work in Witney and already see that the 20mph zones actually make the roads more dangerous - for the people who do stick to the 20mph limit, they then get tailgated and overtaken by those who don't stick to them. The roads in Witney are more dangerous than they ever were before so I do not agree with putting them in carterton in the slightest. Additionally, lower speed limits actually increase both pollution and noise more - for example, I drive a tiny little toyota aygo which over-revs when in

	2nd gear but cannot handle being in 3rd gear when I do 20mph in Witney. Putting 20 zones in carterton will destroy my car, emit more pollution and create more noise. There is no evidence that 20s are actually safer, you simply want to waste our money instead. Brize Norton 30mph speed limit – Object Same reasons as the previous answer - they are an unnecessary waste of money which will be better spent improving the state of our roads instead. Travel change: Other No - I have mobility issues and rely on my car to get me around.
(o198) Local resident, (Carterton, Marlborough close)	Carterton 20mph speed limit – Object Please post these results so we can see what the numbers are saying. There's so much better improvements you could make. You're focusing on the things that dont matter, but might look good on a councillors CV. Brize Norton 30mph speed limit – Object Please post the results publically Travel change: No
(o199) Local resident, (Carterton, Marigold square)	Carterton 20mph speed limit – Object Its made driving in witney already a nightmare and we don't need it here. Spend the money on Broadshires or the schools. Brize Norton 30mph speed limit – Object Too slow Travel change: No
(o200) Local resident, (Carterton, Mayfield close)	Carterton 20mph speed limit – Object There are speed bumps everywhere so going over 20 is impossible and signs would be a total waste of tax payer funds. As to reducing 40 to 30 in Brize? Why? There are no houses.

	Brize Norton 30mph speed limit – Object Pointless. There are no houses, no pedestrians needing to cross. Waste of money Travel change: No
(o201) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – Object Stop wasting money on and unenforceable speed limit and fix the failing roads instead! Clearly just a plan to push everyone into any form of transport thats not a car. Brize Norton 30mph speed limit – Object See previous Travel change: No
(o202) Local resident, (Carterton, Miles Drive)	Carterton 20mph speed limit – Object Absolutely pointless waste of money, making everything take longer, just asking for there to be an increase in traffic as everything will be moving more slowly, the traffic is already bad enough. I don't see a need for there to be a 20mph speed limit put in place. We should be moving forwards not backwards. Look at Wales and how the 20mph speed limits worked out there, or rather, didn't work out. Brize Norton 30mph speed limit – Object Why? It's not needed, it's literally a B road, B roads are usually 60mph, 40mph is plenty slow enough, there are safe places for pedestrians to cross, again not needed. Travel change: No
(o203) Local resident, (Carterton, Miles drive)	Carterton 20mph speed limit – Object Spend the money fixing the roads instead Brize Norton 30mph speed limit – Object Spend the money fixing the roads instead

	Travel change: No
(o204) Local resident, (Carterton, Milestone)	Carterton 20mph speed limit – Object No evidence of making roads safer and as cars are longer passing through, increases pollution! Brize Norton 30mph speed limit – Object . Travel change: No
(o205) Local resident, (Carterton, Milestone)	Carterton 20mph speed limit – Object I do not recall any serious traffic accidents within the Carterton area for decades. Why waste time and money changing the speed limit. Spend our money more constructively. No one will be enforcing the limit, so, spend our money more wisely. Brize Norton 30mph speed limit – Object What serious speed related vehicle accidents have happened in the Carterton area, none. These limits will not be enforced, so, why waste our money. Spend it more wisely. Travel change: No
(o206) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – Object Because we don't want the ridiculous speed limits inflicted on us that DON'T work in other towns. We'd rather have the roads we do have resurfaced. Brize Norton 30mph speed limit – Object Because there is no good reason for this reduction Travel change: No

(o207) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – Object A 30 mph zone is safe enough. 20 mph zone's are ridiculous. Cyclists and scooters overtake the cars in 20 zones. Brize Norton 30mph speed limit – Object As above Travel change: No
(o208) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – Object I have no objection to 20mph, around schools and care homes. The rest of the roads should remain as they are. It will not be policed, it will cost unnecessary money to implement and the funds could be better spent improving the roads to make them safer for all, pot holes etc. Brize Norton 30mph speed limit – Object No justifiable reason to change existing current speed restrictions. It will not improve traffic flow or reduce traffic incidents. Again unnecessary funds being spent that could be better spent elsewhere. Travel change: No
(o209) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – Object I feel that there are enough traffic calming measure in the town centre and next to Carterton primary school. Brize Norton 30mph speed limit – Object This is a link road with no need for lower limit as it is not a built up area Travel change: Other This question is not really relevant. How will changing the speed limit effect my transport method. Also as fully grown male I don't feel I will scooting to my local shop
(o210) As a business,	Carterton 20mph speed limit – Object

(Carterton, Milestone Road)	Because it will severely impact the financial viability of my business Brize Norton 30mph speed limit – Object Because it will hinder journey times and it is only the LibDem councillors that want them Travel change: No
(o211) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – Object waste of money Brize Norton 30mph speed limit – Object waste of money Travel change: No
(o212) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – Object No need Brize Norton 30mph speed limit – Object No need Travel change: No
(o213) Local resident, (Carterton, Moneymaker Close)	Carterton 20mph speed limit – Object The size of the effect is smaller than campaigners imply, especially for sign-only schemes. Speeds typically only drop 1–3 mph, and in some places (like Portsmouth’s early scheme) there was little measurable change in serious/fatal injuries in the first few years. If speeds are already low (many urban residential streets average 21–24 mph anyway), the change in collision risk is marginal. Enforcement is expensive and often patchy and we know you have no resource to enforce these proposals. This is an expensive agenda driven poorly evidenced plan and yet another attack by OCC on motorists. Please focus on the real issues, like your negligent approach to potholes and woeful plans to improve the A40, which everyone knows won’t help in the slightest. In fact potholes are so bad they present a much bigger safety concern than

	speeding, the way people swerve to avoid them. Spend money in the right places not on these projects no one will pay any attention to. Cars sitting at 20mph are on the wrong end of the gear ratio, and it's very well supported that they emit more fumes and are less efficient at slow speeds. So by implementing this, those who do stick to the limit are actually making the environment worse. Do better, much better, and start doing better quickly! The fact the next question in this survey is about mode of transport, it's blatantly clear you have an anti motorist agenda and that shapes your policy rather than what's best for the people of Oxfordshire. Brize Norton 30mph speed limit – Object Once again these proposals to reduce the speed from 40 to 30 on this stretch of road is poorly evidenced with meaningful gains and only serves to infuriate drivers to consider using a different mode of transport - as per your blindly obvious anti car agen Travel change: No
(o214) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Carterton is unconnected to other places except via bus. I cannot cycle safely (aka via off road cycle path) or get the train to Oxford. I can take the bus which will take 33% longer time wise if we reduce the speed limit to 20mph. Same for car or taxi. A ridiculous suggestion. Brize Norton 30mph speed limit – Object Same as previous Travel change: No
(o215) Local resident, (Carterton,)	Carterton 20mph speed limit – Object 30 mph works fine. Is the 20 mph just a way to justify the terrible state of the roads? Brize Norton 30mph speed limit – Object G Travel change: No

(o216) Local resident, (Carterton, Northolt road)	Carterton 20mph speed limit – Object Witney is the perfect example that 20mph signs are a waste of money, nobody sticks to them. It's a waste of the councils money, the roads need fixing first with all of the pot holes Brize Norton 30mph speed limit – Object Same reason as 20mph, all it does is increase the amount of people who over take & speed. Travel change: No
(o217) Local resident, (CARTERTON, Oakfield)	Carterton 20mph speed limit – Object With traffic from the base slower speeds will cause much more traffic making it a worse place to walk and live. Brize Norton 30mph speed limit – Object There is no sense to it as it will cause more traffic on a busy road and due to the base no bennefit will be felt given we have more traffic coming to and from RAF Brize Norton. Travel change: No
(o218) Local resident, (Carterton, Oakfield rd)	Carterton 20mph speed limit – Object People who don't obey the limits now, won't obey the revised limits Brize Norton 30mph speed limit – Object Refer to my previous objection Travel change: No
(o219) Local resident, (Carterton, Oakfield road)	Carterton 20mph speed limit – Object It will make me less likey to go into town as its so annoying to go at a snails pace. It also make me NOT want to take the bus as the bus already takes 20 mins to get to witney. It will take even longer. Why is there not an answer to question 4 that responds yes, 20mph will make me drive more, just just to other places not carterton center

	Brize Norton 30mph speed limit – Object Please listen to us Travel change: No
(o220) Local resident, (Carterton, Oakfield road)	Carterton 20mph speed limit – Object It doesn't solve people speeding just allows for more pollution to build up in residential areas. It will not reduce traffic either. NO one will chose to not drive because of the speed limit! Making driving more miserable for drivers won't make their destination any closer or their shopping any lighter!!! Brize Norton 30mph speed limit – Object I feel my previous comment for the 20 limit covers my response. I also feel appalled how much tax papers money will be spent in signage, road painting etc yet our roads are not being maintained and local streets are full of cars parking in blind spots and Travel change: No
(o221) Local resident, (Carterton, Oakfield road)	Carterton 20mph speed limit – Object As shown in the Witney case, it does little to reduce actual speed by motorists and is not enforced by TVP in the way that would be expected for speed limits (see their comments on how they would not be able to enforce the speed restrictions in Witney). This project will cost an awful amount of money, money which would be better served being utilised for road surface repairs and care for the vulnerable. Brize Norton 30mph speed limit – Object Again, see my previous response; As shown in the Witney case, it does little to reduce actual speed by motorists and is not enforced by TVP in the way that would be expected for speed limits (see their comments on how they would not be able to enforce th Travel change: No
(o222) Local resident, (Carterton, Oakfield road)	Carterton 20mph speed limit – Object

	Whenever I have been in other towns with the 20 mph speed limit I have had people dangerously close behind me (including buses) as well as that I have seen an increase in people using their phones (which I believe to be more the route cause of accidents than obeying a speed limit in place for years). Brize Norton 30mph speed limit – Object If this is regarding Monaghan way I oppose this due to the road being created and designed around being a 40 so why is it being reduced when it was built for purpose? The pavement are set back and no properties are along the road as they are set in the es Travel change: Other No - Public transport isn't the best in this area (it's taken me over 2 hours to get to Oxford at certain times making it unviable) plus this limit will slow down the public transport further.
(o223) Local resident, (Carterton, Off Rock Road)	Carterton 20mph speed limit – Object Because those that don't adhere to the speed limit, won't anyway, existing peed limits are not enforced adequately and so those that pass us doing 60mp in a 30mph area will not change their attitude. Changing gear and driving in 3rd constantly sends more pollution into the atmosphere and doesn't do engines any good. No need for 20 mph where there are speed bumps already. Where is the proof that the speed limits in Carterton cause problems? ONLY DRIVERS AND THEIR CAR ENGINES, WHO STICK TO THE SPEED LIMIT ALREADY WILL SUFFER WITH 20MPH SPEED LIMITS THEY ARE NOT NECESSARY FOR SAFETY, Brize Norton 30mph speed limit – Object THE SPEED LINT IS ADEQUATE FOR THESE STRETCHES OF ROAD AND THERE IS A WIDE PAVEMENT THAT COULD ALSO BE USED AS CYCLE PATH. Because those that don't adhere to the speed limit, won't anyway, existing peed limits are not enforced adequately and so those th Travel change: No
(o224) Local resident, (Carterton, Orchid Way)	Carterton 20mph speed limit – Object

	It doesn't actually impact the speed people travel. Look at Witney, it makes people drive more erratically and dangerously when it's 20mph. 30mph is a good speed limit considering most of the time you can't do it due to the conditions of the roads. Brize Norton 30mph speed limit – Object Brize Norton is not possible to do 30mph as it is as too many cars parked dangerously and the amount of potholes. It would be better to invest money into looking into these issues than spending money on changing the speed limit Travel change: No
(o225) Local resident, (Carterton, Owen Place)	Carterton 20mph speed limit – Object Traffic builds up as it is, slower limits would cause further congestion Brize Norton 30mph speed limit – Object Traffic flows with little issue, changing it would cause further congestion Travel change: No
(o226) Local resident, (Carterton, Pampas close)	Carterton 20mph speed limit – Object Not necessary. Exactly how many road traffic casualties has there been (pedestrian or otherwise) regards pedestrians there are ample road crossings Brize Norton 30mph speed limit – Object As previously written Travel change: No
(o227) Local resident, (Carterton, Pampas Close)	Carterton 20mph speed limit – Object A lot of roads have clear areas either side giving good visibility of anyone including animals around. Areas that don't ie Shilton park have so many parked cars that it is not possible to drive at 20 mph a lot of the time. Roads that have schools can have warning lights at school start & finish times.

	Brize Norton 30mph speed limit – Object There aren't many roads that you can drive at 30mph Travel change: No
(o228) Local resident, (Carterton, Pampas Close)	Carterton 20mph speed limit – Object from what I can see a lot of the roads are straight, with clear views & not a lot of pedestrians Brize Norton 30mph speed limit – Object The roads as far as I can see are straight, clear views & plenty of space for pedestrians Travel change: Other Without my car I'm not able to get out as mobility is limited, not enough for a blue badge though
(o229) Local resident, (Carterton, Park View Lane)	Carterton 20mph speed limit – Object Current speed limits are fine as they are Brize Norton 30mph speed limit – Object The current 40mph limit is fine given the area Travel change: No
(o230) Local resident, (Carterton, Pear Tree Walk)	Carterton 20mph speed limit – Object It's not needed. Brize Norton 30mph speed limit – Object It's not needed. Travel change: No

(o231) Local resident, (Carterton, Pinecroft)	Carterton 20mph speed limit – Object Changing speed limits to cost money we don't have, is bad for the environment as 20s cause more pollution than 30s Brize Norton 30mph speed limit – Object Changing speed limits to cost money we don't have and brizenorton needs to have the road obstructions removed. Travel change: No
(o232) Local resident, (Carterton, Pinecroft)	Carterton 20mph speed limit – Object 30 MPH is a sufficient max speed for built up areas, with the development of better braking and in car safety systems, we are a lot safer now in 30 MPH areas than we were back in the earlier decades of 90's etc. I would support a proposal for 20 MPH outside school areas only but certainly not a blanket 20 MPH soeed for Carterton & Brize Norton. Brize Norton 30mph speed limit – Object Again these speed limits are sufficient and resources would be better spent elsewhere, like road/pothole repairs etc. Travel change: No
(o233) Local resident, (Carterton, Poppy Terrace)	Carterton 20mph speed limit – Object People will drive over the speed limit. The lack of patience in drivers can cause some cars to overtake in 20mph zone. Brize Norton 30mph speed limit – Object Nobody will stick to the speed limit as it is too slow. Cyclist will be overtaking cars. Travel change: No
(o234) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Will severely affect already terrible traffic flow

	Brize Norton 30mph speed limit – Object As before Travel change: No
(o235) Local resident, (Carterton, Queens)	Carterton 20mph speed limit – Object In most terms you don't see a lot of speeding on Carterton as there are a lot of junction to stop speedong Brize Norton 30mph speed limit – Object Same as before Travel change: No
(o236) Local resident, (Carterton, Queens Rd)	Carterton 20mph speed limit – Object Too slow. Roads in places virtually undrivable Cost to implement money better spent elsewhere No police enforcement anyway Brize Norton 30mph speed limit – Object Too slow. Roads in places virtually undrivable Cost to implement money better spent elsewhere No police enforcement anyway Travel change: No
(o237) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object You have not clearly published any statistics in regards to the proposed areas to justify your reasons that the existing speed limits have a requirement to be changed. It should be transparent how many "serious injuries or deaths" you are actually trying to avoid.

	As far as I can see from previous speed limit change implementations in other areas this "consultation" will just be another farsical red tape excercise as you will have already made up your minds as to the outcome and you have been shown to completely disregard the population's wishes in preference to your own. From experience on the road and talking to many other motorists the 20Mph speed limit does no more than anger them. You see it every day with drivers. Apart from the fact that the majority ignore it anyway there is clear evidence of tailgating and taking unnecessary risks when vehicles are travelling that slow. The money would be far better spent repairing your badly disntegrating road infrastructure and creating dedicated foot/cycle paths to separate the traffic. Doing this would eliminate the majority of the issues you claim the speed limit change will resolve. I get that some areas have a genuine need to be reduced and I am fully behind you lowering and enforcing limits around schools and areas with frequent foot traffic but that is not the case that I have seen so far. Brize Norton 30mph speed limit – Object Same reasons as previously stated Travel change: No
(o238) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object Currently with the 30 mph limit there are next to no accidents or injuries. There is large build ups of traffic during the day even with the 30 mph limit, dropping it to 20 will just make this worse and increase the pollution levels. The 30mph limit suggested between Carterton and Brize Norton will impact on the levels of traffic that use that road causing longer tail backs. Brize Norton 30mph speed limit – Object Very difficult to get past 30mph along Norton Way and Monohan Way. Putting one or two bus stops on Carterton Road will cause traffic chaos and increase the delays for using that road. 40mph is absolutely fine for Carterton Road, as a regular user of this Travel change: No
(o239) Local resident, (Carterton, Queens road)	Carterton 20mph speed limit – Object

	Haven't noticed it necessarily slows all motorists down. If speed limit is adhered to you get impatient motorists overtaking causing more issues. Also driving in lower gears increases emissions Brize Norton 30mph speed limit – Object There are crossings on the road. Travel change: No
(o240) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object I have looked through the documents submitted and whilst they are very comprehensive with various maps etc I am unable to find the costs associated with changing all the speed limit signs to 20 mph. Perhaps you would like to share how many deaths and serious injuries there were last year in the 30mph limits of the roads in Carterton that justify spending vast sums council tax payers money on this liberal democrat vanity project. I have lived in Carterton for nearly 20 years most of the people i know that work locally work in Oxford there is minimal industry in Carterton or in Cycling distance. Changing the speed limit to 20mph is going to do nothing for them. Or this policy will do with appease a small minority of people that work from home don't have a car and go down the shops once a week to a push bike. Yet frustrate drivers making their journey times longer or if like me speed up on roads with normal speed limits to make up any time lost crawling along at walking speed at 5.30am when hardly anyone other road users are about. I and people I know do not want to be part of your Vision Zero experiment leave the speed limits in Carterton alone if you want to make the roads in Carterton safer spend our council tax on fixing the potholes. Brize Norton 30mph speed limit – Object See question 3 Travel change: No
(o241) Local resident, (Carterton, Queens RoadO)	Carterton 20mph speed limit – Object Total waste of our money for sineage etc. most traffic drives 20-25 mph anyway in Carterton. Adequate footpaths already. Brize Norton 30mph speed limit – Object

	Dreadful road conditions throughout Brize Norton. More than 20 mph would be dangerous to drivers. Travel change: No
(o242) Local resident, (Carterton, Raf brize norton)	Carterton 20mph speed limit – Object Live in the area and transport links are poor takes so long to travel around oxfordshire Brize Norton 30mph speed limit – Object Speed limit is already too slow in the area needs to be increased to reflect modern car performance Travel change: No
(o243) Local resident, (Carterton, Richens Drive)	Carterton 20mph speed limit – Object This is an unnecessary, but expensive strategy Brize Norton 30mph speed limit – Object Unnecessary and expensive Travel change: No
(o244) Local resident, (Carterton, Richens DriveO)	Carterton 20mph speed limit – Object Blanket 20mph speed limits are ineffective and a waste of money. They should only apply to housing estate roads and outside schools. Brize Norton 30mph speed limit – Object The question is not specific enough. Travel change: No
(o245) Local resident, (Carterton, Road)	Carterton 20mph speed limit – Object

	Money would be much better spent on road resurfacing. Where is the evidence that a reduction in speed limits in this area would improve road safety? Brize Norton 30mph speed limit – Object Unfortunately you will not take any notice of the wishes of residents. Reasons for objections already stated. Travel change: No
(o246) Local resident, (Carterton, Rock Close)	Carterton 20mph speed limit – Object We don't need it, it's been fine for as long as I remember Brize Norton 30mph speed limit – Object Same again Travel change: Other It'll be really annoying and slow down the flow of traffic even more
(o247) Local resident, (Carterton, Rock close)	Carterton 20mph speed limit – Object It doesn't need to be reduce anyon Brize Norton 30mph speed limit – Object It doesn't need to be reduced! Travel change: Yes – scoot more
(o248) Local resident, (Carterton, Rock Close)	Carterton 20mph speed limit – Object 30 mph speed limit works in Carterton Brize Norton 30mph speed limit – Object Existing 40 mph speed limit works Travel change: No

(o249) Local resident, (Carterton, Rock road)	Carterton 20mph speed limit – Object There is no need to change this. It will increase congestion, increase emissions and have no impact on accidents which are practically zero with speed bumps already in place on all major roads and junctions Brize Norton 30mph speed limit – Object No need. Increase congestion and pollution and have no safety benefit Travel change: No
(o250) Local resident, (Carterton, Rock road)	Carterton 20mph speed limit – Object 20 is too slow for roads where there are pavements. Brize Norton 30mph speed limit – Object 20mph is simply too slow. Travel change: No
(o251) Local resident, (Carterton, Rowan close)	Carterton 20mph speed limit – Object 20 is too slow! Hard to maintain as vehicles are not geared for it. Causes further wear on vehicles. Engines have to rev higher so increases pollution, if you don't believe this, go sit behind a exhaust pipe while the car revs higher in 2nd vs tick over in 4th. If you don't understand this, or how combustion engines and gearing work, you need additional driving lessons and you're not qualified to make this decision. We have so many speed bumps that it won't make a difference... educate children not to randomly walk out in traffic instead. Show them what happens if they do. It worked for me as a child. If you do this, I'll have to run against you in the next election with the soul pledge of undoing the change, and prioritising funds to fixing the roads. People have had enough of these left wing anti motorist policies. Brize Norton 30mph speed limit – Object There is no school or houses there yet, and no evidence that this road or its footpaths will be used by school children in the future if the school does get built.

	You can't go making changes based on what might not happen. Travel change: No
(o252) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – Object As can be seen by the implementation across the county, very few people pay attention. The speed limits have be incompetently placed thus leaving people bemused as to why such a waste of money has been made. Try and learn from other failures like Wales where they are now reversing this pointless war against the motorists leading to more waste. One effect I have noticed is that traffic has sped up in these areas as people now travel to road and weather conditions instead of the pointless lower speed. Speeds approaching 40MPH are now seen on a regular basis showing the complete failure and waste of money this scheme has been. Brize Norton 30mph speed limit – Object There is no need to slow any traffic on the main roads down, it's a pointless exercise that wastes money as very few people will follow them. Travel change: No
(o253) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – Object Stupid to make it 20 Brize Norton 30mph speed limit – Object Stupid Travel change: No
(o254) Local resident, (Carterton, Scholars acre)	Carterton 20mph speed limit – Object This is a proven waste of money. Surrounding towns have imposed this and no one does 20mph. There are more effective ways to reduce speed if that is the desire. I can't imagine why this is the most important topic. How many accidents have happened at a speed of 30mph? That aside I believe there are more important issues, roads, I have been told it's not this councils job but why about you just fix a known issue anyway. The state of Carterton atm, is run

	down and dirty. Tidy and clean the area. Why are the basics being ignored before we waste money on topics that are not that important. Please get the basics right first. Stop wasting peoples money and fix the problems we all struggle with everyday. I personally would like to see the roads fixed and the area tidied and cleaned. Brize Norton 30mph speed limit – Object This is a main road between to towns, no houses and a path connecting both. What possible reason is there to lower the speed limit? This again is another change for the sake of it. Fix the roads and tidy Carterton Travel change: No
(o255) Local resident, (Carterton, Sedge Way)	Carterton 20mph speed limit – Object As a Carterton resident, I object to this question because it assumes I should have an opinion on a proposal that hasn't been properly explained - I don't know which roads would be affected, what problems this is meant to solve, or how it would be enforced. More importantly, I oppose the 20mph limit because it will make daily commuting unnecessarily slow and frustrate drivers without addressing real safety issues in our community. RetryClaude can make mistakes. Please double-check responses. Brize Norton 30mph speed limit – Object As a Carterton resident opposing these proposals, this question is poorly designed because it lumps together both supporters and objectors into one open-ended box, making it difficult to analyze responses systematically and potentially allowing opposing v Travel change: Other As a Carterton resident who opposes the 20mph limit, this question is problematic because it assumes the speed reduction will be so inconvenient that people would abandon driving altogether, which isn't realistic for most residents who rely on cars for wo
(o256) Local resident, (Carterton, Sellwood Drive)	Carterton 20mph speed limit – Object 20mph is too slow and would clog up the roads around town. The 30mph limit is never enforced, so what chance of getting a 20mph limit enforced. If anything put up speed cameras for 30pmh around town and a lot of problems will disappear.

	Brize Norton 30mph speed limit – Object Too slow and only clogs up the roads with cars pouring out fumes for longer periods of time. Travel change: No
(o257) Local resident, (Carterton, Shillbrook)	Carterton 20mph speed limit – Object I absolutely do not want this on my street. There is no real reason for this other than trying to discourage people from driving. People need their cars to get jobs and live. They should not be limited to working in their towns and being inconvenienced at every step. Those that cause accidents usually do because they do not follow rules of the road not because they're going 30mph. I absolutely categorically object to this proposition and think you should really consider spending money elsewhere and supporting people rather than hindering lives. Brize Norton 30mph speed limit – Object Again, literally and absolutely no reason for this. The speed limits have been the same for years and years and everyone has been safe. Car are only getting safer. Emissions are worse at lower speeds so this isn't about environment either. Please do not d Travel change: No
(o258) Local resident, (Carterton, Shillbrook)	Carterton 20mph speed limit – Object Absolutely no research for the safety. No one is being hit on our roads, and if were it's not because of the speed limit it's because pedestrians think they own the roads and step out whenever they feel like it. Cars are safer, and people take far more care than ever before. There is absolutely no need for a reduction in speed limits. Brize Norton 30mph speed limit – Object Again, nothing at all making it safer. The pollution is far worse. Absolutely no point in this other than to spend our money. Do what people tell you!! Fix the potholes and make the roads safer for drivers so they don't have to swerve out the way of crate Travel change: No

(o259) Local resident, (Carterton, Shillbrook avenue)	Carterton 20mph speed limit – Object what good does it do, statistics do not show less accidents, cars and trucks are not designed to run at 20mph, they have to use a lower gear resulting in higher revs putting more pollution into the area as taking longer to travel through why not do as usa does 20mph outside hospital entrances school entrances when in school hours , near zebra crossings , Brize Norton 30mph speed limit – Object leave things alone as they work, the council wastes so much money on signage, proposals, consultations money would be better spent repairing the roads# Travel change: No
(o260) Local resident, (Carterton, Shillbrook Avenue)	Carterton 20mph speed limit – Object No evidence of loss of life at 30mph. Expensive to implement. Roads are in a shocking state of repair and need this money spent on them. No way of policing it fairly. Finds would just be an extra tax that I have no confidence in council spending wisely. Brize Norton 30mph speed limit – Object There are cupcakes where speed matters so why change? Travel change: No
(o261) Local resident, (Carterton, Shillbrook avenue)	Carterton 20mph speed limit – Object There is no need for the change. You are wasting money at a time where things are stretched. Fix the roads as they NEED fixing. Represent your community stop using your position to push your own agenda. Brize Norton 30mph speed limit – Object Same as before, stop wasting money. Fix what needs fixing. Travel change: No

(o262) Local resident, (Carterton, Shilldeane)	Carterton 20mph speed limit – Object You will ignore what the people say anyway, as with everything else. What is the need to spend much needed money on a useless change of limit when it could be put better use. Why suddenly is this 20 a huge priority. And trying to get people to cycle, how will I cycle two kids to school 5 and 8 months then get to work in Witney on time, which by the way used to be on a public bus route which has now been stopped. Seems more dangerous. Brize Norton 30mph speed limit – Object You are making life harder for the hard working people of this country or are already struggle to juggle, work and home life Travel change: No
(o263) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – Object Utterly ridiculous. You want to spend all the money on stupid 20mph zones that know one will follow, let be honest. But our roads are diabolical. Sort out your priorities. There is nothing wrong with 30mph Brize Norton 30mph speed limit – Object See previous comments. Carterton doesn't have a speed problem. It has craters all over the roads Travel change: No
(o264) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – Object A blanket 20mph for the entire town is not necessary. There is limited data to show the effectiveness of a reduced speed limit on safety and pollution at this time point. More data is needed to justify the money spend in an already cost constrained environment. I would not object to the 20mph being put in place in areas of need e.g. outside schools, playgrounds etc., where there are children that could be hurt by vehicles travelling at higher speeds.

	As I am sure you are aware, Wales has had to retract its default 20mph speed limit due to public backlash and concerns about its implementation. They are now having to provide an additional £5 million in funding to reassess speed limits after spending £32 million to implement it in the first place. I appreciate that lowering the limit could save lives but it needs to be targeted at "high risk" areas and then the budget will also not be as high. Brize Norton 30mph speed limit – Object A blanket 20mph for the entire town is not necessary. There is limited data to show the effectiveness of a reduced speed limit on safety and pollution at this time point. More data is needed to justify the money spend in an already cost constrained envi Travel change: Other It will not change my mode of transport as public transport is insufficient and too costly in the Carterton/Brize Norton area.
(o265) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – Object I do not think that the 20 mph limit will have any affect on safety. There has been no proof in areas that have already gone to 20mph that there has been Brize Norton 30mph speed limit – Object Again no Proof that reducing speeds will improve safety. Also the cost involved in making these changes. Feels like changes for change sake Travel change: No
(o266) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – Object There are already speed bumps to slow traffic down. In other towns where 20mph has been implemented hardly any cars obey it. Those that do are then overtaken causing an even more dangerous situation. Also the 20mph limit causes significant delays to bus services. This discourages people to use the bus service. Brize Norton 30mph speed limit – Object No need, these are not built up areas

	Travel change: No
(o267) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – Object it's not dangerous sections of road, therefore there is no need to reduce the speed limit. Brize Norton 30mph speed limit – Object once again, there is no need for the speed to be 30mph Travel change: No
(o268) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – Object It will not make the roads safer, and more people will speed, so it just seems like it would be to make more money from fines etc. Brize Norton 30mph speed limit – Object Same as my previous answer Travel change: No
(o269) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – Object Blanket 20 limits are inappropriate. All they do is teach people to ignore the limits where they are actually needed. Brize Norton 30mph speed limit – Object Mohan way is perfectly suitable for 40mph. It has wide separated pavements, crossings and no parked cars. There is absolutely no reason to lower it. Travel change: No
(o270) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – Object It's never going to work and what's the thinking behind. I think with the amount of potholes in Carterton in anyway the 20 miles limit has been enforced in some places

	There is enough cycling lanes and pavements in Carterton for people to walk/cycle. So NO I don't support the proposal. The money for signs, etc. can go towards fixing the potholes... Brize Norton 30mph speed limit – Object Please see previous response Travel change: No
(o271) Local resident, (Carterton, Shilton Road, a race track for drovers)	Carterton 20mph speed limit – Object 30 is ignored so 20 has no chance. Brize Norton 30mph speed limit – Object As stated above Travel change: Other We live here, we don't have the option
(o272) Local resident, (Carterton, Snowberry court)	Carterton 20mph speed limit – Object More concerning issues and nil or very few reports of accidents involving cars and pedestrians Brize Norton 30mph speed limit – Object Again a waste of tax payers money and no evidence other than national stats to support it. Travel change: No
(o273) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Object It is completely unnecessary and causes congestion. The police cannot enforce it (they have said this themselves) and thus it is a total waste of taxpayers money. You will likely ignore the objections anyway, as you did in Witney. Brize Norton 30mph speed limit – Object Perhaps prioritise sorting out the many potholes in Brize Norton first before wasting money on idiotic proposals.

	Travel change: No
(o274) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Object Ridiculous, waste of money that could be better spent elsewhere. Nothing wrong with the current 30 limit. And at 20 my car is between gears revving higher. What does it achieve. Brize Norton 30mph speed limit – Object Again - ridiculous, waste of money that could be better spent elsewhere. Nothing wrong with the current 30 limit. And at 20 my car is between gears revving higher. What does it achieve. Travel change: No
(o275) Local resident, (Carterton, Stanmore crescent)	Carterton 20mph speed limit – Object 30mph is slow enough on a main road. Spend thousands of pounds of tax payers money to change signs is unacceptable when the roads are so bad it's like driving in an off road rally event. Pot holes everywhere. Brize Norton 30mph speed limit – Object Because I think it's ridiculous to waste money when it could be spent on better uses like the roads Travel change: No
(o276) Local resident, (Carterton, Stirling Close)	Carterton 20mph speed limit – Object Waste of taxpayers money. Install safer infrastructure and maintain the roads so all road users are less concerned about the next car-damaging pot hole and concentrating on hazards ahead. It won't change the way people travel and many will not do the 20mph limit. There is still a risk to pedestrians if hit so make the infrastructure suitable to maintain separation. Eg. The one attraction for children (skate park) has no safe crossing nearby for those on wheels (scooters, skateboards, bikes). The bus links to Oxford are already painfully slow without adding more needless minutes going around Carterton. Focus on what Carterton needs and that isn't 20mph zones. I don't see any evidence of high accident rates or near fatalities in Carterton to demand such a change. Brize Norton 30mph speed limit – Object

	Waste of money, make the infrastructure safer and improve the road conditions. Too many speed limit changes in a small area. Travel change: No
(o277) Local resident, (Carterton, Stirling Close)	Carterton 20mph speed limit – Object Far too slow & more dangerous. Brize Norton 30mph speed limit – Object They work fine as they are. Travel change: No
(o278) Local resident, (Carterton, Stocks walk)	Carterton 20mph speed limit – Object Drivers are not the issue! Educate in particular school age children about road awareness, not crossing roads with phones/headphones etc. improve cycle paths (cut back verges) so that cyclists can use them rather than the roads. More needs to be done to stop electric bikes/scooters using roads. All of these things are proving far more dangerous on the roads than a 30 mph limit for drivers Brize Norton 30mph speed limit – Object Same reasons as above Travel change: No
(o279) Local resident, (Carterton, swinbrook)	Carterton 20mph speed limit – Object Not required....repair the roads with the money Brize Norton 30mph speed limit – Object Good as it is

	Travel change: No
(o280) Local resident, (Carterton, Swinbrook)	Carterton 20mph speed limit – Object Don't need it. Leave it as it is Brize Norton 30mph speed limit – Object Traffic flows safely as. It is Travel change: No
(o281) Local resident, (Carterton, Swinbrook Park)	Carterton 20mph speed limit – Object Unnecesary Brize Norton 30mph speed limit – Object Unnecessary Travel change: No
(o282) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – Object Reducing cars to the speed of cyclists will lead to more incidents not less, congestion will increase as seen in witney with traffic now being nose to tail at 20 and no one can get out of side streets, and people are not going to give way because of already increased journey times, it will do nothing for perceived pedestrian safety as there will be no gaps in traffic to cross between, just as adding speed bumps did nothing, because no one want's to step out in front of a car accelerating from having to do walking pace over a road obstacle. Money changing signs would be better employed repairing roads so motorists werent looking only at the surface ahead instead of monitoring other things like pedestrians or cyclists not using cycle paths. Trying to force people out of their private cars is not the town councils job, and trying to by reducing speed limits will have zero affect on people travelling out of and into the town, all it may do is drive people away from using the town facilities if it becomes a pain to do so. Brize Norton 30mph speed limit – Object

	there is no reason, not safety nor otherwise to justify this, there are suitable pathways and cycle paths and controlled crossing points, this is nothing more than a bureaucratic attack on car owners, you want to try and force people out of their cars, yo Travel change: No
(o283) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – Object Nothing wrong with present speed limits, especially with the state of the road. Brize Norton 30mph speed limit – Object There are already 20mph in some areas, Manahagn Way has perestrian lights and traffic islands, there is no problem rousing the road. So reduction not required. Travel change: No
(o284) Local resident, (Carterton, Swinbrook road)	Carterton 20mph speed limit – Object Speed is not the issue. Junction design and poor roads are the main reasons for the very few accidents we have Brize Norton 30mph speed limit – Object Same as previous. Travel change: No
(o285) Local resident, (Carterton, Sycamore Drive)	Carterton 20mph speed limit – Object It's a pointless plan and unnecessary. 30 is slow enough. All of these changes will cost a lot of money and that money could be spent better! Brize Norton 30mph speed limit – Object The speed limits are fine as they are Travel change: No

(o286) Local resident, (Carterton, Sycamore drive)	Carterton 20mph speed limit – Object I am objecting because I feel that it will cause an increase in traffic and road rage. I also feel that most cars on the road at the moment are not built for doing 20 mph for long distances. Brize Norton 30mph speed limit – Object Feel this would effect the flow of traffic, causing more problems and congestion. Travel change: No
(o287) Local resident, (Carterton, Tamina close)	Carterton 20mph speed limit – Object Driving cars at 20mph is worse for the environment, increases congestion, and is not needed. Brize Norton 30mph speed limit – Object . Travel change: No
(o288) Local resident, (Carterton, Teasel way)	Carterton 20mph speed limit – Object Will make traffic even worse Brize Norton 30mph speed limit – Object Will make traffic even worse Travel change: No
(o289) Local resident, (Carterton, Teasle way)	Carterton 20mph speed limit – Object Its a silly proposal with no proportionate benefit apart from looking good on a councillors cv Brize Norton 30mph speed limit – Object Its a silly proposal with no proportionate benefit apart from looking good on a councillors cv

	Travel change: No
(o290) Local resident, (Carterton, Teasle way)	Carterton 20mph speed limit – Object Object to such a small ridiculous change that makes such a tiny impact on safety hut increases the annoyance of trying to get around. Brize Norton 30mph speed limit – Object Post thr responses and the number of people who object or approve of these changes for transparency Travel change: Other I will take the bus less and drive more if you put 20mph in!
(o291) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – Object I believe that the current speed limits are perfectly reasonable and acceptable for the area and no change is required. Brize Norton 30mph speed limit – Object I believe that the current speed limits are perfectly reasonable and acceptable for the area. Travel change: No
(o292) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – Object Unbelievable cost involved for something completely unnecessary. There are no fatalities that would be prevented though a reduction in speed limit and any creek accident will be caused by someone who doesn't obey the speed limit regardless. After to speaking to many fellow residents this is not the publics opinion and appears to be being done on the councils own agenda rather than acting on behalf of the people. Brize Norton 30mph speed limit – Object Very wide open roads. Very minimal foot traffic and if there is it is well away from the road. Once again is unbelievably expensive and not necessary. Onlt accidents that happen are freak ones caused by people with no regard to the speed limit. Not the wa Travel change: No

(o293) Local resident, (Carterton, The lawns)	Carterton 20mph speed limit – Object The blanket approach is a waste of money and makes no difference but to irritate drivers and cause erratic driving. Brize Norton 30mph speed limit – Object Stop wasting money Travel change: No
(o294) Local resident, (Carterton, The Maples)	Carterton 20mph speed limit – Object Very little evidence which justifies this. Brize Norton 30mph speed limit – Object Very little evidence to support it. Travel change: No
(o295) Local resident, (Carterton, Thornhill close)	Carterton 20mph speed limit – Object 30 is safe, 20 will cause more aggressive drivers and unsafe attempts to overtake Brize Norton 30mph speed limit – Object The road is not unsafe at this time. Money would be much better spent elsewhere Travel change: No
(o296) Local resident, (Carterton, Tumbler Way)	Carterton 20mph speed limit – Object We already have speed bumps along Burford Road and Brize Norton Road. Having seen the impact of 20mph limits in Witney it is my opinion it makes people drive more dangerously. They tailgate very closely and overtake at well over 30mph to get past people doing 20.

	Brize Norton 30mph speed limit – Object It is not a built up area, there is an off road pavement cycle path. It is not a road prone to accidents Travel change: No
(o297) Local resident, (Carterton, Tumbler Way)	Carterton 20mph speed limit – Object I support 20mph limits where there is a clear safety need, such as near schools, in busy residential areas or on roads with a history of accidents. However, I do not agree with reducing every 30mph road to 20mph. A blanket change does not consider how each road is used. Many streets are already safe at 30mph, and reducing them further may have little benefit, particularly on main roads where drivers feel 30mph is appropriate. This could reduce compliance and respect for limits in areas where 20mph is genuinely essential. Evidence shows that targeted 20mph zones with good design and enforcement are more effective. Applying the limit indiscriminately can slow public transport, emergency services and essential deliveries, and in some cases may increase emissions. Resources would be better focused on high-risk locations, with improved crossings, traffic calming and enforcement where they will make the most impact. Brize Norton 30mph speed limit – Object I support 20mph limits where there is a clear safety need, such as near schools, in busy residential areas or on roads with a history of accidents. However, I do not agree with reducing every 30mph road to 20mph. A blanket change does not consider how ea Travel change: No
(o298) Local resident, (Carterton, Upavon Way)	Carterton 20mph speed limit – Object Increased pollution, longer commute times. Brize Norton 30mph speed limit – Object Increased pollution, longer commute times. Travel change: No

(o299) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Not necessary/slow speeds bad for environment/cars not made to go so slow for so long/just non-car drivers wanting to make life difficult for car users/traffic measures in & out of brize & carterton already puts extra time on journeys (which is what made Stagecoach buses stopped running the buses that way , cut one service and added journey time to the S1 (so we also suffer on our free time as well)complete waste of time & money (already proven in other areas it doesn't work) Brize Norton 30mph speed limit – Object See reasons for Carterton (the same) Travel change: Other No, I am left with no choice but to drive to work (and see my comments about bus above) If this is actually about forcing us off the road rather than apparent safety that is even more disgusting
(o300) Local resident, (Carterton, Windrush gardens)	Carterton 20mph speed limit – Object You ruined witney with the 20mph please leave carterton alone Brize Norton 30mph speed limit – Object Because 20mph has caused chaos and congestion in Witney, it costs me more in fuel and people are now driving at 15mph because their scared of getting a ticket which makes things even worse. Travel change: Other I won't stick to the 20mph unless it's in a built up housing estate or by schools
(o301) Local resident, (Carterton, Woodlands)	Carterton 20mph speed limit – Object The roads do not need to have slower speed limits. The money that you want to use to implement slower speed limits can be used to actually fix the potholes insted of trying to dodge lawsuits for destroying cars' tyres because of your faulty road patches that come up the next day. Brize Norton 30mph speed limit – Object Adding a lower speed limit in Brize Norton would create a lot of traffic which we allready have enough of as it stands.

	Travel change: No
(o302) Local resident, (Carterton, Woodrush gardens)	Carterton 20mph speed limit – Object Cars have got safer and speed limits are getting lower. The rest of Oxfordshire is awful to drive around in the 20mph zones and all it will achieve is killing off an already hideous town centre which could benefit in some investment instead of wasting our money on pointless signs Brize Norton 30mph speed limit – Object No need for it to be reduced from a 40 mph limit. No houses on that road. Another waste of money when you could be spending it on fixing the roads instead Travel change: No
(o303) Local resident, (Carterton, Wycombe way)	Carterton 20mph speed limit – Object I have common sense and realise 20 mph as a speed limit is ridiculous and unnecessary Brize Norton 30mph speed limit – Object Again it's unnecessary, you can't drive more than 10 mph because of all the potholes. Maybe use your money for that instead Travel change: No
(o304) Local resident, (Carterton, Wycombe way)	Carterton 20mph speed limit – Object 20mph is never adhered too, its a waste of money and makes traffic and accidents more common Brize Norton 30mph speed limit – Object Object as its a big enough road, enoigh crossing points for the public and its not limited by view, for a main road in and out its a right limit Travel change: No

(o305) Member of public, (Carterton, Abingdon Road)	Carterton 20mph speed limit – Object What is the point to put 20 mph in place when people driving at that speed to avoid potholes and damaging cars. Have you done a risk assessment in this case in Carterton and surrounding area? Brize Norton 30mph speed limit – Object I want to travel as quick as possible from point A to B. In some places car should have priority not the pedestrian, in other places it should be opposite. In this case should have car priority Travel change: Other I will be avoiding that area and will not obey this 20 mph until some assessment will be shown and proven that speed will change something
(o306) Local resident, (Carterton, Alverscot road)	Carterton 20mph speed limit – Object Stop wasting my tax money on rubbish that doesn't work or change a thing Brize Norton 30mph speed limit – Object Stop wasting my tax money on rubbish that doesn't work or change a thing Travel change: No
(o307) Local resident, (Carterton, APPLEFORD DRIVE)	Carterton 20mph speed limit – Object I don't believe it's help to be safe on roads. Brize Norton 30mph speed limit – Object Can not go faster anyway, the roads are very bad conditions. Travel change: No
(o308) Local resident, (Carterton, Appleford-drive)	Carterton 20mph speed limit – Object Silly idea main roads has to be same speed limit. No screw the traffic. It will be nothing changed of the driver behaviour.

	Brize Norton 30mph speed limit – Object Just leave like that Travel change: No
(o309) Local resident, (Carterton, Arkell ave)	Carterton 20mph speed limit – Object Reducing speed limits from 30mph to 20mph has been shown to have “little impact” on road safety according to a study conducted by Queen’s University Belfast, Edinburgh University, and the University of Cambridge. That’s not an opinion — that’s scientific evidence. Here’s the link in case anyone wants to read it: https://pureadmin.qub.ac.uk/ws/portalfiles/portal/395090799/Investigating_the_impact_of_a_20_miles_per_hour_speed.pdf Brize Norton 30mph speed limit – Object Reducing speed limits from 30mph to 20mph has been shown to have “little impact” on road safety according to a study conducted by Queen’s University Belfast, Edinburgh University, and the University of Cambridge. That’s not an opinion — that’s scientific Travel change: No
(o310) Local resident, (Carterton, Arlington)	Carterton 20mph speed limit – Object No need to change. Perfectly agree as they are. Traffic is already a bottle neck Brize Norton 30mph speed limit – Object Traffic already a bottle neck. Got speed humps. Travel change: No
(o311) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – Object 20 mph is ridiculous

	Brize Norton 30mph speed limit – Object 20 mph is ridiculous Travel change: No
(o312) Local resident, (Carterton, Ashfield road)	Carterton 20mph speed limit – Object Not necessary in any way. Farcical and expensive waste of time, not improving pollution or safety. Brize Norton 30mph speed limit – Object Not necessary. Travel change: No
(o313) Local resident, (Carterton, Beverley crescent)	Carterton 20mph speed limit – Object There is no requirement to lower the speed limit. People who speed will do regardless of the limit. Money would be better spent on better roads or safer places for people to cross the roads Brize Norton 30mph speed limit – Object The speed limits are fine as they are. Spend the money bring the roads up to standard and more zebra crossings Travel change: No
(o314) Member of public, (Carterton, Black bourton)	Carterton 20mph speed limit – Object The potholes need fixing before money is spent on 20mph signs. There is no reason to reduce the speed to 20mph as there have been no crashes due to the speed limit. The potholes slow down the traffic. Brize Norton 30mph speed limit – Object Again- there is no need. Travel change: No

(o315) Local resident, (Carterton, Black bourton road)	Carterton 20mph speed limit – Object No need to have 20 mph across carterton. Speed is being adjusted automatically where necessary for example milestone road where it's busy and impossible to drive 30 Brize Norton 30mph speed limit – Object Unnecessary Travel change: No
(o316) Local resident, (Carterton, Black Bourton Road)	Carterton 20mph speed limit – Object Absolute waste of time, 30mph is safe enough for built up areas and lowering it just causes more frustration and takes longer to get anywhere. Cars are necessary for a large group of people, buses are not a good alternative and cost too much and not going to right places and take too long to get anywhere Brize Norton 30mph speed limit – Object No need to lower the limit, no housing along the roads and again causing longer journeys Travel change: No
(o317) Local resident, (Carterton, Black Bourton road, Carterton)	Carterton 20mph speed limit – Object The council's do not appear to have sufficient funds for basic functions, so can assume it is for investment for fining. I do not believe there is an example of increased accidents based on reducing to 20 mph in the town. Absolutely wasteful, but have seen other area's go down this route despite the objections. Brize Norton 30mph speed limit – Object Being a driver of fourty years, I find drivers and pedestrians, cyclists, etc paying less attention to other people with greater distractions. Unless focused on this area, reducing speed restrictions will do nothing except generate fines Travel change: No

(o318) Local resident, (Carterton, Bluebell way)	Carterton 20mph speed limit – Object Tried it in Witney, and it makes the traffic absolutely miserable and has had absolutely 0 effect on people speeding. The ones that speed aren't going to care about the limit dropping are they Brize Norton 30mph speed limit – Object Tried it in Witney, and it makes the traffic absolutely miserable and has had absolutely 0 effect on people speeding. The ones that speed aren't going to care about the limit dropping are they Travel change: No
(o319) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – Object Unnecessary and brought in for all the wrong reasons. Brize Norton 30mph speed limit – Object Unnecessary Travel change: No
(o320) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – Object Unnecessary waste of money Brize Norton 30mph speed limit – Object Unnecessary waste of money Travel change: No
(o321) Local resident, (Carterton, Blush Crescent)	Carterton 20mph speed limit – Object There is insufficient evidence provided to support the proposed change in speed limit. Please provide evidence to support that show injury/death related collisions were caused by speeding only. As reduction in speed is the only thing changing the limits will achieve.

	Brize Norton 30mph speed limit – Object There is insufficient evidence provided to support the proposed change in speed limit. Please provide evidence to support that show injury/death related collisions were caused by speeding only. As reduction in speed is the only thing changing the limits w Travel change: No
(o322) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – Object I totally object to ANY speed reductions or road access restrictions! Brize Norton 30mph speed limit – Object There are already speed and road access restrictions through Brize Norton, which cause congestion, delays and significant frustration for residents. NO MORE ARE WANTED OR REQUIRED!! Travel change: No
(o323) Local resident, (Carterton, Bracken close)	Carterton 20mph speed limit – Object Leave as it is. It's not needed Brize Norton 30mph speed limit – Object Leave as it is Travel change: No
(o324) As a business, (Carterton, Bracken Close)	Carterton 20mph speed limit – Object As a driving instructor in this area for the last 23 years, you would think in theory I would naturally be on board with this scheme. Unfortunately I have very serious concerns particularly regarding the 20 mile an hour speed limits proposed. Having experienced Witney and the surrounding villages since the 20 mile an hour speed limit introductions, in my professional opinion it has considerably increased "risk" I have found conducting driving lessons in these areas has become increasingly stressful for both myself and my pupils.

	I have experienced constant tailgating and intimidating behaviour from following motorists, quite often up to 20 vehicles closely following behind in areas in my opinion where 20mph is unrealistically slow and unnecessary. I have experienced a considerable number of very frightening situations that have been 100% caused by the 20 mile an hour speed limits, one in particular springs to mind as we were overtaken when two girls approximately 10 years old were crossing the road in front of us the first one ran to avoid an overtaking vehicle the second one literally had to leap out of the way to avoid being run over, this situation was caused in totality by the unrealistically slow 20 mile an hour speed limit, this was an area that I've taught in Witney for many years and have never been overtaken, since the introduction of the 20 mph speed limit I have experienced hundreds of dangerous situations mainly from overtaking and tailgating. I teach in these areas week in week out all day every day, along with other instructors. The overwhelming consensus from other ADI's is that these excessively low speed limits have a negative effect on road safety, massively increasing the instances of safety critical situations. It's worth mentioning we teach second gear to be used in 20 mph roads as most pupils find it extremely difficult to maintain 20mph in third gear. This by my calculations and I was very disappointed to learn from my experimentation, increases fuel consumption and emissions by approximately a third, it also 'obviously' increases the amount of traffic on the road any one moment also by a third. As a grade A professional driving instructor my absolute main concern is SAFETY, it's as simple as that. In conclusion, after initially being somewhat enthusiastic with the theoretical increased safety of lowering urban speed limits, I am now of the opinion reduction to 20 mph is not the answer, and simply does not have the effect of increased safety intended. Brize Norton 30mph speed limit – Object Increased risk. Travel change: No
(o325) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – Object The roads need repairing so they are fit for purpose, swerving potholes is more likely to cause an accident than speed limits. The speed limits in place at present work absolutely fine. Brize Norton 30mph speed limit – Object The road needs to flow to avoid congestion, there are pelican crossings in place for pedestrians to cross safely.

	Travel change: No
(o326) Local resident, (Carterton, Britannia close)	Carterton 20mph speed limit – Object Why is there a need to do this? The speed limit is not causing problems. And 20mph is unnecessary Brize Norton 30mph speed limit – Object Unnecessary Travel change: No
(o327) Local resident, (Carterton, Britannia Close)	Carterton 20mph speed limit – Object Waste of money, cause unnecessary traffic, people won't stick to it Brize Norton 30mph speed limit – Object Waste of money, unnecessary traffic, people won't stick to it Travel change: No
(o328) Local resident, (Carterton, Britius road)	Carterton 20mph speed limit – Object Will not have an effect Brize Norton 30mph speed limit – Object Will not have any effect Travel change: No
(o329) Local resident, (Carterton, Brize Norton rd)	Carterton 20mph speed limit – Object Because nobody monitors the 30mph. There are no police or speed cameras. I live on Brize Norton Rd, Carterton. Most car drivers go at 35mph plus down the road. Most nights there is a car with a noisy exhaust that drives round and round. I asked for a speed camera to be put up outside my house.

	I agree to 20mph in Residential roads, but not the main routes. The cost of the signage is a waste of funds. These funds should be wired into the budget for fixing the many bad roads in Carterton and the surrounding villages Brize Norton 30mph speed limit – Object It is not a Residential road. There are no houses directly onto the road. There is no need to reduce the speed. Travel change: No
(o330) Rather not say, (Carterton, Brizenorton road)	Carterton 20mph speed limit – Object Pointless waste of money Brize Norton 30mph speed limit – Object Same as before Travel change: No
(o331) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – Object It is completely unnecessary and a waste of the council's money instead of all the new signs etc use that money to repair our 3 world roads Brize Norton 30mph speed limit – Object Road was designed for the speeds that it is currently restricted to ie large open road what on earth is the point of making traffic go 30 mph Travel change: No
(o332) Local resident, (Carterton, Brome way)	Carterton 20mph speed limit – Object You're planning on slowing down a major road into and out of Carterton. This road already has suitable crossing points in the former of two pedestrian crossings. These crossings completely negate the need for a lowering of the speed limit and will only lead to an increase in congestion and pollution

	Brize Norton 30mph speed limit – Object Another waste of time which will simply increase congestion on our already strained roads Travel change: No
(o333) Local resident, (Carterton, Broze Norton RAF)	Carterton 20mph speed limit – Object There's no proof that slowing down traffic in all the areas would actually improve road safety. In fact it is reported it has the opposite affect Brize Norton 30mph speed limit – Object Because it's a profoundly stupid idea Travel change: No
(o334) Local resident, (Carterton, Burford)	Carterton 20mph speed limit – Object It's totally unnecessary in some areas, granted some roads do need to be 20mph but the council appear to just change the speed limits on a whim there are too many roads at 20mph already! Maybe drivers would be more law abiding if it was only in necessary places. Brize Norton 30mph speed limit – Object Again, some roads need to be changed, if there was evidence it was needed for specific roads I would support the change! Travel change: No
(o335) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – Object It is a large cost for little benefit. Brize Norton 30mph speed limit – Object The road that has the 40 limit at the moment has a very large cycle and walking area on both sides.

	Travel change: No
(o336) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – Object Totally unnecessary, it won't solve any problems. Brize Norton 30mph speed limit – Object Why? Travel change: No
(o337) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – Object No economic justification Are car accidents are problem in the local area? What are the statistics that 20mph is lesser risk than 30mph the cost implication of changing the signs from 30moh to 20 Brize Norton 30mph speed limit – Object Works well as it has done for the last 30+years Haven't heard of anyone getting hit/run over by a car in Carterton recently. Doesn't seem to be a big problem. Why change something when it works Travel change: No
(o338) Local resident, (Carterton, Butlers Drive)	Carterton 20mph speed limit – Object Pollution, no need for 20 Brize Norton 30mph speed limit – Object Pollution and again it's not needed Travel change: No

(o339) Local resident, (Carterton, Butlers Drive)	Carterton 20mph speed limit – Object I do object to the planned limit changes as I do not believe it would change things for the better and bring good value for money. New 20mph limits rolled out elsewhere have caused more congestion and made journey times longer without measurably improving safety or accessibility. It also will impact bus timetables and businesses putting more unwanted pressures on them at an already difficult time. Brize Norton 30mph speed limit – Object I object to these changes for the same reasons as I mentioned before. I do not believe it would change things for the better and bring good value for money. New limits rolled out elsewhere have caused more congestion and made journey times longer without Travel change: No
(o340) Local resident, (Carterton, Campion Close)	Carterton 20mph speed limit – Object It is unnecessary and will create more traffic issues Brize Norton 30mph speed limit – Object I feel strongly that there is no need to make any changes Travel change: No
(o341) Local resident, (Carterton, Carr Avenue)	Carterton 20mph speed limit – Object Just absolutely baffling. 20mph just creates frustration and slows down everything. The roads will not be any safer. The U.K. already has the lowest speed limits in Europe Brize Norton 30mph speed limit – Object Again, we already have the lowest speed limits in Europe. That road is comfortably 40 and could even be increased to 50 Travel change: No

(o342) Local resident, (Carterton, Carteton)	Carterton 20mph speed limit – Object There will be an increase in air pollution. I work as a district nurse and 20mph speed limits have a massive effect on my and my colleagues working day. Brize Norton 30mph speed limit – Object As previously stated working for an urgent nhs community service will cause a massive delays in our working day. Please use the money to fix the state of out roads instead Travel change: No
(o343) Local resident, (Carterton, Colerne road)	Carterton 20mph speed limit – Object Plenty of traffic lights and zebra crossings. Brize Norton 30mph speed limit – Object Plenty of traffic lights and not in the housing area. Travel change: No
(o344) Local resident, (Carterton, Connolly)	Carterton 20mph speed limit – Object Waste of money, cars go slow due to potholes. Spend money fixing potholes. Who will police the 30moh, we have no police station. Bigger things to be concerned about than 20mph limit. Spend the money on green cross code for children etc Brize Norton 30mph speed limit – Object All a waste of time. Roads too busy anyway to speed Travel change: No
(o345) Local resident, (Carterton, Connolly Drive)	Carterton 20mph speed limit – Object

	It is near impossible to travel through Carterton at the speeds. Should you introduce lesser speed limits this will affect my right to family life by increasing further the travel time, the already changes to traffic with speed limits, lights and developments has already increased my travel time by 25 minutes morning and 40 minutes evening. Brize Norton 30mph speed limit – Object Increase in traffic congestion, there are already many restrictions. Travel change: No
(o346) Local resident, (Carterton, Corbett)	Carterton 20mph speed limit – Object Cost of implementation To promote alternative methods of transport it shouldn't be the case to make other methods of transport worse / harder but the alternatives better eg fixing the potholes would encourage more cycling by making cycling better rather than driving more inconvenient. As a cyclist myself potholes are the main safety concern including having to serve or alter course into traffic to avoid them. At 20 mph cars are not able to pass without breaking the limit meaning they sit behind and some drivers further behind in the queue become impatient - this is the adverse effect. Brize Norton 30mph speed limit – Object There is just no need for a change - I'm unaware of any incidents as a result of the 40mph limit. My previous comment on the proposed 20mph is also the case here. There is a pavement for walking, what impact are you hoping to have by making this change at Travel change: No
(o347) Local resident, (Carterton, Corbett road)	Carterton 20mph speed limit – Object It doesn't need to be 20 just drive sensible. Fix the roads first before you waste money Brize Norton 30mph speed limit – Object Doesn't need it Travel change: No

(o348) Local resident, (Carterton, Corbett Road)	Carterton 20mph speed limit – Object 20mph speed limits create more pollution. Modern cars (particularly automatic) are forced to keep braking to keep within the limits and therefore generate more carbon footprint and pollution. 30mph limits have been in place on British roads for a long time before cars braking abilities improved. 30 was decided for a good reason. I would like to know how many deaths have been caused in Carterton on 30mph roads and where and other means (such as sleeping policemen could be put in place instead in these areas). You are punishing drivers with this restriction. It will not make people use alternative means of travel. It will just cause more pollution and having witnessed the speed reduction in other towns such as Witney, car drivers will mostly go at the speed they have previously and break the law more. The cost of changing all the signs is going to be paid by who? Wasting money, creating more pollution for what end goal? Brize Norton 30mph speed limit – Object As I stated previously. Travel change: No
(o349) Local resident, (carterton, corbett road)	Carterton 20mph speed limit – Object The road quality is appalling anyway so money should be spent there rather than on implementing a speed limit that is not needed. No crashes have happened because of the speed limit in the last however many years it's been 30. Brize Norton 30mph speed limit – Object There is no reason. Travel change: No
(o350) Local resident, (Carterton, Cotswold Way)	Carterton 20mph speed limit – Object Fed up with Councils wasting money on pointless, supposedly environmental projects, where there is no proof/statistics available to show they are needed. Brize Norton 30mph speed limit – Object Ditto my previous comment. Also there will always be idiots who speed no matter what signs you put up. Travel change: No

(o351) Local resident, (Carterton, Cranwell)	Carterton 20mph speed limit – Object 30 is slow and safe enough. Lowering to 20 encourages people to overtake in residential areas which is much more dangerous Brize Norton 30mph speed limit – Object There is no need. The road does not have much foot traffic and is a clear straight road. 40mph is more than safe Travel change: No
(o352) Local resident, (Carterton, Cranwell Ave)	Carterton 20mph speed limit – Object Where is the evidence that this is needed, it states road safety but with no supporting evidence at all. Brize Norton 30mph speed limit – Object Again why, what is the reason - don't just say road safety you need to give a proper reason with supporting evidence. Travel change: No
(o353) Local resident, (Carterton, Davis Close)	Carterton 20mph speed limit – Object Money would be better spent repairing the roads and enforcing the current speed limit. Brize Norton 30mph speed limit – Object It's pointless. Travel change: No
(o354) Local resident, (Carterton, Davis close)	Carterton 20mph speed limit – Object Already slow enough Brize Norton 30mph speed limit – Object

	Unnecessary, waste of tax payers money for something that will not impact the town Travel change: No
(o355) Local resident, (Carterton, Decline to answer)	Carterton 20mph speed limit – Object There is no evidence to support 20mph speed limit. Bad for my vehicle and emissions Brize Norton 30mph speed limit – Object I don't recall heading of any fatalities so am unsure of the reasoning Travel change: Other No it will not change my mode of transport I will just drive around angry at the council
(o356) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – Object Speed limits at the moment are fine. Fix the potholes Brize Norton 30mph speed limit – Object As above Travel change: No
(o357) Local resident, (Carterton, Edgehill close)	Carterton 20mph speed limit – Object It will cost taxpayer money to implement and my experience of 20mph limits in Witney is that the majority of road users ignore it anyway. Put simply, 20mph feels incredibly slow when you're driving and the more impatient drivers get frustrated and tailgate or overtake therefore likely to increase the likelihood of accidents. This is supported by department for transports own findings that found a significant increase in the share of collisions logged as “careless/reckless/in a hurry” after implementation Brize Norton 30mph speed limit – Object Monahan way is one of the main routes out of Carterton. Reducing the speed limit here may cause an increase in traffic. The road is wide and pavements are set back from The roadside. There are traffic lights controlled crossings already in place. Perhaps

	Travel change: No
(o358) Local resident, (Carterton, Edgehill close)	Carterton 20mph speed limit – Object I object as this is a waste of money as Carterton has already got speed bumps and there are very little accidents but you will go ahead and do it arelivent of this survey. Brize Norton 30mph speed limit – Object Same as previous response Travel change: No
(o359) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – Object Roads are congested enough without adding additional unnecessary restrictions Brize Norton 30mph speed limit – Object There are already restrictions humps in roads without adding further unnecessary restrictions Travel change: No
(o360) Local resident, (Carterton, Edgeworth drive)	Carterton 20mph speed limit – Object In all honesty most people don't drive over 30 due to the state of the roads also I don't believe that the 20 in Witney is adhered too and when it is it causes people to drive erratic and and unsafe Brize Norton 30mph speed limit – Object As previously stated you can't drive very fast as the roads are in disrepair anyway Travel change: No
(o361) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – Object waste of money not needed

	Brize Norton 30mph speed limit – Object waste of money Travel change: No
(o362) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Object There is no justification for reducing the speed limits. There are plenty of crossings, cycle lanes and speed limitations via humps within Carterton, without the need to reduce the speed limit. There are no buses near to where I live, so a car is the only possible mode of transport for me and irrespective of if there was a bus, it would still have to stick to the 20mph speed limit. I do not have a bike, cannot afford a bike and am a 41 year old adult, so will not be scooting anywhere - What a ridiculous suggestion as an alternative mode of transport! Brize Norton 30mph speed limit – Object What is the justification? It is not a notorious road for accidents so the only reason to reduce the speed limit is to inconvenience car drivers. Why are all councils currently trying to make it as difficult as possible for car drivers to go about their Travel change: No
(o363) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Object The proposals are illogical wasting millions in tax payers money which the majority will ignore. Vehicles will pollute more into carterton by being in a lower gear for longer and therefore reducing air quality. Journey times will increase as will congestion. Money is much better spent on better pedestrian crossings. The cycle paths in carterton are already under utilised and in disrepair. This money would be better spent on fixing our road network. Brize Norton 30mph speed limit – Object The proposals are illogical wasting millions in tax payers money which the majority will ignore. Vehicles will pollute more into carterton by being in a lower gear for longer and therefore reducing air quality. Journey times will increase as will congesti Travel change: No

(o364) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Object It's unnecessary, unneeded and the vast majority of residents do not want it! Brize Norton 30mph speed limit – Object As before Travel change: No
(o365) Local resident, (Carterton, Elmhurst way)	Carterton 20mph speed limit – Object There are better ways to reduce the impact of and likelihood of accidents than this one would be to flatten the roundabouts on Monahan way so people can actually see across the roundabout been many near misses there at crawling speed because you cant see anything Brize Norton 30mph speed limit – Object No need for it to be reduced again there are better ways to improve road safety starting with education and decent maintenance of the roads Travel change: No
(o366) Local resident, (Carterton, Empire Drive)	Carterton 20mph speed limit – Object Why waste money on implementing lower speeds that will not adhered to or will make no difference to speeding within the town. The lower limits will only create a worsened traffic flow around Carterton, especially during peak times where traffic is already at a standstill. Why change something that doesn't need changing? Money would be better spent on fixing actual problems which are more dangerous for both drivers and pedestrians, such as the terrible state of the towns roads and the Carterton pothole pandemic! Brize Norton 30mph speed limit – Object The proposed roads are boundary roads and do not need changing. If drivers are already speeding in the current limits, this will not change just because the limit has been lowered if there are no other deterrents. These areas are suitable for the current

	Travel change: No
(o367) Local resident, (Carterton, Failure avenue)	Carterton 20mph speed limit – Object There will be more congestion due to traffic driving slowly. I don't mind 20 outside a school but 30 is acceptable enough if people can respect that then no need to fix something that isn't broken! Brize Norton 30mph speed limit – Object There is no good reason to change the limits that are already in place! Accept to make this town even harder to live in. There is already a lack of job and people local have to search wider and father! To impose yet more restrictions is madness. Good way Travel change: No
(o368) Local resident, (Carterton, Falcon close)	Carterton 20mph speed limit – Object All the roads need resurfacing before any speed restrictions are implemented. You are not able to reach 20 in some areas due to the poor conditions of the roads. I'm for speed restrictions in places around school between certain periods of the day but other than that traffic flows fine currently, don't fix something that's not broken! Brize Norton 30mph speed limit – Object Traffic calming measures should be sort first more pedestrian crossings if need be! And bushes cut back to allow pedestrians to use the paths safely. Travel change: No
(o369) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – Object 30mph is fine for the area. No need to reduce it. People will just tailgate and try and make you drive faster if you go at 20mph, which makes accidents more likely Brize Norton 30mph speed limit – Object I can only think you wish to reduce the speed limit rather than keep the roads in good order. You want to leave the pot holes

	Travel change: No
(o370) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – Object Unjustified and a waste of taxpayer money. Brize Norton 30mph speed limit – Object Unjustified and waste of money. Travel change: No
(o371) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object A complete waste of money fix's the roads first and foremost. It doesn't help with speeding it just causes more congestion and pollution. 30 is perfectly safe no one sticks to 20 and unless you have an electric car all vehicles were and are calibrated to do ok at 30 any slower in upsets the cars filters etc Brize Norton 30mph speed limit – Object Money could be better spent on fixing the roads better pavements. Also could go towards nhs schools etc this county always wants to penalise motorists Travel change: No
(o372) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object No Brize Norton 30mph speed limit – Object No Travel change: No

(o373) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object We have speed bumps which seems to work and keeps the speeds down in the centre of Carterton.. Please can you tell me when the last person was hit by a 30mph driver in Carterton? I have lived in Carterton for 58 years and this seems to be a waste of tax payers money, which I am. I taught my son to always look left and right before crossing, perhaps people need to spend less time looking at their phones and where they are walking. Brize Norton 30mph speed limit – Object Just wish this money had been spent on the bus stops there, where lay-bys should have been built as there was plenty of space and would have kept the traffic flowing. Travel change: No
(o374) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – Object There's speed bumps in town and so many potholes Brize Norton 30mph speed limit – Object Speed bumps in place already, potholes/craters everywhere that need sorting before anything Travel change: No
(o375) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – Object Major cause of unsafe overtakes, more pollution particularly on cold engines in the morning, very dangerous for pedestrians particularly when trying to cross constant flow of traffic like twice as much in the area Brize Norton 30mph speed limit – Object Totally unnecessary and increased dangerous driving Travel change: No

(o376) Local resident, (Carterton, Hawthorn Grove)	Carterton 20mph speed limit – Object There has been no significant accident or injury to any persons in Carterton or Road in or out of Carterton for years, I see no reason that this will improve fatalities or number of such due to low or nonexistent numbers of them in the first place. Also cars travelling at slower speed also reduces air quality due to more emissions in the residential area as they take longer to leave and cars are not designed to sit at such low speeds for prolonged time there efficient operation window is at higher speeds therefore reducing air quality in the process. Brize Norton 30mph speed limit – Object Again 40mph on a non residential road with paths set back from the cartridge way is perfectly acceptable, also a crossing is provided to be used and reduced the speed because people are to lazy to use it is not the correct thing to do. Education of publi Travel change: Other No I use a van for work, we live in a rural area where travel by car is the only way to shop, sports clubs, carry my hobbies and visit family members when are the council going to realise apart from the odd journey to Witney or Oxford that bus travel is n
(o377) Local resident, (Carterton, Hawthorn Grove)	Carterton 20mph speed limit – Object Not required. Brize Norton 30mph speed limit – Object It's not required!!! Travel change: Yes – walk/wheel more
(o378) Local resident, (Carterton, Hill view)	Carterton 20mph speed limit – Object It's stupid! Brize Norton 30mph speed limit – Object

	It's stupid Travel change: No
(o379) Local resident, (Carterton, Hill View)	Carterton 20mph speed limit – Object Because its pointless woke nonsense. People will struggle to get around town and it'll make it worse for people to travel and theres nothing wrong with the current speed limits around town. People will speed more and the cars CANT handle 20MPH without wasting more fuel or their cars labouring. There isnt any need to reduce the speed limit! Brize Norton 30mph speed limit – Object Because the road is safe to drive at 40MPH without problems. There's never been any issues with the road safety and it'll make travel flow slower and it'll just upset more drivers. Travel change: No
(o380) Local resident, (Carterton, Hill view)	Carterton 20mph speed limit – Object Not needed as more dangerous Brize Norton 30mph speed limit – Object Not needed Travel change: No
(o381) Local resident, (Carterton, Hill view)	Carterton 20mph speed limit – Object People spend more time looking at their Speedos than watching the road Brize Norton 30mph speed limit – Object People will look at speedo rather than the road Travel change: No

(o382) Local resident, (Carterton, Hollybush)	Carterton 20mph speed limit – Object Because there is no evidence to show it is actually required - there has been no serious injuries or deaths as a result of the current speeds limits so it's being implementing on a what if basis which is complete nonsense. Plus people that ignore current speed limits will continue to ignore lower speed limits! Brize Norton 30mph speed limit – Object Same as previous answer Travel change: No
(o383) Local resident, (Carterton, Hollybush Road)	Carterton 20mph speed limit – Object For decades the main N/S E/W roads have had speed humps and the majority of vehicles are reduced to 20mph. On 'outer roads which have extremely wide verges dropping to 20mph is not a valid safety issue. Look at the lack of serious road accident data. Brize Norton 30mph speed limit – Object There is no housing. The majority of vehicles are merely moving to the next town/village. There are now footpaths away from the road. Travel change: No
(o384) Local resident, (Carterton, Hollybush Road)	Carterton 20mph speed limit – Object I think the 20 speed limit makes our roads more dangerous. Drivers are frustrated and angry and many ignore the restrictions anyway. Tailgating is a big problem. Journey times increase. 30 is perfectly fine for most of our roads. Brize Norton 30mph speed limit – Object If it's not broken don't fix it! Travel change: No

(o385) Local resident, (Carterton, Home close)	Carterton 20mph speed limit – Object Because it doesn't need to be 20 miles per hour. If outside schools then fine other than that it's not needed. It's worked fine at 30 for years.why change something that isn't broken? Brize Norton 30mph speed limit – Object It doesn't need it. It's a road with no housing or very little. There's a footpath. Travel change: No
(o386) Local resident, (Carterton, Home close)	Carterton 20mph speed limit – Object There's no reason to change the limit and money could be spent better elsewhere. Brize Norton 30mph speed limit – Object It's a waste of money Travel change: No
(o387) Local resident, (Carterton, Irrelevant)	Carterton 20mph speed limit – Object Overreach to suit political agenda Brize Norton 30mph speed limit – Object . Travel change: No
(o388) Local resident, (Carterton, Jasper lane (maybe spend money on better bollards or road humps n get rid of bollards))	Carterton 20mph speed limit – Object This is total waste of money it's prove. To damage roads more especially heavier electric cars when you can't already keep on top of the state of the roads in Carterton money is better spent elsewhere where than 20mph roads . Brize Norton 30mph speed limit – Object

	Again totally waste of money money that needs to be spent elsewhere where than where I've lived here 40yrs that road has been that limit for that long no issues why change when no issues . Travel change: Other I'd still drive and not do 20mph this is enforceable by police officersoh not manned station have to come from Abingdonmoney spent elsewhere
(o389) Local resident, (Carterton, Kestrel Close)	Carterton 20mph speed limit – Object 20 just increases traffic and danger as you don't move anywhere quick enough and people get frustrated. Also maybe fixed the disgraceful amount of potholes instead of installing and changing road signs. Brize Norton 30mph speed limit – Object Same reason, they are currently 40 for a reason (not built up) and fully support a 40 mph speed. FIX THE EFFING POTHOLE Travel change: No
(o390) Local resident, (Carterton, King's Court)	Carterton 20mph speed limit – Object I believe it won't make a difference in cutting down accidents, also Public transport is taking too long as it is. Use the money to fix the roads and put in more safe pedestrian crossings . Brize Norton 30mph speed limit – Object Same as above... Travel change: No
(o391) Local resident, (Carterton, Lancaster place)	Carterton 20mph speed limit – Object Not needed. Brize Norton 30mph speed limit – Object Not needed

	Travel change: No
(o392) Local resident, (Carterton, Larksfield Close)	Carterton 20mph speed limit – Object No need for this reduced speed on these roads, teach the Green Cross Code. Most pedestrians are fairly sensible but kids these days need to learn not to be idiots. Stop blaming drivers for of people's stupidity. Brize Norton 30mph speed limit – Object As previously stated Travel change: No
(o393) Local resident, (Carterton, Larksfield Close)	Carterton 20mph speed limit – Object This blanket approach to reducing speed limits is pointless, the money would be better spent on policing the current limit and maintaining the roads. Theo idiots that speed around town are not going to pay any attention to a reduced speed limit, but pedestrians will expect them to and cross roads in inappropriate places with little thought to the consequences. Go back to teaching the green Cross code and enforce people using some common sense in their behaviour around roads, don't alway punish the drivers for pedestrian stupidity. Brize Norton 30mph speed limit – Object Same as previous response. Travel change: No
(o394) Local resident, (Carterton, Lawton Avenue)	Carterton 20mph speed limit – Object Absolutely no need. Moreover, can't see low gear usage helping the environment much. Brize Norton 30mph speed limit – Object No need to do this. Waste of time and cash. Travel change: No

(o395) Local resident, (Carterton, Lawton avenue)	Carterton 20mph speed limit – Object I think with the current state of our local roads the money could be better spent elsewhere also 30 mph is a reasonable speed reduced speed on housing estates would be ok but with the volume of traffic vehicles parked it's quite difficult to get to 20 mph Brize Norton 30mph speed limit – Object I believe it is a total waste of taxpayers money considering the current economy and the state of our roads Travel change: No
(o396) Local resident, (Carterton, Linden gardens)	Carterton 20mph speed limit – Object The 20mph speed limits are ridiculous and won't encourage anyone to cycle and walk. Most people will ignore the 20mph and continue to drive at 30, like everywhere else this has been implemented. Brize Norton 30mph speed limit – Object Same as before Travel change: No
(o397) Local resident, (Carterton, Lord Close)	Carterton 20mph speed limit – Object Whilst driving at 20 is often required due to the appalling condition of Carterton roads, it is not reasonable to enforce this on drivers. It will create more congestion at lights and further clog up choke points such as the town center. Brize Norton 30mph speed limit – Object The 40mph works because the road does not have houses or businesses directly fronted onto that road. There are plenty of street crossings for pedestrians Travel change: No
(o398) Local resident, (Carterton, Lovatt Close)	Carterton 20mph speed limit – Object

	I've seen more dangerous driving with people trying to overtake in 20 zones in surrounding towns than when they were 30. Brize Norton 30mph speed limit – Object It is fine how it is. Travel change: No
(o399) Local resident, (Carterton, Lovatt close)	Carterton 20mph speed limit – Object It is simply a money losing scheme (please see witney council. They are good at that). There is absolutely no evidence that changing all roads to a 20 makes any difference to safety. So this becomes less about safety and more about generating revenue Brize Norton 30mph speed limit – Object Please see previous response Travel change: No
(o400) Local resident, (Carterton, Magnolia way)	Carterton 20mph speed limit – Object Waste of money and its already slow driving around town. Brize Norton 30mph speed limit – Object Waste of money, this won't improve anything in carterton. Travel change: No
(o401) Local resident, (Carterton, Magnolia way)	Carterton 20mph speed limit – Object No one sticks to the limits in other towns it actually makes driving more dangerous. When you stick to the 20 limit other cars jntimidate you or overtake making it more dangerous. Brize Norton 30mph speed limit – Object Waste of money no one takes any notice the money could be better spent elsewhere

	Travel change: No
(o402) Local resident, (Carterton, Magnolia Way)	Carterton 20mph speed limit – Object 20 mph limits are ludicrous, they are a reason people speed/overtake where they shouldn't and have been shown not to work. Brize Norton 30mph speed limit – Object There are 2 crossings with lights in less than half a mile already!! Teach people to criss roads properly, don't create a backlog of traffic by reducing the flow speed. Travel change: No
(o403) Local resident, (Carterton, Mayfield)	Carterton 20mph speed limit – Object More accidents with the pot holes and uneven tarmac Children on bikes and motorcycles are in danger Brize Norton 30mph speed limit – Object Not a built up area No need Travel change: No
(o404) Local resident, (Carterton, Mayfield)	Carterton 20mph speed limit – Object If the council is concerned about road safety they should fix the roads by getting rid of the potholes. Brize Norton 30mph speed limit – Object Fix the lotholes on the roads, the speed of the road isn't the problem. Travel change: No

(o405) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – Object Roads. We'd to be repaired first m, they are not safe in their current state Brize Norton 30mph speed limit – Object Roads need repairs before any other considerations Travel change: No
(o406) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – Object Bring back lollypop ladies for school crossings, use the money to fix the roads in the area Brize Norton 30mph speed limit – Object There is no need to spend taxpayers money on this when the roads need fixing Travel change: No
(o407) Local resident, (Carterton, Mayfield close)	Carterton 20mph speed limit – Object There is No evidence that 20 limits are safer, There is Not a high quality of speed related accidents in carterton to give a need to change the speed limits, in the last 6 months as the 20 limit has been rolled out through out Oxfordshire I have witnessed people ether ignor the limit or get frustrated and overtake car's that are doing 20mph which I never witnessed when it was a 30 limit therefore making the road less safe but your short sighted road monitors wouldn't of thought of that, also if your as worried about safety ss you pretend to be why may I ask have you sacked all the lollypop ladies Brize Norton 30mph speed limit – Object Same as the reason I put about carterton Travel change: No
(o408) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – Object Slower response times to call-outs. I am a Firefighter at Carterton Fire station.

	Longer journey times and increased pollution. More dangerous as everyone will be looking down at their speedometer. Brize Norton 30mph speed limit – Object Loner journey times. Increased pollution. Travel change: No
(o409) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – Object I understand making speed restrictions around schools and nursing homes etc. however Carterton is congested enough as it is - dropping the speed limit will not help these matters - especially with it being a military town too. Brize Norton 30mph speed limit – Object I understand making speed restrictions around schools and nursing homes etc. however Carterton is congested enough as it is - dropping the speed limit will not help these matters - especially with it being a military town too. Make better use of the money Travel change: No
(o410) Local resident, (Carterton, Mayfield close)	Carterton 20mph speed limit – Object Would be ok outside schools but otherwise no need for it Brize Norton 30mph speed limit – Object It's on the outskirts of 2 estates with no houses Travel change: No
(o411) Local resident, (Carterton, Meadow way)	Carterton 20mph speed limit – Object The traffic needs to keep moving not back up. There is already enough congestion and the emissions will be increased of cars are there longer. There is plenty of footpaths and cycle route so we don't need to lower the limit to accommodate this.

	Brize Norton 30mph speed limit – Object The traffic is slow enough anyway having to wait in the 2 way traffic zone and weave in and out of cars, save the money and spend it elsewhere Travel change: No
(o412) Local resident, (Carterton, Merlin Clisr)	Carterton 20mph speed limit – Object What will it achieve other than people driving at 10 mph over the speed limit. Spend the money on the horrendous roads Brize Norton 30mph speed limit – Object The same as the previous answer Travel change: No
(o413) Local resident, (Carterton, Merlin Close)	Carterton 20mph speed limit – Object Waste of money. How many accidents will this prevent compared to accidents related to the shocking state of the roads Brize Norton 30mph speed limit – Object Spend the money filling the dangerous pot holes Travel change: No
(o414) Local resident, (Carterton, Milestone)	Carterton 20mph speed limit – Object 20mph is way too over the top. Also it has been proven to increase emissions Brize Norton 30mph speed limit – Object Far too slow Travel change: No

(o415) Local resident, (Carterton, Milestone rd)	Carterton 20mph speed limit – Object There's no need to waste public money on this. There are better ways to spend it. Why not add a crossing for the children of Edith Moorhouse school to access the school footpath on Alvescot rd. we also need all the potholes filling and more youth services Brize Norton 30mph speed limit – Object Same as the previous page Travel change: No
(o416) Local resident, (Carterton, Milestone rd)	Carterton 20mph speed limit – Object Not needed Brize Norton 30mph speed limit – Object Not needed Travel change: No
(o417) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – Object Too slow and it's ignored in other areas nearby! Brize Norton 30mph speed limit – Object As before Travel change: No
(o418) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – Object It already takes a bus from Carterton to Witney 45 mins because of 20mphs in Witney. If 20mph happens in Carterton it will be even worse!! Brize Norton 30mph speed limit – Object

	This will make drivers even more impatient! Travel change: Other Rely on buses anyway. It will make journeys even longer!!
(o419) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – Object Road safety needs to be implemented in schools instead of spending millions of tax payers money to change all the signs, if prefer my tax to go on fixing the issues on the roads which makes them more dangerous and can cause costs for repairs to people's vehicles such as blown tyres from all the pot holes and terrible conditioned "fixes" Brize Norton 30mph speed limit – Object Same as before, fix the roads and people will be happier. People will drive quicker to get away from bad roads even if the speed is reduced Travel change: No
(o420) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – Object Spend the money on fixing the road surfaces, 20 mph is not needed been 30 mph for years Brize Norton 30mph speed limit – Object Just done commenting on previous page Travel change: No
(o421) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – Object Cars struggle to do 20mph. I have no objection to 20mph outside schools. Our roads have been safe in west Oxfordshire for years. There is no need to change to 20mph! Witney has become a nightmare! Please west district Council don't change it.

	Brize Norton 30mph speed limit – Object Too slow, except outside schools. Travel change: No
(o422) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – Object I object as it is ridiculous. You may as well get out your car and walk. Besides, if you can't stop quick enough in an emergency at 30mph you shouldn't be driving at all! Brize Norton 30mph speed limit – Object Use my same comment as Carterton. Travel change: No
(o423) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Is not necessarily Brize Norton 30mph speed limit – Object Is not necessarily Travel change: No
(o424) Local resident, (Carterton, Netheravon Close)	Carterton 20mph speed limit – Object Witney is a good example of why this is a bad idea. I agree with 20mph around schools but a universal 20mph blanket across the town cannot be enforced and will not be adhered to. A massive waste of tax payers money AGAIN!!! Brize Norton 30mph speed limit – Object Same as previous comment Travel change: No

(o425) Local resident, (Carterton, Netheravon close)	Carterton 20mph speed limit – Object It is said these reduction are needed but whenever evidence is requested it is never given or its only partially given to make it seem like it is needed. If every incident that occurred caused a reduction in speed limit we'd be all driving at 5-10mph. Most of the incident that happen are due to people not having common sense or safety awareness. Brize Norton 30mph speed limit – Object It is said these reduction are needed but whenever evidence is requested it is never given or its only partially given to make it seem like it is needed. If every incident that occurred caused a reduction in speed limit we'd be all driving at 5-10mph. Mos Travel change: No
(o426) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Object due to the state of the roads. It is already impossible to reach 20mph in the majority of Carterton due to a mix of potholes, ruts and the overbearing amount of speedbumps. There are many traffic calming measures in place already and this is just a waste of money. It will not encourage people to use alternative means of transport at all and whomever believes that is deluded. There appears to be no congestion issue in Carterton, it's a small town on the outskirts of the Cotswolds, not a bustling city centre. Let's be realistic. The money wasted on this survey alone could have been pushed in to fixing the roads but as usual the council elect to waste the taxpayer's money. The further waste of money surveying the roads and then the cost to implement such schemes severely outweighs the benefits when looking at the current state of the roads. Already there are many many people who elect to walk and cycle within Carterton due to the state of the roads, the overwhelming amount of speedbumps and the sheer lack of thought from community planners. It is already quicker to use alternative means of transport. Why waste time and money on this?! Brize Norton 30mph speed limit – Object These areas do not need to have the speed limit reduced. If anything, a 40mph zone should be introduced on Upavon Way between the Skate park and roundabout on Alvescot Road. This road is a long stretch (which is in a shocking state like all other roads) Travel change: No

(o427) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Not needed and costly Brize Norton 30mph speed limit – Object Not needed and costly Travel change: No
(o428) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Children and adults used to be taught to cross the road and not expect local government to hold their hands Brize Norton 30mph speed limit – Object Same reason as previously stated Travel change: No
(o429) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Not needed Brize Norton 30mph speed limit – Object To have my say Travel change: No
(o430) Local resident, (Carterton,)	Carterton 20mph speed limit – Object The speed limits through Carterton are working perfectly, lowering the speed through Carterton is only going to cause more irresponsible driving. Brize Norton 30mph speed limit – Object The current speed limit suits the road type which has been working for years, without any problems.

	Travel change: No
(o431) Local resident, (Carterton, Oakfield road)	Carterton 20mph speed limit – Object Unnecessarily slow. Brize Norton 30mph speed limit – Object Unnecessary Travel change: No
(o432) Local resident, (Carterton, Oakfield)	Carterton 20mph speed limit – Object Do not agree with proposal and if people crossed at the correct places such as zebra crossing and at pedestrian lights then they will be safe! Develop more crossings not more penalties for people and fix the roads! Brize Norton 30mph speed limit – Object Same as before point Travel change: No
(o433) Local resident, (Carterton, Oakfield Road)	Carterton 20mph speed limit – Object 20 mph only needs applying outside schools during opening and closing times . Leave the rest of our town alone. Put it to a vote , rather than act upon selfish hair brain schemes to give yourself names. For once listen to those who live here! 20 mph is only necessary outside schools busiest hours . Most drivers are under 30mph anyway . It does not need to be adjusted . Brize Norton 30mph speed limit – Object 20mph is only needed outside schools during opening closing times . Leave everywhere else alone Travel change: Other It's more likely to annoy drivers even more to vote you lot out of office and get councillors in that listen .

(o434) Local resident, (Carterton, Overbury)	Carterton 20mph speed limit – Object Not necessary Brize Norton 30mph speed limit – Object Not necessary Travel change: No
(o435) Local resident, (Carterton, Owen place)	Carterton 20mph speed limit – Object Ridiculous. Speed bumps everywhere anyway. Just make everyone's journey harder. Brize Norton 30mph speed limit – Object The same as before. Absolutely ridiculous. Travel change: No
(o436) Local resident, (Carterton, Poppy Terrace)	Carterton 20mph speed limit – Object I'm totally opposed to this blanket approach though, Targeted I understand but not all roads need it. Brize Norton 30mph speed limit – Object The existing limit is appropriate in my view. Travel change: No
(o437) Local resident, (Carterton, Queens rd)	Carterton 20mph speed limit – Object Because the traffic is slow enough with the speed humps. The people who speed will speed whatever the limit says , speed cameras would be more effective. Brize Norton 30mph speed limit – Object There are no houses and few pedestrians

	Travel change: Other I would get more frustrated
(o438) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object Because the 20 reduction does not work, I agree outside schools for 20 but not for the whole town, also cars produce more emissions at low speed. 30mph have been around for years and I have seen no issues also the 20 in Witney is a joke! Severely object Brize Norton 30mph speed limit – Object Because the roads are wide enough!! And traffic lights there for people to cross Travel change: No
(o439) Local resident, (Carterton, Queens road)	Carterton 20mph speed limit – Object The sleep limited in Carterton are fine as Witney has proven it slows traffic creates bother and people get angry why bother when it's just fine the way it is Brize Norton 30mph speed limit – Object No need to slow everything down Travel change: No
(o440) Local resident, (Carterton, Queens road)	Carterton 20mph speed limit – Object Not needed Brize Norton 30mph speed limit – Object Not needed Travel change: No

(o441) Local resident, (Carterton, Queens road)	Carterton 20mph speed limit – Object While 20 mph speed limits outside schools when children could be reasonably expected to be there start and finish times or in town centres where there could be pedestrians crossing roads between shops I don't think anyone has a problem with 20mph speed limits but on areas where that's not the case 20 mph is a ridiculous speed limit. Not everyone voted Liberal Democrat and can go to work on a push bike and before anyone says about saving deaths on roads by changing 40mph to 30mph or 20mph how many people were actually killed or seriously injured on the roads in Carterton stated for a speed limit reduction in the previous years I expect more people visited a&e from doing diy. I have an idea why don't we have someone walk in front of every car on the road waving a red flag then there would be zero incidents .oh thats right we got rid of that 130 years ago think they call that progress leave the speed limits alone. Brize Norton 30mph speed limit – Object As explained in earlier question Travel change: No
(o442) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object The 20 mile an hour speed limits are the most ridiculous thing in existence. It does not make the roads safer, it does not keep save the environment. Absolutely not. Fix the potholes. Brize Norton 30mph speed limit – Object Absolutely no reason for this. The speed limits are appreciate and safe as they are. Travel change: No
(o443) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object The current speed limits are adequate. Brize Norton 30mph speed limit – Object It will be a nightmare maintaining 20 phone.

	Travel change: No
(o444) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object No need to change the current speed limits the current one(s) are more than fit for purpose Brize Norton 30mph speed limit – Object This creep to reduced speeds is unacceptable there is no sensible to reduce current speeds and people are just jumping on the global warming band wagon. There is no reduction in pollution and modern cars have effect safety features to cope with i creased Travel change: No
(o445) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object 20mph speed limits are pointless they create congestion and hamper business it's a total waste of tax payers money . Traffic regulates it's self Brize Norton 30mph speed limit – Object The 40mph speed limits are slow enough, introducing lower speed limits it a waste of tax payers money and only cause congestion Travel change: No
(o446) Local resident, (Carterton, Rock close)	Carterton 20mph speed limit – Object Spend a penny on a sign before fixing the roads we pay to drive on. What a great idea. Useless waste of money. I don't know why I'm bothering with this you won't listen to the people anyway. Brize Norton 30mph speed limit – Object Fix the roads and teach kids to look before crossing Travel change: No

(o447) Local resident, (Carterton, Rock CloseOX2)	Carterton 20mph speed limit – Object Existing speed limit works Brize Norton 30mph speed limit – Object Existing speed and traffic calming works Travel change: No
(o448) Local resident, (Carterton, Rock Road)	Carterton 20mph speed limit – Object . Brize Norton 30mph speed limit – Object . Travel change: No
(o449) Local resident, (Carterton, Saffron Crescent)	Carterton 20mph speed limit – Object Slowing and speeding up causes more pollution, and nobody complies with the 30 now so won't when 20 Brize Norton 30mph speed limit – Object Causes more pollution and poor air quality. Travel change: No
(o450) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – Object They are pointless and cause more harm than good with people tailgating and traffic is already appalling. But most of all, they are a total waste of money. Spend the money on fixing the roads, or better yet, litter picking, grass cutting, general maintenance. After a road trip around the UK I can safely say Carterton is now one of the scruffiest towns, yet council tax is some of the most expensive. Sort it out please! Brize Norton 30mph speed limit – Object

	As before Travel change: No
(o451) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – Object You only have to look at other parts of Oxfordshire where a 20mph limit has been imposed and no one sticks to it. It's not needed. I have lived here over 50 years and am not aware of any serious accidents caused by a 30mph limit. It's an absolute waste of money to implement this change and no one wants it or will stick to it. Brize Norton 30mph speed limit – Object Not needed. It's never been a problem so no point changing something that isn't broken! Travel change: No
(o452) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – Object Proposals would not suddenly make people take up cycling for their shopping etc. It's completely impractical. Seems to be more anti motoring rhetoric coming from the famously anti car oxford based council. Rarely can you actually achieve 30mph on roads around Carterton during the day. 20 limits make sense on small roads in housing estates where badly designed twisting roads mean even 20 is too much. This seems to be just about trying to inconvenience motorists for spite. Brize Norton 30mph speed limit – Object Road is clear sited, straight and very rarely used by anything other than cars. I use this road every day and have never seen a cyclist use the cycle path. The one or two cyclists i see per week just use the road. Perhaps the money would be better spent Travel change: No
(o453) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – Object Most of the busy street have split pavements for both cyclists and pedestrians already so why change the speed limit Brize Norton 30mph speed limit – Object

	Create cycle lanes Travel change: No
(o454) Local resident, (Carterton, Scholars Acre)	Carterton 20mph speed limit – Object It is unnecessary, will not achieve anything, and will only cause a heavier build up of traffic in already busy areas. The budget would be much better spent by making the roads safer by repairing the numerous failed road surfaces and potholes in the area which currently force drivers to swerve to avoid. Brize Norton 30mph speed limit – Object The existing 40 limits in these areas are perfectly safe for the roads in question. What needs addressing is cyclists that chose not to use the dedicated cycle path on the Carterton to brize norton 40mph stretch - probably as the path hasn't been maintain Travel change: No
(o455) Local resident, (Carterton, Shelton Park)	Carterton 20mph speed limit – Object It will take longer for emergency services to respond in attending the fire station as well as police and ambulance services attending properties. The roads are slow enough with speed humps, traffic lights and roundabouts and drivers driving at 20mph anyway. Believe measures in place already slow people down and would be a waste of council money on signs. Brize Norton 30mph speed limit – Object It is slow enough through Brize Norton with current measures. Measures lately implemented make it awful to get to by walking, cycling and now by car. There is no public transport to Brize Norton due to measures so you now have to walk a mile to the neares Travel change: No
(o456) Local resident, (Carterton, Shillbrook)	Carterton 20mph speed limit – Object There is truly no reason for this other than pushing no car propaganda on people. The drivers and cars have never been more educated and safer than today. The roads need fixing not the driving.

	Brize Norton 30mph speed limit – Object This is just an anti car scheme. Cars are needed every single day, people rely on them and changing the speed limit only makes driving less safe because all you do is stare at the speedometer. No one is being hurt and certainly killed with people going 30 Travel change: No
(o457) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – Object Lowering the speed means more people are going to lose faith in the local council etc and choose to speed purely to make a point and potentially end up endangering more lives. There hasn't been many accidents of late let alone any fatalities to show the need for this 'increase in safety'. Going at slower speeds also means people are out driving for longer and will increase pollution further. The article even says that it increases pollution from HGVs, of which Carterton attracts a lot due to the RAF base. This means that lives may actually potentially be put in danger due to those extra emissions affecting those with lung disease (diagnoses of which are massively on the rise). Even if the £8m has already been allocated and won't cost the local parishes it's still taking money from a bankrupt government that could spend it on areas that actually need it. Brize Norton 30mph speed limit – Object Lowering the speed means more people are going to lose faith in the local council etc and choose to speed purely to make a point and potentially end up endangering more lives. There hasn't been many accidents of late let alone any fatalities to show the need Travel change: No
(o458) Local resident, (Carterton, Shilton park)	Carterton 20mph speed limit – Object I think people are more distracted driving very slow of 20mph. Brize Norton 30mph speed limit – Object Too slow Travel change: No

(o459) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – Object There's not been accidents to support this investment and too low a speed limit is more likely to make people speed. We already have speed bumps in town etc and it's already difficult to be able to get up to any higher speed than 30 in Carterton. Money would be better invested fixing the huge pot holes in roads and not putting crossings so close to junctions. Brize Norton 30mph speed limit – Object As per the comment before. Travel change: No
(o460) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – Object 20mph increases road rage towards those sticking to the limit. In Witney if you drive at 20mph you experience unpleasant behaviour from others. Much better to actually police the 30mph so that people are under that. Brize Norton 30mph speed limit – Object For the same reasons as listed previously Travel change: No
(o461) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – Object Research is clear that these speed restrictions do not work. Cause more congestion and wreak havoc with local communities. Brize Norton 30mph speed limit – Object Lack of research to validate the change Travel change: No
(o462) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – Object Because they're stupid, and make little sense.

	Brize Norton 30mph speed limit – Object To let you know you're a bunch of silly t w ats Travel change: No
(o463) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – Object 20mph should only be used outside schools. Anywhere else it just causes congestion and more pollution. Brize Norton 30mph speed limit – Object As mentioned in last comment. Travel change: No
(o464) Local resident, (Carterton, Snowberry court)	Carterton 20mph speed limit – Object Not necessary in the proposed areas. No one would abide by it and no way to enforced realistically Brize Norton 30mph speed limit – Object Same reason As previous reaponse Travel change: No
(o465) Local resident, (Carterton, Spurrett gardens)	Carterton 20mph speed limit – Object 20mph limit is ridiculous. Cars have become so much safer in the last 50 years and we chose to reduce the already accepted and safe 30mph limit Brize Norton 30mph speed limit – Object Nothing wrong with the limits already in place as cars have gotten so much safer in the last 50 years Travel change: No

(o466) Local resident, (Carterton, St John's drive)	Carterton 20mph speed limit – Object Unnecessarily slow Brize Norton 30mph speed limit – Object Too slow Travel change: No
(o467) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Object Other residents don't currently follow the speed limit so nothing will change. The roads are messy and need investment as currently have massive potholes. Also there is quite little awareness of surroundings of pedestrians that need to be looked at rather putting the onus on motorists Brize Norton 30mph speed limit – Object There is no reason to change the limit, the roads are wide with good visibility on either side with crossing points. Pedestrians need to take some responsibility rather motorists when they make rash decisions Travel change: No
(o468) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Object Without proper reasoning why change anything? Nothing was an issue before, people will just carry on going at 30mph Brize Norton 30mph speed limit – Object If it isn't broke dont fix it, people will still go 30 regardless Travel change: No
(o469) Local resident, (Carterton, Stocks lane)	Carterton 20mph speed limit – Object Waste of money

	Brize Norton 30mph speed limit – Object Waste of money Travel change: No
(o470) Local resident, (Carterton, Stocks lane)	Carterton 20mph speed limit – Object Not necessary, will cause more people to speed as people wont keep to it. Don't fix what isnt broke. Brize Norton 30mph speed limit – Object Same as before Travel change: No
(o471) Rather not say, (Carterton, Stoneleigh drive)	Carterton 20mph speed limit – Object 20mph be where schools are not all of carterton area already to much traffic, we already got speed humps, small rounds about. I think needs to focus on upgrading parks for kids and definitely the skate park like witney has, carterton needs TLC. I don't see any problems with speed in carterton, like I said above needs more focus else where. Brize Norton 30mph speed limit – Object Like I said above. Just waste of money, when go somewhere needed more. Travel change: No
(o472) Local resident, (Carterton, Stratford walk)	Carterton 20mph speed limit – Object Not necessarily and a total waste of taxpayers money should be resurfacing the roads Brize Norton 30mph speed limit – Object . Travel change: No

(o473) Local resident, (Carterton, Swinbrook)	Carterton 20mph speed limit – Object Stop trying to make people not use their cars and ruining peoples livelihoods and work prospects. Focus on something else. Like Witney with their 8 million wasted pounds of this ridiculous crap. avoid that stupid town and now you're proposing it here. NO!! Brize Norton 30mph speed limit – Object As before the speed limits are fine!!! People that follow them do not cause issues and even people that do not. The roads are safe the way they are. Stop imposing this foolishness on people to meet your agenda of stopping people using cars. Travel change: No
(o474) Local resident, (Carterton, Swinbrook)	Carterton 20mph speed limit – Object Waste of money lower the council tax instead no body takes notice of the limit now Brize Norton 30mph speed limit – Object Waste of money Travel change: No
(o475) Local resident, (Carterton, Swinbrook park)	Carterton 20mph speed limit – Object I don't feel money should be spent on changing speed limits and can be spent more effectively on infrastructure. The money should look at more cycle lanes, in particularly the road from north Carterton to Burford. It can also be spent on road surfacing so reoccurring pot holes wouldn't reappear. The money could also be spent on resources for local police. The money is wasted on changing speed limits. Brize Norton 30mph speed limit – Object Please see other comments listed already.

	Travel change: Other I would happily avoid traffic routes into town, it's stressful enough that the roads are damaged yet drivers ignore what ever signage for speed limits as limited parking on estates, drivers already doing below the 30mph.
(o476) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – Object 20mph outside schools only and then paint the road markings so they are clear outside schools. This is far more dangerous when the road markings have faded such as outside Carterton Primary School Burford Rd. A blanket 20mph limit is counter productive and works better outside locations such as hospitals and schools. Brize Norton 30mph speed limit – Object Repair the roads and re paint faded road markings. Put 20mph limit outside schools. This is what the Police recommend and it encourages drivers to slow outside schools. A blanket 20mph doesn't work and isn't safe. Travel change: No
(o477) Local resident, (Carterton, Swinbrook road)	Carterton 20mph speed limit – Object It's a sad situation we have at present because regardless of what's said on this survey the 20 mph change will go ahead anyway because the council does not listen to residents but I'll say what almost every one else has said ,sort the roads out they are pretty much undrivable in a lot of area's around carterton ,spent the money on that . Brize Norton 30mph speed limit – Object See previous statement Travel change: No
(o478) Local resident, (Carterton, Swinbrook road)	Carterton 20mph speed limit – Object We object. Driving out of town should be at 30 / 40 mph to avoid sluggish queues of traffic blocking the junctions Brize Norton 30mph speed limit – Object Object. To avoid sluggish queues of traffic blocking junctions, crossroads. Travel change: No

(o479) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – Object It won't make any difference at all, its just a reckless waste of public funds. Money better spent on fixing the potholes Brize Norton 30mph speed limit – Object Again, just a waste of tax payers money Travel change: Other No, why would it? Name a single person who would walk and not drive just because the speed limit was lowered 10mph. Utterly delusional
(o480) Local resident, (Carterton, Sycamore Drive)	Carterton 20mph speed limit – Object If it's not broken why fix it? Are there lots of accidents happening or something? Brize Norton 30mph speed limit – Object People don't keep to the current speed limits so when you lower them the speeding offences will probably increase Travel change: No
(o481) Local resident, (Carterton, Tamarisk Cres)	Carterton 20mph speed limit – Object This wont improve our safety or happiness in carterton. It will just make most road users mad. There are so many other improvements that can be made. You dont listen to the majority of working taxpayers. You listen to the minority who have all the time in the world, dont work and can attend 2pm meetings midweek Brize Norton 30mph speed limit – Object Same comments as carterton Travel change: No

(o482) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – Object Money making scheme.Roads are safe enough. Already plagued with speed humps. How much is this going to cost to implement? Money would be better spent on improving the shocking state of the local roads,potholes etc !!! Brize Norton 30mph speed limit – Object Same as previous answer Travel change: No
(o483) Local resident, (Carterton, Tease way)	Carterton 20mph speed limit – Object Listen to the majority of people please! Brize Norton 30mph speed limit – Object Listen to us please Travel change: No
(o484) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – Object 20 mph is too slow for the roads in there a around schools and in the town centre yes but on the surrounding roads no. Brize Norton 30mph speed limit – Object Again I see no evidence of crashes/injuries or deaths caused by people travelling at 40mph in the areas in question Travel change: No
(o485) Local resident, (Carterton, The crescent)	Carterton 20mph speed limit – Object Never seen any increase in accident rate due to the current speed limit. 20mph will never be enforceable just ask any resident on Shilton park which has always been 20mph

	Brize Norton 30mph speed limit – Object You will see long ques of traffic in the base starting and finishing times and more overtaking due to drivers who can't even reach the 20 mph limit. Cyclists who don't use the cycle path because it means crossing the road into Carterton to get on it will Travel change: No
(o486) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – Object The Money could be spent on fixing the roads and youth services. Brize Norton 30mph speed limit – Object The money would be better spent on resurfacing the roads and on youth services. Travel change: No
(o487) Local resident, (Carterton, The crescent)	Carterton 20mph speed limit – Object A 20mph speed limit won't change anything as there is 0 enforcement and with the staye of the roads tje money could be spent fixing them. 20mph congest up the town. Brize Norton 30mph speed limit – Object Spend the money resurfacing the roads and removing potholes Travel change: No
(o488) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – Object Complete waste of money and not needed. Maybe existing limits should be policed Brize Norton 30mph speed limit – Object Not needed in this town Travel change: No

(o489) Local resident, (Carterton, The larches)	Carterton 20mph speed limit – Object There have been v v limited accidents on the roads in carterton involving pedestrians, the bull of housing estates you cannot drive 30pm through anyway so pollution to homes isn't a high enough factor to be concerned about, living next to one of said roads. Brize Norton 30mph speed limit – Object The road is a very wide road with clear visibility, no residential homes. It seems unnecessary and again pollution in these areas should not be a concern Travel change: No
(o490) Local resident, (Carterton, The oaks)	Carterton 20mph speed limit – Object Has proved too slow and causes road rage and is generally unsupported by the public. I agree it is a good idea around schools but otherwise stick to 30 Brize Norton 30mph speed limit – Object Same as previous answers Travel change: No
(o491) Local resident, (Carterton, The Oaks)	Carterton 20mph speed limit – Object A waste of taxpayer money, Brize Norton 30mph speed limit – Object This is a political decision made by libtards Travel change: No

(o492) Local resident, (Carterton, Trefoil Way)	Carterton 20mph speed limit – Object Review outside key areas such as schools and reviews for high accident hot spots but lets not be silly like Witney. Using public transport is hard enough so lets not make the journeys more intolerable with even slower journey times while making it harder for everyone to get about. What are the accident rates in Carterton for cars that are NOT exceeding the speed limit? What is the current risk assessment for roads in Carterton to justify reducing speed limits and how do they compare to national averages How many children and adults will be taken out of harm? I personally think at the moment there are more pressing issues then speed limits and all other car related restrictions. Brize Norton 30mph speed limit – Object There is little evidence that there are environmental benefits and what safety assessments show the need or the benefits of doing so. Just idology and something not talked about at the 2025 election. Travel change: No
(o493) Local resident, (Carterton, Trefoil Way)	Carterton 20mph speed limit – Object Its not necessary - its not a place with lots of accidents - and especially when the roads are in such poor state and in need of repair - money should be used on this first Brize Norton 30mph speed limit – Object Same as previous reasons Travel change: No
(o494) Local resident, (Carterton, Trinder way)	Carterton 20mph speed limit – Object It's creates more danger because people take more chances over taking etc Brize Norton 30mph speed limit – Object As previous

	Travel change: No
(o495) Local resident, (Carterton, Upavon way)	Carterton 20mph speed limit – Object It has worked as it is for years this is just a waste of money like the rest of oxfordshire they will be happy when we are back to horse and cart ! Brize Norton 30mph speed limit – Object Waste of time and money same as rest of oxfordshire schemes Travel change: No
(o496) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Not really necessary Brize Norton 30mph speed limit – Object It's not appropriate Travel change: No
(o497) Local resident, (Carterton,)	Carterton 20mph speed limit – Object there is no need too reduce the speed limit too 20 which is a ridiculous speed limit 30 is slow enough if we had substantial accidents because of the 30 hour speed I could understand it but we don't this because our society has become woke driven fit you better if you fixed the roads in Carterton especially the road from lights too roundabout at end of upavon way like living in a third world country Brize Norton 30mph speed limit – Object They already have speed bumps all the way along this road and one lane passing places it's a joke driven by liberal wokes Travel change: No

(o498) Local resident, (Carterton, Willow Drive)	Carterton 20mph speed limit – Object Why should the majority of safe road users be penalised for the minority of inconsiderate drivers and incompetent pedestrians who ignore existing speed limits or don't cross the road properly Brize Norton 30mph speed limit – Object Same reason as before Travel change: No
(o499) Local resident, (Carterton, Willow Drive)	Carterton 20mph speed limit – Object Can not see any good point to change speed limit to 20mph. Brize Norton 30mph speed limit – Object Enough traffic lights for pedestrians to cross the road. Travel change: No
(o500) Local resident, (Carterton, Woodlands)	Carterton 20mph speed limit – Object The slower speed limit causes more traffic and frustration. If the potholes are fixed there would be no need for slower speeds. Brize Norton 30mph speed limit – Object This is a major route in and out of the town of Carterton and Brize. We need to keep traffic flowing and not slow it down. Travel change: No
(o501) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – Object I believe there is no need to reduce the speed of these roads around Carterton and brize and that the already existing speed limit is sufficient

	Brize Norton 30mph speed limit – Object I believe that there is no need to change the speed limits around brize Travel change: No
(o502) Local resident, (Carterton, Wychwood close)	Carterton 20mph speed limit – Object Waste of money. 30 Is plenty slow enough. If you want to stop people speeding put up average speed cameras. You will need to police a speed change, the worst of the speeding is at night. With no police in the area to police this the 20 signs are a waste of taxpayers money. Brize Norton 30mph speed limit – Object Again another waste of money. You will need to also spend more money policing this. Looks like you Are you trying to stop people wanting to visit and spend their money in Carterton. Implementing this is just wasting taxpayers money and ensuring this coun Travel change: No
(o503) Local resident, (Carterton - Brize Meadow, Heton Avenue)	Carterton 20mph speed limit – Object Waste of money, would rather use the money to fix the poor roads. People will not stick to this, fix the state of the roads first Brize Norton 30mph speed limit – Object Waste of money, leave as is and fix the roads. The roads are dangerous no matter the speed, fix them first Travel change: No
(o504) Local resident, (Carterton / Brize Norton, This doesn't seem relevant based on above question.)	Carterton 20mph speed limit – Object It should be implemented around schools and that's it. Brize Norton 30mph speed limit – Object

	Again, agree to it being around schools, other than that I don't see a need. There are designated crossings for pedestrians to cross safely. Travel change: No
(o505) Local resident, (Carterton, shilton park, Elm close)	Carterton 20mph speed limit – Object 20mph is completely unnecessary. It's ridiculously slow. Not to mention the cost for these signs could be better spent elsewhere Brize Norton 30mph speed limit – Object Why change from 4mph. Had there actually been any problems reported on this road to find it necessary to reduce it? Again paying for signage which could be put to better use Travel change: No
(o506) Local resident, (Carterton., Snowberry court)	Carterton 20mph speed limit – Object Changing the current speed limit would only force me and others to take alternate faster routes in and out of town. It take me about 25/30 minutes to walk into town compared to a current 5 minute drive, it wouldn't force people to take alternate transport it would only further increase the pollution due to slower moving traffic. The speed limits are currently appropriate and safe; it is the roads themselves that need the money to be fixed and not having that spent on slowing traffic/causing more traffic. Brize Norton 30mph speed limit – Object Again, the speeds are currently appropriate for the roads they are on changing the few 40 mph zones we have would be entirely pointless and a waste of money as it wouldn't make the roads any safer than they already are being wide with good visibility. If Travel change: No
(o507) Local resident, (Carterton., Arkell Avenue.)	Carterton 20mph speed limit – Object 20mph zones create traffic problems, are impossible to comply with and are totally unnecessary. They add to congestion and are not suited for modern driving.

	Brize Norton 30mph speed limit – Object Totally unnecessary. Travel change: Other I will ignore the limits and drive at a sensible speed not a ridiculously slow one!!
(o508) Local resident, (Carterton., Huggett Close)	Carterton 20mph speed limit – Object Changing something that is already fine and working. Wasting our money trying to implement something that doesn't need changing and will make no difference. There's better things to be spending tax money on. Brize Norton 30mph speed limit – Object Doesn't need changing. Travel change: No
(o509) Local resident, (Cartertone, Queens rd)	Carterton 20mph speed limit – Object Why 20 speed limits if is not any incidents on roads.Big problem -potholes Brize Norton 30mph speed limit – Object Better spend Travel change: No
(o510) Local resident, (Cartoon town, None of your business)	Carterton 20mph speed limit – Object It would be better to spend the money on pot hole and road surfaces not on silly 20 mph signs how many accidents or death have there been on the roads in carterton I have a reddened most of my life since 1967 and have seen many changes and not all of them been good leav us alone you will do what you want not what on what we would like Brize Norton 30mph speed limit – Object We must make a stand against you burcat and say what we want not what you think is best for us as a community we have only have to look at the center of the town what. A mess

	Travel change: No
(o511) Local resident, (Carterton, Boundary Lane)	Carterton 20mph speed limit – Object Too slow Brize Norton 30mph speed limit – Object Too slow Travel change: Yes – scoot more
(o512) Local resident, (Carterton, Empire Drive)	Carterton 20mph speed limit – Object A reduction to 20 miles per hour can increase travel times, cause more congestion, and potentially harm businesses. Driving at such low speeds can also cause frustration for some motorists, leading to risky overtaking manoeuvres that may increase the likelihood of accidents. In addition, some research suggests that the safety benefits of a 20mph limit may be minimal on certain types of roads, raising questions about whether the trade-offs are justified. Brize Norton 30mph speed limit – Object A reduction to 20 miles per hour can increase travel times, cause more congestion, and potentially harm businesses. Driving at such low speeds can also cause frustration for some motorists, leading to risky overtaking manoeuvres that may increase the like Travel change: No
(o513) Member of public, (Charlbury, Ticknell Piece)	Carterton 20mph speed limit – Object These 20mph farce our ridiculous, which the majority of the public do not want! stop wasting our money in every aspect and put it towards Road Repairs and I mean resurfacing not a crap patch that's took 4 idiots to fill that soon enough fails after a couple of months! Clearing the blocked drains and maintaining them I could on! but with a government and council's against the people of this country you're probably go ahead with it anyway Brize Norton 30mph speed limit – Object

	These 20mph farce our ridiculous, which the majority of the public do not want! stop wasting our money in every aspect and put it towards Road Repairs and I mean resurfacing not a crap patch that's took 4 idiots to fill that soon enough fails after a coup Travel change: Other I'll be sticking to the safe speed which I've done the last two decades.
(o514) Local resident, (Clanfield, Mill Lane)	Carterton 20mph speed limit – Object No evidence has been provided that this would improve safety and is not necessary expect for, perhaps, outside schools. Brize Norton 30mph speed limit – Object Not necessary. Cars are still the most important mode of transport. The pathetic excuse for public transport is not good enough for people who do not live in larger towns. Travel change: No
(o515) Local resident, (Carterton, Teasel)	Carterton 20mph speed limit – Object It hasn't worked in Witney And will just be wallpaper if not enforced- a complete waste of money and lip service Brize Norton 30mph speed limit – Object Reducing the speed limit is only useful if enforced - which we have no money to do so Travel change: No
(o516) Local resident, (Curbridge, Wheat field)	Carterton 20mph speed limit – Object They are sensible right by a school or within a 100 metres of the Crossroads in Carterton but not a blanket 20 everywhere in Carterton. Brize Norton 30mph speed limit – Object Brize already has 20 in sensible places. No need to. Change any other limits.

	Travel change: No
(o517) Member of public, (Didcot, Saxons way)	Carterton 20mph speed limit – Object Why is it required? How many accidents due to excessive speed? Educate people to actually look before crossing road or pulling out from junction Who is going to police this issue? How much is it going to cost compared to the accidents reduction Brize Norton 30mph speed limit – Object As before another reason not to visit Travel change: No
(o518) Local resident, (Eynsham, Hazeldene Close)	Carterton 20mph speed limit – Object The blanket implementation of 20 mph speed restrictions throughout West Oxfordshire is unnecessary and a waste of money. People don't follow these rules anyway so it creates an environment for people to feel happy to break the rules and ignore the speed limit. There are very few locations where 20 mph is appropriate- these would be outside a school during drop off hours and at busy city centre street locations with lots of pedestrians etc (where traffic tends to be slow anyway). The roads are also for cars - it would be better to spend this money on educating people how to cross roads safely. I do not support this proposal at all. Brize Norton 30mph speed limit – Object As outlined previously - the existing speed limits are appropriate and the cost of putting all these signs in is a waste of money. The roads are a state - please invest this money in repairing the roads. All drivers pay a vehicle tax which should be inves Travel change: No
(o519) Member of public, (Filkins, Rouses Lane)	Carterton 20mph speed limit – Object

	This will only make mobility worse and travel in the area slower. This is not well thought through - how many accidents are there now in 30mph zones and what is the projection it will be reduced by? A draconian measure for no proven benefit. Brize Norton 30mph speed limit – Object As per previous answer Travel change: No
(o520) Local resident, (Hailey, Hailey Roaf)	Carterton 20mph speed limit – Object There is no good justification for the reduction, environmentally it will be worse for all concerned and the additional cost us unnecessary. Brize Norton 30mph speed limit – Object Waste of taxpayers money like most things the council do. Travel change: No
(o521) Member of public, (Headington, Old Road)	Carterton 20mph speed limit – Object I drive in Oxfordshire a lot and find that in 20mph zones my emissions are worse. How do you know that I hear you ask. The same modelling you use to make up your scheme. Brize Norton 30mph speed limit – Object You are going ahead with this anyway so why to you ask? Travel change: No
(o522) Local resident, (Kencot, B4477)	Carterton 20mph speed limit – Object No evidence that it will make any difference to either road safety or the environment. Brize Norton 30mph speed limit – Object .

	Travel change: No
(o523) Local resident, (Kencot,)	Carterton 20mph speed limit – Object 30 mph is a safe and appropriate speed limit in a residential area. The danger to road users comes from the small minority who significantly exceed the limit. Measures should be taken to enforce the existing speed limit instead of causing congestion and inconvenience by reducing it to 20 mph. The vast majority of motorists do not comply with 20 mph limits because they are viewed as too slow and inappropriate. Brize Norton 30mph speed limit – Object Enforce existing speed limits instead Travel change: No
(o524) Local resident, (Long Hanborough, Renown Court)	Carterton 20mph speed limit – Object Blanket application of 20mph speed limits will only create congestion and tail gating which is dangerous. Brize Norton 30mph speed limit – Object Unless it's specifically in a residential area with housing near to the street. Travel change: No
(o525) Local resident, (Minster, Brize)	Carterton 20mph speed limit – Object Not needed and doesn't work in any of the other areas. Money better spent on enforcing 30 Brize Norton 30mph speed limit – Object Not necessary it is a wide road with crossings Travel change: No

(o526) Local resident, (Minster level, Old Minster)	Carterton 20mph speed limit – Object With the wide spread use of other 20 mile an hour speed limit throughout the county there is limited effect on road safety Brize Norton 30mph speed limit – Object 40 mile an hour is appropriate for these roads Travel change: No
(o527) Local resident, (Minster Lovell, Holloway)	Carterton 20mph speed limit – Object I have seen no substantial evidence to say that the roads which are currently 40/30mph within the town are unsafe as they are. Brize Norton 30mph speed limit – Object This would divert me through villages like Brize Norton to get to work, increasing traffic for those residents. Travel change: No
(o528) Local resident, (Minster Lovell, Ripley avenue)	Carterton 20mph speed limit – Object Waste money Brize Norton 30mph speed limit – Object Waste of money Travel change: No
(o529) Local resident, (N,)	Carterton 20mph speed limit – Object [REDACTED]ing bull[REDACTED] Brize Norton 30mph speed limit – Object Bs

	Travel change: No
(o530) Local resident, (North Carterton, Brizewood)	Carterton 20mph speed limit – Object The only speed reduction I support is outside schools in Carterton, a speed sign that is illuminated before school day starts and again when school finishes that's all. Fix the underpass in upavon way to make it easier for parents on the school run to cross. No point wasting money on 20mph sign's as no one will take any notice unless you install speed cameras as well. You want to reduce harmful emissions car's / lorry's are not designed for these speeds, installing 20mph means car's/ lorry's will be in a lower gear which will create even more harmful emissions. Fix the roads instead. Brize Norton 30mph speed limit – Object Existing 30mph in Brize Norton is enough. Travel change: No
(o531) Local resident, (RAF Brize Norton, RAF Brize Norton)	Carterton 20mph speed limit – Object Other priorities for the roads. Brize Norton Road has horrendous potholes. A 20mph limit would do little to prevent any injuries and would hinder many drivers Brize Norton 30mph speed limit – Object The current 40mph zones are absolutely fine as they are. No need to change Travel change: No
(o532) Local resident, (Royal Air Force,)	Carterton 20mph speed limit – Object Lower speed limits are proven to increase congestion by lowering the throughput of vehicles in any given amount of time. With multiple new housing developments in the Carterton area, and no broadening of the existing infrastructure to help the towns roads cope with the amount of new vehicles using them, this speed limit decrease would only make matters worse. As a resident for 8 years, I can think of no time an RTC involving a pedestrian or cyclist has occurred. This move would only decrease the quality of life in an already congested town.

	Brize Norton 30mph speed limit – Object As per Q4. Travel change: No
(o533) Member of public, (Shilton, Shilton)	Carterton 20mph speed limit – Object 1. Witney's 20 mph Roll-Out Stuck in Chaos, Not Compliance • In Witney, blanket 20 mph limits have resulted in minimal real-world speed reduction, and in some cases, speeds increased, indicating the limits are not respected in practice. • Drivers complying with the new limit often face frustration from others, leading to overtaking, tailgating, and aggressive behavior, just like i'm worried will happen in Carterton. • Residents and drivers vented their frustration online with comments like: "Every time I drive through the 20 MPH limit at 20 MPH, people get upset and even overtake me." "I continue to increase tailgating and overtaking anyone holding me up at less than 30." 2. Public Transport Opposition in Abingdon • Oxford Bus Company warned that blanket 20 mph zones in Abingdon would harm bus viability, making some routes unprofitable or impossible to run, unless altered or withdrawn. The council delayed implementation in response. • In formal consultations, bus operators remained the sole strong objectors, consistently citing that slow speeds undermine efforts to shift people from cars to buses. 3. Enforcement Is Unrealistic • Thames Valley Police have explicitly stated that sign-only 20 mph limits rarely achieve meaningful compliance, and enforcing them would create an unreasonable additional demand on limited police resources. • A sign-only approach without traffic-calming infrastructure is unlikely to compel drivers to slow down, undermining the smaller speed limits' impact. 4. Cost vs. Value: Money Better Spent Elsewhere • Oxfordshire's 20 mph programme is estimated to cost up to £8 million over three years to roll out across numerous towns, including signage, road marking, and admin. • Moreover, £11,000 was spent on just enlarging speed limit signs in Witney, funds that could have instead fixed local roads or funded frontline policing. • That money would deliver far more tangible public safety by: • Repairing potholes and resurfacing roads, improving safety for drivers, cyclists, and pedestrians alike.

	- Increasing police presence to tackle serious threats such as harassment and antisocial behaviour, especially urgent following instances of children being harassed by adults near parks in Carterton this week. 5. Longer Journeys - Lower speed limits inevitably increase journey times, hurting commuters, delivery services, and local businesses. 6. Community Resentment - Across Witney and Abingdon, residents have shared disdain for blanket 20 mph limits—calling them “ridiculous,” wasteful, or politically motivated rather than pragmatic. - Forcing Carterton into this unpopular scheme risks eroding public trust and wasting taxpayer money. Brize Norton 30mph speed limit – Object 1. Witney’s 20 mph Roll-Out Stuck in Chaos, Not Compliance - In Witney, blanket 20 mph limits have resulted in minimal real-world speed reduction, and in some cases, speeds increased, indicating the limits are not respected in practice. - Drivers compl Travel change: Other Avoid travelling around Carterton as much as possible
(o534) Local resident, (Shilton park, Woodrush gardens)	Carterton 20mph speed limit – Object Not needed. Waste of tax payers money. Brize Norton 30mph speed limit – Object Not needed Travel change: No
(o535) Local resident, (Shilton Park, The Lawns)	Carterton 20mph speed limit – Object It is not necessary. Road are to damaged to do excessive speed. The area that needs police is the evening around the pavilion to stop the wheel spinning Brize Norton 30mph speed limit – Object There is no need to spend money on this as you can't do 30 anyway

	Travel change: No
(o536) Local resident, (Witney, Bathing Place)	Carterton 20mph speed limit – Object Have a look at Witney and the shambles that it has turned into thanks to the inconsiderate and seemingly random 20mph limits that the council introduced. It has resulted in chaos and massive traffic jams throughout the town and a huge increase in pollution due to the number of cars sitting idling as they cannot move. Please do not let this happen to Carterton and Brize Norton. Brize Norton 30mph speed limit – Object If it isn't broken, why try and fix it. It has worked perfectly for decades why try and make it worse? Travel change: No
(o537) Local resident, (Witney, Cotswold Meadow)	Carterton 20mph speed limit – Object 20 mph is only needed in the very centre around the cross roads and next to schools Brize Norton 30mph speed limit – Object Why is it needed Travel change: No
(o538) Member of public, (Witney, Curbridge Road)	Carterton 20mph speed limit – Object I dont believe reducing speedlimits makes roads safer. It increases polution, and frustrates road users Brize Norton 30mph speed limit – Object I dont believe reducing speed limits is necessary, or helpful. Travel change: No
(o539) Local resident, (Witney,)	Carterton 20mph speed limit – Object

	Not needed. Bringing other towns to a grinding halt and what a waste of money when there are other pressing needs. What is it with the obsession against being able to travel by car sensibly? Brize Norton 30mph speed limit – Object Not needed. This adds to anxiety due to tailgating. What a waste of money for no genuine gain. OCC need to think about their priorities and let people go about their lives in a rural community Travel change: No
(o540) Local resident, (Witney, Jubilee way)	Carterton 20mph speed limit – Object 20 mph have been proven to help little when it comes to the safety of the public and only serve to frustrate, cause more issues and hostility, more congestion and generally worse roads - see the numerous studies conducted throughout wales (a country who recently introduced a blanket 20mph speed limit and very quickly did a U turn after 0 improvements and wide spread public outcry. Brize Norton 30mph speed limit – Object Please see previous point repeated Travel change: Other Do you honestly expect that change to 20mph will get people to change there mode of transport?, if you do you are not living in the real world. All it will do is worsen congestion.
(o541) Member of public, (Witney, Larkspur Grove)	Carterton 20mph speed limit – Object Unnecessary Brize Norton 30mph speed limit – Object Unnecessary Travel change: No

(o542) Local resident, (Witney, Mary ellis)	Carterton 20mph speed limit – Object Noone keeps to it, its not enforced and its causing a increase in speeding. This wont make the roads safer Brize Norton 30mph speed limit – Object Same as before Travel change: No
(o543) Local resident, (Witney,)	Carterton 20mph speed limit – Object Because is Witney. No more than 10% of people actually abide by the 20mph rule. I have to because I work in a tracked van. But hardly anyone cares and will still go 30mph anyway. Buses and even police all break the speed limit. Imaging traveling down Upavon way at 20mph. That will suck for everybody. When was the last time someone died on a 30mph road? Brize Norton 30mph speed limit – Object Completely pointless Travel change: No
(o544) As a business, (Witney, Vale road)	Carterton 20mph speed limit – Object Waste of money for little or no benefitwhat right have you to force people to change there mode of transport ...you should do your job and look after old folk and kids rather than play at controlling people Brize Norton 30mph speed limit – Object No neededwhat right have you to dictate how people travel you should do your job and look after old folk and kids Travel change: No
(o545) Local resident, (Witney, Welch Way)	Carterton 20mph speed limit – Object

	The reduction in speed limits is being imposed based on a blanket policy and is not supported by a rate of accidents and a reason to reduce accidents/ injury in a given area. Brize Norton 30mph speed limit – Object Unnecessary change on a straight stretch of road, unsupported by history of accidents and not providing an advantage of reducing incidents. Travel change: No
(o546) Member of public, (Witney, Blake's Avenue)	Carterton 20mph speed limit – Object I feel like putting the speed to 20 your going to have people that are just going to ignore that and still go 20 and potentially higher making it a great risk. As kids are going to try and cross thinking it's a 20 so they will have plenty of time whereas that car will probably be going still at 30 and might hit the children and create more risk. Brize Norton 30mph speed limit – Object There's roundabouts that's slow you down before the 30 Travel change: No
(o547) Member of public, (Witney, Colwell Drive)	Carterton 20mph speed limit – Object Totally unnecessary as with most 20mph zones Brize Norton 30mph speed limit – Object Not needed Travel change: No
(o548) Local resident, (Witney, Henry Box close)	Carterton 20mph speed limit – Object People who obey the rules are the only ones who are being punished by these silly rules, people who break the rules will break them no matter what the speed sign says. Brize Norton 30mph speed limit – Object

	As per previous answer Travel change: No
(o549) Local resident, (Witney, Holford Road)	Carterton 20mph speed limit – Object It's not needed. Plenty of speed bumps slow people down Brize Norton 30mph speed limit – Object Not needed. Travel change: No
(o550) Member of public, (Witney, Thorney Leys)	Carterton 20mph speed limit – Object Is more dangerous and increased emissions Brize Norton 30mph speed limit – Object Should be at least 30mph. Already speed humps in the village Travel change: No
(o551) Local resident, (Witney, Thorney Leys)	Carterton 20mph speed limit – Object Over use of twenty limits should be estates only Brize Norton 30mph speed limit – Object Not required Travel change: No
(o552) Local resident, (Brize Norton, Archer Place)	Carterton 20mph speed limit – Object Carterton is not a black spot for accidents. The only thing a 20mph speed limit will do, is increase speeding. It has not impacted the accident figures in Witney - potentially even increasing them. Stop spending money on ridiculous and

	unnecessary speeding limit changes, listen to the local residents you're SUPPOSED to serve, and work on improving the roads and filling potholes. No one supports this, but I guess you'll just do what you want anyway, right? Brize Norton 30mph speed limit – Partially support I partially support this - with the only 40mph needing to change to 30mph is Monahan way. 30mph would be plenty, especially with the crossings and roundabouts. The road from BP alongside the base going towards Brize should remain at 40mph. There's no need Travel change: No
(o553) Local resident, (Brize Norton, Bellenger Way)	Carterton 20mph speed limit – Object Not only is there more pressing matters in which the money could be spent, but all it will do is create more traffic - you keep building houses but not investing in the infrastructure to support it. Totally ridiculous and studies show they don't actually make much impact on safety. By all means on housing estates or near schools but that's it! Brize Norton 30mph speed limit – Partially support I do feel the 40mph limit is high due to the amount of activity from both Shilton park and Brize Meadow. But again I think speed bumps would maybe be a better use Travel change: No
(o554) Local resident, (Brize Norton, Burford Road)	Carterton 20mph speed limit – Object No problems at the moment so why change it Brize Norton 30mph speed limit – Partially support Monaghan way fine as 40 as bigger road, Carterton road may benefit from 30 as lots of people walk that way to Brize meadow and the path is so narrow Travel change: No
(o555) Local resident, (Brize Norton, Bellenger Way)	Carterton 20mph speed limit – Object

Norton, Burford Road.)	I live on a road where the speed limit was reduced from 30mph to 20 mph. We had a regular visit from the speed enforcement camera van prior to the speed reduction. since the speed reduction we have not seen the speed camera van. Since the reduction of the speed limit, many motorists appear to be driving well in excess of the 20mph limit and even in excess of 30mph. If the camera van was to put in an appearance occasionally, I believe the limit and therefore the risk to life would be reduced. The reduction of speed limits needs to be monitored, policed and enforced to make a difference. Brize Norton 30mph speed limit – Partially support If the new speed limits are enforced by the Police then they are effective. If they are not policed, they are a waste of time and money and are not fit for purpose. Travel change: No
(o556) Local resident, (Brize Norton, Chichester Place)	Carterton 20mph speed limit – Object Since the village of Brize Norton adopted a 20mph speed limit, it's far more dangerous as a pedestrian, as several drivers now drive faster than 30mph. We have had 3 collisions into a dry stonewall, leaving the road and mounting the pavement. This hardly counts as a safer road. Also, the bus stop for S1 on Brize roundabout is not safe either. The condition of the roads is horrendous and needs money spent on improvements, this is not safe rather than wasting money on signage. We have poor public transport in the village, and walking between Brize and Carterton is also unsafe. Brize Norton 30mph speed limit – Partially support If the road network is improved alongside this might help with road safety. On the other hand, it's likely to cause more congestion in the area as the road in question is a link road for the A40, etc. Travel change: No
(o557) Local resident, (Brize Norton, Miles Drive)	Carterton 20mph speed limit – Object Most roads do not need to be 20mph, outside schools, absolutely! But anywhere else is just not needed. Brize Norton 30mph speed limit – Partially support

	More built up areas fair enough, but the stretches of road, eg Brize to bp garage, not needed. Most people do between 30-40mph anyway and no accidents for years (when it used to be a 50mph) Travel change: No
(o558) Local resident, (Brize Norton, Miles drive)	Carterton 20mph speed limit – Object The roll out in Witney was a pointless shambles. Completely unnecessary apart from outside school or on housing developments where I completely agree with them. Brize Norton 30mph speed limit – Partially support 30mph is fine. Travel change: Other Speed limits don't make any difference to mode of transport take. It costs £12 for me and my family to get from Carterton to Witney and back. Same journey in our car would be <£1 in fuel. Call it £2-3 max if you factor in some maintenance/purchase costs.
(o559) Local resident, (Brize Norton, Station Road)	Carterton 20mph speed limit – Object no real results in the reduction of accident available for other imposed 20mph zones. Majority of 20mph zones arent enforced so why waste the money. Imposing 20mph zones means the roads have to be maintained to a lower standard than they are now, and as the road system is in disrepair wouldn't the money be better spent on improving the roads and thus increasing road safety as drivers will be more focused on driving and not trying to avoid crashing into the potholes! Brize Norton 30mph speed limit – Partially support No coment Travel change: No
(o560) Local resident, (Brize Norton, Symonds Lane)	Carterton 20mph speed limit – Object I object to the proposed 20mph speed limits because they are widely ignored, fail to reduce traffic volume, and do not reflect the commuting realities of residents, the majority of whom work outside the local area.

	Brize Norton 30mph speed limit – Partially support While I partially support reducing speed limits for safety, I do not believe a blanket change from 40mph to 30mph is necessary, particularly on main roads leading into the area, where traffic flow and commuting efficiency are important. Travel change: No
(o561) Local resident, (Brize norton, Carterton road)	Carterton 20mph speed limit – Object Already congested traffic - making a reduced speed limit will increase traffic. Infrastructure is already significantly compromised with new developments this will worsen an already horrendous road network Plenty of safe walking space Better use if public money Brize Norton 30mph speed limit – Partially support Invested local resident Travel change: Other Have three children in multiple childcare locations - try and walk where possible but not an option on occasion
(o562) Local resident, (Brize Norton (Brize Meadow), Archer Place)	Carterton 20mph speed limit – Object 20mph limits are simply ridiculous in most places, drivers should already be aware that these are "limits" and not targets and should be driving a speed appropriate for the road, conditions and other surroundings (weather, lots of people etc). Most people ignore the already in-place 20mph limits because there's no enforcement, or very little. Adding to that, anyone who's going to offend the current limits will continue to do so. Monahan way is a great example of safe crossings with traffic-light controlled sections. Other methods of traffic control should be up for consideration first. Brize Norton 30mph speed limit – Partially support With the new Brize Meadow development now adding extra traffic and pedestrians to the area, dropping the 40 to 30 sounds reasonable. Travel change: No

(o563) Local resident, (Carterton, Archers way)	Carterton 20mph speed limit – Object Purely because it's not needed, the money that's going to waste on new signage would be better off going to make the roads fit for driving on. It's silly lowering the speed limit to force people to walk and cycle when even in your own words you say the shared pathway on Monahan way is substandard. Maybe it would be more prudent to get the cycle paths and walkways up to standard first then lower the speed limits if it is really necessary although I don't believe it is. When will the council actually get councillors who actually listen to what the people want instead of coming up with ridiculous hairbrained ideas like this. Brize Norton 30mph speed limit – Partially support Around schools maybe but if the school is moving there's no point Travel change: No
(o564) Local resident, (Carterton, Barwood avenue)	Carterton 20mph speed limit – Object The town centre is already busy and blocked up with traffic, 20mph limit will only mean traffic takes longer to leave. People already exceed the 30mph limit, they'll certainly not do 20. (Local bus companies included). 20mph downsnt work in other surrounding areas which have implemented it-it will just be a waste of money. Make variable limit at school start and end times with the flashing lights. And also implement charges for those who do speed-there are no repercussions so people will continue to do it. Brize Norton 30mph speed limit – Partially support I support slower speeds where necessary-difficult junctions, schools, shops. But there needs to be evidence of the impact/saving otherwise it's wasted cost implementing new signs and road painting. It also needs to be policed. I can guarantee people will Travel change: Other No-there's one route to and from work and I need to drive due working hours and carrying equipment.

(o565) Local resident, (Carterton, Carmello)	Carterton 20mph speed limit – Object Creates more pollution Brize Norton 30mph speed limit – Partially support 30 is fine in built up areas Travel change: No
(o566) Local resident, (Carterton, Carr avenue)	Carterton 20mph speed limit – Object I believe the number of car-to-pedestrian accidents in Carterton is minimal, if any. The proposed change has been justified on the grounds of “improving safety,” which suggests there must be substantial evidence that the roads are currently unsafe? I have seen no such evidence. The existing 30 mph limit already provides an effective safety measure for roads of Carterton’s size and width. I therefore believe the funding allocated to this project would be better utilised in addressing the poor road surface condition, particularly the numerous potholes. Brize Norton 30mph speed limit – Partially support 30 in built up areas seems sufficient Travel change: No
(o567) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – Object I object to the proposed 20mph zone in Carterton because national evidence shows “signed-only” 20mph limits deliver very small speed reductions (typically <1 mph) and no statistically significant overall casualty change unless combined with engineering or enforcement—meaning limited safety gains for substantial implementation and compliance effort. The Department for Transport’s research (Atkins/AECOM, 2018) found minor average speed drops and no clear collision reduction, and current DfT guidance says 20mph should be “self-enforcing” and targeted where mean speeds are already low or where traffic-calming is feasible. Applying a town-wide limit without those conditions risks low compliance and diverts scarce enforcement resources. Even where 20mph has been expanded (e.g., Wales), official analysis shows typical car journeys become longer (around one minute on average), which will cumulatively impact residents and local businesses—yet the safety benefits seen elsewhere depended on extensive enforcement and scheme design not proposed here. I therefore support targeted 20mph near schools and proven risk sites, but oppose a blanket approach that is not evidence-led for Carterton.

	Brize Norton 30mph speed limit – Partially support I recognise that reducing some 40 mph roads in Carterton to 30 mph could improve safety, particularly where there are higher volumes of pedestrians, cyclists, or residential driveways. On stretches where accident history or road layout indicates a genuine Travel change: No
(o568) Local resident, (Carterton, Elm Close)	Carterton 20mph speed limit – Object The pedestrian crossings eg two on Monahan way are sufficient for traffic calming. Brize Norton 30mph speed limit – Partially support The slalom of traffic calming measures already works. Why spend more council tax on further signage. Travel change: No
(o569) Local resident, (Carterton, Empire Drive)	Carterton 20mph speed limit – Object 20mph Zones have been shown in a study by Queens University Belfast, Edinburgh University and The University of Cambridge to have little impact on road safety. It was also shown to be ineffective, as vehicles failed to slow by more than 0.2mph over a 1 year period, that saying, that despite all the money invested, vehicles did not abide by the new rules. The same has been shown in other studies. 20mph may be reasonable in estates, but is wholly unreasonable on major roads through a town. They will not be followed, and it would be far more pertinent to spend the funds on proposals such as speed cameras on roads known to be self-imposed race tracks, such as the B4020 from Burford direction, through to the mini roundabout at Swinbrook Road/Brizewood. Average speed cameras covering the major roads throughout the town would be even more effective, as cars would be less likely to speed. 20mph limits frustrate drivers, and lead a disproportionate number to criminalise themselves by speeding, as lower speeds put undue stress on the vehicle, and increase journey times. Without enforcement, these measures are a waste of money. And as I have regularly seen speeds of 50-60+ on B4020 as soon as the clock strikes 6pm, and traffic dies down, it is clear that no measures to reduce speeds will be effective without first implementing measures to firstly, alert drivers for speeding, and secondly, prosecute drivers for speeding.

	Brize Norton 30mph speed limit – Partially support Brize Norton is a small village, with winding roads and built up traffic due to inadequate parking. I feel 20mph Zones across this area are reasonable, certainly up to the Air Force Base and from the Carterton/BrizeNorton at the edge of the base. Travel change: No
(o570) Local resident, (Carterton, Finchdale close)	Carterton 20mph speed limit – Object 30 mph limits have been established for many years, with modern technology vehicles have become safer and ability to stop in a shorter distance. 20 mph limits do nothing but frustrate and confuse drivers especially those in later years. If reducing limits to 20 is for road safety reasons then I would strongly suggest fixing the road surface. Lastly the government stated over 2 years ago there position on lower limits and it wasn't supportive. These limits are largely ignored and not enforced by TVP so is a total waste of money. Money that would be better spent elsewhere. Brize Norton 30mph speed limit – Partially support 30mph is residential areas are perfectly acceptable. If a driver is unable to stop and avoid a collision at 30mph that is a driver issue not a road issue. No road or speed limit is dangerous, speed only become dangerous when it's inappropriate for the con Travel change: No
(o571) Local resident, (Carterton, Hill View)	Carterton 20mph speed limit – Object Changing to 20mph speed limits is a complete waste of time and money. 1. The crashMap link is very useful. But one thing that is incredibly clear is that the majority of these accidents occur at junctions and crossing points. 1.1 - This is where vehicles are already at a low speed. Sometimes going from a stop and accelerating. (Both Crossroads) 1.2 - The crossing point is inadequate, such as a footpath ending at a junction, making crossing safely more difficult than if it was just a 2 way road. (example the footpath opposite Wycombe Way crossing Brize Norton Road) 1.3 - The overwhelming majority of incidents are "slight", which indicates that speed was not a factor in the incident, or I would expect to see more "serious"

2. The majority of the roads in Carterton can't be driven above 20 anyway.

2.1 - The road between Upavon Way junction and the centre of town has large speedbumps which already force traffic to do 20mph.

2.2 - The vast majority of roads in Carterton are the residential roads. These have many parked cars and have very very few incidents reported on them. So drivers will be going 20mph anyway and making the official change is a waste of money and time and impossible to enforce.

2.3 - The roads are so filled with pot-holes.

3. There are better ways to enforce safer driving than 20mph signs.

3.1 - I've mentioned that the speedbumps do a good job. Smaller bumps along Upavon way and Wycombe would help limit drivers to 30mph as at the moment there are plenty who are doing 40!

3.2 - Outside schools there should be a temporary speed limit of 20mph indicated by orange lights at school start and end.

3.3 - Speed camera on Shilton Road again for cars doing 40 or 50 entering Carterton.

4. Junction design is a far bigger factor in incidents than speed.

4.1 - People parking on pavements and opposite junctions.

4.2 - Poor visibility coming out of junctions (examples being milestone road onto Black Bourton Road and Wycombe Way onto Black Bourton Road)

4.3 - Overly wide road entrances causing pedestrians to need to step into the road to see up the road to see if a car is coming. (St Johns Drive onto Burford road and Shillbrook Avenue onto Shilton Road)

4.4 - The cross roads in the centre of town and upavon way are dangerous with 2-way lights. There's some room to move into the junction while waiting to turn right, but this blocks visibility from the opposite direction of cars passing the car sat in the middle. The lights also change quickly, so a driver may accelerate quickly to clear the junction. This can lead a driver to missing a vehicle or person which was hidden and decided to go. Making these junctions have an individual turn to go would be safer as this is the primary place for accidents. Changing the speed-limit would not do anything to make these junctions safer.

5. The roads with an actual speed issue haven't been targeted at all!

5.1 - Monahan way is now residential on either side, with crossing points and increased traffic. It can be very difficult to come out of Bluebell way or Miles drive onto this road. This needs to be made a 30mph.

5.2 - The mini-round about between upavon way and brize norton road is too small. There's a lot of serious accidents here as the footpaths are not good. The traffic is busy leading to stalemates. Part of the solution would be to reduce this part to 20.

5.3 - There are also a lot of accidents at the BP garage entrance and the round-about. The poor visability, the close distance of the junctions. This section should also be 20. While in the plans, this is one of the few sections that have actually been left as 30!

	5.4 - The road leaving Carterton as it passes Crocodiles of the world has drivers coming in at 50-60mph, it's on a bend and drivers wishing to pass across monahan way, do not have enough space in the middle to wait. This leads this to easily being the most dangerous junction combined with a issue of speeding. 6. Other 6.1 - The idea of 20mph is for residential roads and make it safer. But also not to hinder drivers and extend journey times. Given that passing through Brize Norton road or Upavon way to Shilton road is the main through road for drivers, 20mph leads to significant journey time increases. If Carterton was a one-off town, it would be minor. But every main road in Oxfordshire passes through a small village or town with a 20mph zone in the main through road. It causes traffic to slow and be constant through the town making the gaps to cross roads more difficult without dedicated lights or zebras. 6.2 - I'd guess something like 60-70% of drivers don't follow the 20mph limits. Without enforcement, and agreement in why the limits are there, they're going to continue to be ignored, making the whole exercise a waste of time and money. 6.3 - With 20mph limits you now have cars going 20mph, 30mph and 40mph, making timing a crossing much more difficult as you can't tell at a glance what speed the car is doing when making the decision to cross. Overall, this plan, like all the others in Oxfordshire are a blanket over-reach with no local consideration for why incidents occur, and objections are ignored. Actual solutions are not considered and a generic "It's 20 for a reason" does not hold up to scrutiny when that reasoning is wrong. I am in favor of making roads safer, encouraging walking and cycling. But blind 20mph zones are not the way to do it while ignoring the real reasons aren't walking or cycling is not the way to do it so I am objecting to these proposals. I feel angry that these consultations always end the same way. Lack of evidence that the 20 will make any improvements (such as a tiny village which has no accidents to begin with). Public objections and then proposals are over-ruled and approved anyway. And even then to making mistakes and "accidentally" making more roads than were originally designated being reduced. So while I feel my arguments are strong and should be compelling reasons for not doing such a thing. I feel my voice is going to be ignored and over-ruled anyway. Brize Norton 30mph speed limit – Partially support 40mph to 30mph along Monahan way I completely agree with and support. 40mph to 30mph along Brize Norton Road, I think is unnecessary. The 20mph limit entering Brize Norton is too low and starts too early (It should become 20 just before the round-about un Travel change: No
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(o572) Local resident, (Carterton, Larksfield close)	Carterton 20mph speed limit – Object I feel it makes driving more dangerous as people get frustrated driving at slower speeds. I feel it would be better to have 20mph just outside schools and heavily built up residential areas like shilton park. A prime example of what is stupid is 20mph the whole way through alvescot - very unnecessary. I think it makes it harder for pedestrians to cross the street as you just have long snakes of slow moving polluting traffic like witney round by Sainsbury's. Also, I would prefer you spent the money creating more cycle paths. Brize Norton 30mph speed limit – Partially support I partially support this as its between 2 built up areas and kids are now crossing the roads more often. Travel change: No
(o573) Local resident, (Carterton, Milestone road.)	Carterton 20mph speed limit – Object I believe 30 is fine but a proposed 20 limit that becomes active during school pick up hours where the streets are usually busy would be a better idea. Going through Witney nowadays feels awful. People are more distracted. People are more agitated and the whole saving the planet thing and admission thing seems weird considering we're all now spending longer driving through busy areas. Also disabled people exist. Driving to places is much easier easily when the paths are terrible. Fixing those would get more people out. Brize Norton 30mph speed limit – Partially support The busy areas outside the new estates would be better suited to drop it down but not the main road near the camp gates. Travel change: No
(o574) Local resident, (Carterton, Netheravon Close)	Carterton 20mph speed limit – Object What survey has been carried out to compare quantity of cars going into the town area vs passing through it. Whilst Carterton is a nice town, other than supermarkets and the Thursday market what local benefits are being encouraged and promoted to encourage people to walk, cycle or bus rather than drive? Has the benefit of changing the speed limit in other local areas (Witney) been proven to achieve what it was intended to as current opinion seems to be rather negative.

	Brize Norton 30mph speed limit – Partially support If the cost/risk benefit is there then sure but what's the business case, has the amount of accidents linked to speed been compared with a slower speed or is this just opinion that 30mph is better than 40? Travel change: No
(o575) Local resident, (Carterton, Saffron crescent)	Carterton 20mph speed limit – Object The speed limits have been in place for a long time and to my knowledge there is not a high rate of accidents in our area Brize Norton 30mph speed limit – Partially support See no reason why Monahan way should not be reduced to 30mph Travel change: No
(o576) Local resident, (Carterton, Scholats Acre)	Carterton 20mph speed limit – Object I don't believe the current 30mph limits are an issue - the problem is with drivers who exceed the limit and, if they exceed 39, they will certainly not stick to 20. In my experience, a 20 limit results in people overtaking unsafely or getting frustrated which is likely to lead to accidents Brize Norton 30mph speed limit – Partially support I think with the additional building on both sides of the road, a review is sensible Travel change: No
(o577) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Object Reducing the speed limit only encourages people to speed. There are no police, cameras or other preventive measures so reducing the speed limit will do nothing positive. In addition, it is a poor excuse to allow further neglect of road maintenance. Brize Norton 30mph speed limit – Partially support

	While the reduction from 40 mph to 30 mph makes more sense than from 30 mph to 20 mph, I see no reason why it is necessary. There are several crossings in place. Carterton is not an accident hotspot. The crossings receive regular use and reduction of the Travel change: No
(o578) Local resident, (Carterton, Stanmore crescent)	Carterton 20mph speed limit – Object It is unnecessarily slow, the kind of people that speed into these areas will still disregard the speed limit, whilst punishing the considerate drivers. Brize Norton 30mph speed limit – Partially support 30 is a reasonable speed for built up areas Travel change: No
(o579) Local resident, (Carterton, Stirling Close)	Carterton 20mph speed limit – Object Due to poor external public transport routes car is the only viable way to transit out of town further than Witney Brize Norton 30mph speed limit – Partially support 30 is a reasonable speed. Travel change: No
(o580) Local resident, (Carterton, Stocks Lane)	Carterton 20mph speed limit – Object There are far more important things to spend money and time on on Carterton and this is not one of them. There are dedicated traffic light controlled crossing in Monahan Way, the speed does not need to be changed. The only places speed should be reduced is outside schools. You will spend the money changing the speed but won't have anyway to enforce it - so what's the point? It will not stop people from still needing to use their cars and will just add time and stress on to peoples commutes. Totally inefficient. Spend the money fixing the damn potholes and the other issues in Carterton that residents have been asking for for years.

	Brize Norton 30mph speed limit – Partially support If it is proven - which it has not been to us local residents - that the current 40mph has been causing accidents to the extent of needing to reduce the speeds, then yes drop to 30 - but again - how is it going to be enforced? The government don't spend e Travel change: No
(o581) Local resident, (Carterton, swinbrookox181)	Carterton 20mph speed limit – Object Quite unnecessary. Maybe near school entrances, but a blanket ban would be ridiculous. It's not worked in Witney Brize Norton 30mph speed limit – Partially support You cannot do more than 20mph in most of Brize atm. With the broken speed ramps. Travel change: No
(o582) Local resident, (Carterton, The Oaks)	Carterton 20mph speed limit – Object The proposals seem totally unnecessary. The money spent implementing the new speed limits would be better spent on repairing the substandard roads in the area. What would be done to enforce the new 20 mph speed limit, particularly when many cyclists regularly exceed that speed? The idea that the scheme would promote cycling/walking is questionable as many people go into Carterton town centre for the sole purpose of shopping at one of the supermarkets. Brize Norton 30mph speed limit – Partially support With regards the proposed changes to Norton Way/Monahan Way, it should just be one speed limit. Motorists should be more concerned with watching for emerging hazards rather than becoming fixated with their speedometer. Travel change: No

(o583) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – Object Alvescot road should have speed bumps or a crossing near to the entrance of the primary school. Speed restriction will make no difference to those that speed down that road at all hours of the day and night. A crossing or speed bumps is even more important now that there is no supervised crossing g for the children. Brize Norton 30mph speed limit – Partially support Due to the amount of cars parked along the roadside it is difficult to even reach 30mph Travel change: No
(o584) Local resident, (Carterton, Barwood Avenue)	Carterton 20mph speed limit – Object There has been no road safety concerns to encourage this and the reason for encouraging alternative modes of transport is poor. If the alternative modes were reliable then they would get used regardless of the speed limit Brize Norton 30mph speed limit – Partially support The roundabouts, junctions and traffic lights mean awareness of speed is required along the proposed road, it also can mean it's difficult to get up to 40 without harsh acceleration inbetween the above mentioned. However, it is a road out of the town, and Travel change: No
(o585) Local resident, (Carterton, Bovington rd)	Carterton 20mph speed limit – Object This limit makes commuting and day to day activities of a rural community more challenging by increasing our already long commute times it will be of no benefit to locals apart from to make them unhappy. Brize Norton 30mph speed limit – Partially support This is more realistic limit for vehicles to use to travel. However it is not necessary on open roads or where there are no homes/ schools Travel change: No

(o586) Local resident, (Carterton, Bracken close)	Carterton 20mph speed limit – Object The cost to imply he proposal is better spent on more police on the ground. People who speed are going to continue to and reckless driving needs to be brought under control not penalise rest of careful drivers Brize Norton 30mph speed limit – Partially support It's part of outskirts of Carterton so should be 30 Travel change: No
(o587) Local resident, (Carterton, Bracken close)	Carterton 20mph speed limit – Object Have lived here all my life (born in brize Norton family been here since the 60s) have ever known anyone being hurt or killed. Brize Norton 30mph speed limit – Partially support It's had been 30 in brize for years why change it. Noone has been killed or hurt. Why change something that does not need to be changed and works. Travel change: No
(o588) Local resident, (Carterton, Burford)	Carterton 20mph speed limit – Object Why are Wales reverting back to 30mph? Brize Norton 30mph speed limit – Partially support Evidenice shows it has little impact. By schools, etc not a problem to enforce speed limit Travel change: No
(o589) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – Object Just so slow people simply ignore it Brize Norton 30mph speed limit – Partially support

	30 is OK Travel change: No
(o590) Local resident, (Carterton, Butlers Drive)	Carterton 20mph speed limit – Object With all this traffic nowadays, this proposal is absolutely a no-go. You better focused on fixing the roads instead of coming with this stupid ideas Brize Norton 30mph speed limit – Partially support No comment Travel change: No
(o591) Local resident, (Carterton, Campion close)	Carterton 20mph speed limit – Object The main roads are designed to move vehicles in out out of the town! monohan way has wide cycle lanes and paths the road is wide and has clear visibility no need to reduce the current speed limits I agree near schools speed limited to 20 during school opening and closing. Hours. Brize Norton 30mph speed limit – Partially support Brize Norton at the best of times is congested with vehicles trying to negotiate traffic calming measures and parked vehicles Travel change: No
(o592) Local resident, (Carterton, Faulder Avenue)	Carterton 20mph speed limit – Object . Brize Norton 30mph speed limit – Partially support . Travel change: No

(o593) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object They don't work, , been no official statistics to prove they have worked since witney, had them forced on them. Brize Norton 30mph speed limit – Partially support It's a big wide road with plenty of visibility so might make a difference Travel change: No
(o594) Local resident, (Carterton, Glenmore park estate)	Carterton 20mph speed limit – Object We have 2 lots of traffic lights and numerous traffic calming measures surely that's enough. Brize Norton 30mph speed limit – Partially support It's a major route to access the A420 and carries a lot of through traffic so please repair the dreadful road through the village but as it is the road itself acts as a speed restriction. However I do think 20 may is right for Brize Norton Travel change: Yes – walk/wheel more
(o595) Local resident, (Carterton, Hatwell Row)	Carterton 20mph speed limit – Object Completely a waste of money and unnecessary. People don't respect 20mph yes sine areas of Carterton should be dropped from 40 to 30 but absolutely not 20 Brize Norton 30mph speed limit – Partially support Brize Norton rd should drop to 30mph Travel change: No
(o596) Local resident, (Carterton, Heron)	Carterton 20mph speed limit – Object Money wasting.....AGAIN Brize Norton 30mph speed limit – Partially support What ever I / we say it will still be done

	Travel change: No
(o597) Local resident, (Carterton, Kingham drive)	Carterton 20mph speed limit – Object Waste of taxpayers money when the roads are in the poor state they are in. Potholes etc. lower speeds are not efficient for cars causing more pollution. Causing congestion. There are already speed restrictors in place for example the chicanes in Brize village Brize Norton 30mph speed limit – Partially support I understand near a school but on no other roads Travel change: No
(o598) Local resident, (Carterton, Poppy terrace)	Carterton 20mph speed limit – Object The increase in emissions and traffic congestion from lowering the speed limit would be more detrimental to health than the TRCs Brize Norton 30mph speed limit – Partially support This road was built with the intention of letting traffic more around the town freely if lowering this limit you encourage the traffic to take through the town as thier will be little difference in travel times Travel change: No
(o599) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object Complete waste of money. Majority of drivers ignore limit. Most roads it is already impossible to do more than 20 due to on road parking. Carterton does not suffer from traffic pollution. The cost of signs could be better used to repair the terrible state of neglect our roads have fallen into. Brize Norton 30mph speed limit – Partially support I see no reason to change a system that is working at great cost. Travel change: No

(o600) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Object How many accidents do we hear about in Carterton due to speeding vehicles? I personally can't remember the last time. Not even near the schools as pedestrian crossings and/or speed bumps are there to slow down traffic. Speed bumps Stanmore Crescent through to Abingdon road would be helpful and the same on some of the main roads. These would slow down traffic more efficiently than expecting people to slow down to a very frustrating 20 mph. It just won't happen! Brize Norton 30mph speed limit – Partially support I think 30mph is a sensible speed around town now Carterton houses 100's more people than it did a few years ago. Travel change: No
(o601) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – Object It is too slow, making it difficult to safely pass cyclists on the road. The current speed limits are fine. Brize Norton 30mph speed limit – Partially support 30 should be the absolute minimum speed on a normal road. The current 40 is preferable however as the area is being developed a reduction to 30 would make sense. Travel change: No
(o602) Local resident, (Carterton, Sycamore Drive)	Carterton 20mph speed limit – Object Financial, the cost of implementing it if the council as they say are not in a good Financial position. It is very frustrating to keep driving at these speeds when for some it doesn't matter what the speed limit is they will do what they want. Perhaps having better roads is where the money should be spent. If I could I would get rid of my car Brize Norton 30mph speed limit – Partially support The main road through brize norton is a road that you need to drive carefully due to condition and the humps and give ways

	Travel change: No
(o603) Local resident, (Carterton, Tamina Close)	Carterton 20mph speed limit – Object There is absolutely no proof that 20mph will have made any difference in any accidents in the proposed area. I agree with lowering limits around schools but there is no need anywhere else. Your inability to maintain the roads makes it more dangerous to drive than a 30mph limit which has proven sensible for decades. Brize Norton 30mph speed limit – Partially support The area proposed makes sense as it is now a built up area. Travel change: No
(o604) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – Object The current signs are not maintained or enforced, why spend more money on more signs that will be filthy, faded, covered in foliage and ignored and unenforceable? Brize Norton 30mph speed limit – Partially support Monahan Way should be 30MPH, but please see my previous rationale as to why it is a pointless exercise. Travel change: No
(o605) Local resident, (Carterton black Bourton rd, Black Bourton rd)	Carterton 20mph speed limit – Object It will slow traffic flow Brize Norton 30mph speed limit – Partially support 30 safer than 40 Travel change: No
(o606) Member of public, (Cirencester, Century Close)	Carterton 20mph speed limit – Object

	20 mph has been trialled elsewhere and had minimal impact. It's another way towards blame culture. Surely people should have responsibility for their own safety and be allowed to think for themselves. Road safety should be taught in school as is swimming. Let individuals make their own decisions related to safety. Learn and respect rules around roads water electricity railways etc. Brize Norton 30mph speed limit – Partially support 30 mph is a recognised limit within towns and has worked well -car brakes have improved over the years and so stopping distances reduced. 30mph does not usually cause any heightened emotion/anger. Travel change: No
(o607) Local resident, (Fulbrook, Beech Grove)	Carterton 20mph speed limit – Object Not needed especially on through routes bad for the environment bad for bus services as times will be increasing even more. No evidence of accident survey being done. Bored drivers pay less attention to the road and are easily distracted. The humps outside the primary school already reduce speed. Design of roads on new estate's already reduced speed. And of course the cost of all the extra signage. Brize Norton 30mph speed limit – Partially support Remove the pointless build out on the Carterton road as it creates queues stopping traffic not slowing it in fact cars often speed to get around it before being stopped by oncoming traffic Travel change: No
(o608) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – Object I don't believe we have a problem with the 30 mph at present or past 61 yrs I've lived here. It would be a complete waste of my money. Brize Norton 30mph speed limit – Support As previously mentioned no problems with the speed at 30 Travel change: No

(o609) Local resident, (;Carterton, Corbett Road)	Carterton 20mph speed limit – Object Reduce the speed limit to 20 miles an hour does not allow the traffic to flow and leave a congestion of traffic in the town centre as there is no flow at 20 miles an hour and when you have all the people coming out of both supermarkets located in a small town centre it leaves the town centre with much congestion Brize Norton 30mph speed limit – Support It allows the traffic to flow freely through Brize Norton you already have traffic controls points on the entries to Brize Norton plus also have people that park illegally by the roundabout and when everybody is moving at 20 miles an hour nobody really go Travel change: No
(o610) Local resident, (Bampton, bampton)	Carterton 20mph speed limit – Object Thank you for the opportunity to speak on the proposal to lower our town’s speed limit to 20 mph. While I share the goal of safer roads, I must object to this measure in its current form. My concerns are based on scientific studies, economic analyses, and real-world implementation issues. 1. Weak or mixed evidence on improved safety • In Belfast, a study of 76 roads that were changed to 20 mph found no statistically significant difference in crashes, casualty rates, or average traffic speed compared with roads that remained at 30 or 40 mph [OBJ]. • In Edinburgh, reducing from 30 to 20 mph in seven intervention zones resulted in only a 20% reduction in casualties—but the comparison roads (at 30 mph) also saw a reduction of 13% in the same period, making the net gain fairly modest [OBJ]. • Research shows that physical traffic calming (speed bumps, narrowing, etc.) tends to produce more reliable safety improvements than just lowering the posted speed limit alone [OBJ]. 2. Low compliance and enforcement problems • A Department for Transport–commissioned report found only about 51% of drivers complied with new 20 mph limits, many believing enforcement was unlikely [OBJ]. • Additional reports find that 87% of motorists still exceed 20 mph limits, with many breaking the limit by 10 mph or more—casting doubt on whether the limit will have its intended effect [OBJ]. • Practical issues: signage is often confusing, inconsistent, or not maintained; repeater signs may be obscured; enforcement infrastructure is frequently inadequate, making the measure more symbolic than effective [OBJ]. 3. Economic cost and unintended consequences

- The Welsh Government's own economic assessment found that although there are some benefits (reduced serious injuries, savings for emergency services, etc.), these are outweighed over 30 years by costs from longer journeys and lost productivity. Its net economic cost was estimated at about £4.83 billion over three decades [OBJ].
- Implementation in various parts of the UK has already cost councils and governments many millions: for example, nearly £2 million to convert just 40 miles of road in London into 20 mph zones—signs, markings, communication campaigns, etc. [OBJ].

- In Scotland, preliminary rollout investments are substantial. For instance, the trunk-road network's spending so far is over £618,000 just for implementation, speed-data studies, design and construction of supporting measures [OBJ].

4. Limited benefits in other areas and potential trade-offs

- Claim: lower speed limits will improve air quality. But in Wales, a government-funded study found that differences in NO₂ levels inside vs outside 20 mph zones were statistically insignificant—some sensors showed small rises, others small decreases. Overall, no clear improvement in air quality was demonstrated [OBJ].

- Insurance savings? There have been anecdotal reports of lower premiums in areas with 20 mph, but this benefit is unclear, inconsistent, and dependent on insurers, geography, loss records etc.—not a strong justification yet [OBJ].

- Traffic flow & congestion: though some studies say congestion didn't increase substantially, increasing journey times may have wider economic and social costs—especially for business, deliveries, emergency services, and ordinary commuters.

5. Conclusion & alternative proposals

In light of the above, lowering the speed limit strictly to 20 mph across all town roads seems premature and potentially disproportionate given the costs and weak, mixed evidence.

I therefore propose instead that we:

- Focus 20 mph limits only in high-risk zones: around schools, playgrounds, hospitals, and pedestrian-dominated shopping streets.

- Invest in physical traffic calming where needed, and ensure clear, well-maintained signage and repeaters.

- Carry out a formal cost-benefit analysis locally before committing to broad rollout.

- Pilot 20 mph in a small area and monitor real local outcomes: accidents, journey times, community feedback.

If we take those steps, we will better balance safety, freedom of movement, economic vitality, and respect for residents' concerns.

Thank you for your time. I urge you to reconsider the blanket 20 mph proposal. Let's work instead toward a more targeted, evidence-based approach that serves everyone fairly.

Brize Norton 30mph speed limit – **Support**

same reason as before about not wanting the 20mph speed limit in carterton

Travel change: **No**

(o611) As a business, (Bampton, Just ask for my address you pathetic cowards)	Carterton 20mph speed limit – Object There is no reason to implement these speed limits. We already had 30mph speed limits to protect people in built up areas. The marginal improvement in survival of accidents is not equatable to the economic and mental impact to business and workers. If you want to minimise injuries and accidents then reduce speed limits to 0mph. Stop the nanny state behaviour and try and better humanity. Tolerance and apathy are the last virtues of a dying society. Brize Norton 30mph speed limit – Support It's currently 20 and that is too slow. Travel change: Other No, it can't. Life has to move forward not backwards. I can't cycle bricks, sand and cement to work you pathetic mediocre wet napped babies.
(o612) Local resident, (Bampton, Woodley drive)	Carterton 20mph speed limit – Object It will cause more traffic Brize Norton 30mph speed limit – Support People already drive thT speed and it is fine Travel change: No
(o613) Local resident, (Brize, Bellenger way)	Carterton 20mph speed limit – Object I think measures should be put in around school but nowhere else. I stick to speed limits but people get frustrated at 20 as it's so much slower and adds extra time to a journey. Perhaps it would be better to spend money on improving the road surface and adding some calming measures in other ways to slow those that do sped down. Monohan way is like a race track Fri some and ten yearly way r/o is leather because of it. Brize Norton 30mph speed limit – Support

	It's 40 for such a short time may as well be 30 for all. Travel change: Other I have to drive
(o614) Local resident, (Brize Norton, Faulkner Place)	Carterton 20mph speed limit – Object There is insignificant cycling traffic in Carterton Orr Brize Norton. The speed limit should be put in action in residents areas like Brize Meadow or Shilton Park where families live with young children. Otherwise keep speed limits to vulnerable areas around schools or care homes. Brize Norton 30mph speed limit – Support Entry from B4477 meets a roundabout where young families cross for school run/ pick up in Shilton Park. A zebra crossing is much needed there. Although there is one about 50-100m down Monaghan way, but school age children and families won't use it for the Travel change: No
(o615) Member of public, (Brize norton, Miles drive)	Carterton 20mph speed limit – Object It doesn't work Brize Norton 30mph speed limit – Support 30 is a fare speed in a built up area Travel change: No
(o616) Local resident, (Brize Norton, Miles Drive)	Carterton 20mph speed limit – Object It's difficult enough to drive around Carterton as it is, 20 mph will make it worse and very few people will stick to it. The money would be better spent repairing the roads and dealing with antisocial drivers Brize Norton 30mph speed limit – Support My wife and I have both been nearly knocked down at the pedestrian crossings on this road by drivers not obeying the red lights. If the 30 limit is brought in, it will need to be enforced by camera

	Travel change: Other I'll use the bus
(o617) Local resident, (Brize Norton, Minster Road)	Carterton 20mph speed limit – Object There is absolutely no need for blanket 20 limits. The majority of drivers are intelligent enough to drive to the conditions. You will never stop the ones who aren't. No one sticks to 20 anyway. 30 the majority do. Waste of our money Brize Norton 30mph speed limit – Support Already did in the previous comments Travel change: No
(o618) Local resident, (Brize Norton, Moat Close)	Carterton 20mph speed limit – Object I like the idea of reducing the speed but I still think it's a waste of money especially the 20mph. Too slow and no one keeps to it. I think it's ok for a housing estate but not a main road Brize Norton 30mph speed limit – Support Current speed limit too fast for the pavement / path on this stretch. I seriously think that pavement needs improving. I am afraid of walking up that road. Travel change: No
(o619) Local resident, (Brize norton, RAF BRIZE NORTON)	Carterton 20mph speed limit – Object 30 mph has been fine for years Brize Norton 30mph speed limit – Support It has worked fine for years Travel change: No

(o620) Local resident, (Brize Norton, Station Road)	Carterton 20mph speed limit – Object There is no evidence that a blanket reduction in speed limit to 20mph has any effect on traffic incidents Brize Norton 30mph speed limit – Support The increase in pedestrians along these routes - thanks to the new Brize Meadow development, means 30mph is required to make these roads more pedestrian friendly Travel change: No
(o621) As part of a group/organisation, (Brize norton, Brize norton)	Carterton 20mph speed limit – Object Proven to increase emittions in the local area and increase risk of accidents due to people being frustrated Brize Norton 30mph speed limit – Support Its the norm that everyone is use to over the many years of driving, reduces emissions from cars as well Travel change: No
(o622) Local resident, (Brize norton, Chichester place)	Carterton 20mph speed limit – Object There is no need to make it 20mph, I feel this will promote speeding, the majority of drivers ignore 20mph but take notice of 30mph Brize Norton 30mph speed limit – Support 30mph is an acceptable limit with the traffic calming measures already in place Travel change: No
(o623) Local resident, (Brize Norton, Cusson close)	Carterton 20mph speed limit – Object Too slow Brize Norton 30mph speed limit – Support Having my say

	Travel change: No
(o624) Local resident, (Brize Norton, Godwin row)	Carterton 20mph speed limit – Object I don't believe there is enough evidence to suggest that a 20 mile an hour speed limit will make a difference to air quality or protect lives. Brize Norton 30mph speed limit – Support I think there is a lot of evidence that shows that 30 miles an hour is a safe speed in a built-up area, for both public safe and air quality Travel change: No
(o625) Local resident, (Brize Norton, Miles Drive)	Carterton 20mph speed limit – Object Already a build up of morning traffic in the area, 20mph will just increase the commute time. Lots of give ways and parked cars through Brize Norton village create enough congestion as it is. People need to get to work, why introduce something that just makes that commute longer, it's completely unnecessary, that money could be spent on fixing the poor condition of the roads in the area! Brize Norton 30mph speed limit – Support Current speed limit on most of the roads through Carterton and Brize. Works perfectly fine, I very rarely see any accidents, and people who drive when they could walk will still drive, a change in speed limit just affects those who have no choice but to drive Travel change: No
(o626) Local resident, (Brize Norton, Station road)	Carterton 20mph speed limit – Object Witney is slow to go through nowadays. 20mph will be a nightmare. Will add more time on public transport too! Awful idea. Brize Norton 30mph speed limit – Support Less traffic. Quicker to travel through. Simple.

	Travel change: No
(o627) Local resident, (broadwell, Broadwell)	Carterton 20mph speed limit – Object 20mph makes absolute sense in areas such as near schools and dangerous junctions. However the current trend for blanket 20mph limits have made little sense and restrict progress for countless people who just want to get to work etc without taking any longer than necessary. I work 12 hour shifts and find the constant 20mph limits are adding too much to my journey time as well as being utterly soporific which is counter productive to safer roads Brize Norton 30mph speed limit – Support 30 is a perfectly acceptable common sense limit for built up areas Travel change: No
(o628) Member of public, (Burford, Witney street)	Carterton 20mph speed limit – Object I live on a 20mph road in burford, doesn't make a difference, people do up to 60 along here and today someone hit my car and drove off. Speed bumps are a better solution as they actually slow people down whereas a sign does not Brize Norton 30mph speed limit – Support Should stay 30 everywhere and put in speed bumps instead Travel change: No
(o629) Member of public, (Carteeton, Braemar Close)	Carterton 20mph speed limit – Object . Brize Norton 30mph speed limit – Support . Travel change: No

(o630) Local resident, (Carterton, Alvescot Road)	Carterton 20mph speed limit – Object 20MPH just slows up traffic flow and causes more pollution because vehicles are labouring in low gear causing more Co2 emissions. This in turn affects air quality. As for safety on our roads, if more people looked where they were going instead of looking at their Mobil phone whilst ambulating there would be less risk to pedestrians. Brize Norton 30mph speed limit – Support 30mph is a safe and sensible speed Travel change: No
(o631) Local resident, (Carterton, Alveston Road)	Carterton 20mph speed limit – Object I don't feel there is any need to change the present speed restrictions as, having lived here for 30+ years I have very rarely witnessed excess speeding. The main roads through the town are wide enough, with little on street parking, to justify a reduction to 20 mph while on the side streets it is very difficult to go much more than 20mph currently due to the design and width of said roads . The money needed to change all of the speed signs would be better spent repairing the road surfaces which are very poor, especially on the 2 main roads in the town centre. In fact the state of these roads means drivers rarely get up much speed because of the risk of damage to their cars. This proposal is just another example of virtue-signalling from the council Brize Norton 30mph speed limit – Support 20mph restrictions not needed in Brize Norton and have noticed no change in drivers behaviour since 20mph signs went up un the village. Travel change: No
(o632) Local resident, (Carterton, Arkell Avenue)	Carterton 20mph speed limit – Object I feel folk do not drive properly at 20 miles per hour, they spend more time rubber necking and less concentrating on the road - it is more like a meander speed for a car... which can have more extreme consequences. Slower speeds are also worse for the environment

	Brize Norton 30mph speed limit – Support 30 mph is plenty enough - we could potentially include a schools 20mph during term time Travel change: No
(o633) Local resident, (Carterton, Bell avenue)	Carterton 20mph speed limit – Object You'll make driving painful, annoying, fistrating and so slow. It doesn't change how people travel, it just is a way for you councillors to push your own agendas and you dont stand for the masses Brize Norton 30mph speed limit – Support Same as above. Also, why ask about the long term illness? Does that mean a person can drive slower if they have a long term illness? Such an irrelevant question Travel change: No
(o634) Local resident, (Carterton, Berryfield Way)	Carterton 20mph speed limit – Object There is no justification to implement 20mph zones in Carterton Brize Norton 30mph speed limit – Support You have speed bumps / sleeping policeman already in place. The parked traffic also controls the speed . No justification for 20mph in my opinion. Travel change: No
(o635) Local resident, (Carterton, Beverley Crescent)	Carterton 20mph speed limit – Object This would increase carbon emissions in our local community Brize Norton 30mph speed limit – Support 30 in a residential area makes sense Travel change: No

(o636) Local resident, (Carterton, Blush Crescent)	Carterton 20mph speed limit – Object I honestly don't believe people will obey the limits, even if they are imposed. I spend a fair amount of time commuting through speed limit changes and quite frankly I'm getting fed up with them. There is only one place I can see the 20mph limit being appropriate and that is where I drive through Stanford-in-the-Vale. The roads are wide enough and visibility is good enough for 30mph to be the appropriate speed. We even have cycle paths on the pavements, so in my opinion, the change is not warranted. I would rather my tax contribution being used to resurface the roads. Brize Norton 30mph speed limit – Support 20mph is too slow, it is frustrating driving at 20mph when there does not appear to be a need for it. Travel change: No
(o637) Local resident, (Carterton, Bovingdon)	Carterton 20mph speed limit – Object 30mph is already a suitable speed limit for the area. Possibly having flashing lights to get drivers to slow down at school start/end times would be a better solution but a 20mph limit through the town would not be of any benefit. If its road safety you wish to improve, fix the potholes. Brize Norton 30mph speed limit – Support 30mph would be a suitable speed for the area of brize norton village. 20mph is too slow between the 2 mini roundabouts and we constantly see people driving through at 40mph anyway. Travel change: No
(o638) Local resident, (Carterton, Brize Norton)	Carterton 20mph speed limit – Object Carterton is not a big town, I cannot see the benefit to making areas 30mph. Traffic is already busy enough during rush hours. 30mph was introduced when cars were not as efficient as they are now are quickly stopping for/detecting hazards. Brize Norton 30mph speed limit – Support My response stands with what I previously wrote. Travel change: Yes – walk/wheel more

(o639) Local resident, (Carterton, Burford Rd)	Carterton 20mph speed limit – Object There is no tangible evidence that 20mph speed limits leads to safer roads, it does however increase congestion. If you want to make the roads safer you should use speed cameras to enforce speed limits instead of change them - The most effective places to add speed cameras are on Upavon Way by Carterton secondary school and between Broadshires and the cross roads. Brize Norton 30mph speed limit – Support I regularly drive through Brize Norton village and see the same people that ignored the 30 limit ignoring the 20 limit. It should be a 30 with either a fixed camera between the roundabout and the Chapel Travel change: No
(o640) Local resident, (Carterton, Burford Roaf)	Carterton 20mph speed limit – Object There is no earthly reason for doing this other than imposing your will on the majority that object to it Brize Norton 30mph speed limit – Support The current 20 mph was just a vanity project for you and your parish council Travel change: No
(o641) Local resident, (Carterton, Corbett rd)	Carterton 20mph speed limit – Object Witney already has 20mph and it causes problems. Difficult to maintain such a low speed- often causes road rage from some other drivers Brize Norton 30mph speed limit – Support Long village with homes on each side of main road. Travel change: Other Avoid driving in Carterton

(o642) Local resident, (carterton, corbett road)	Carterton 20mph speed limit – Object there is no need to reduce the speed. i am not aware of any accident black spots, money should be spent on make the roads pothole free Brize Norton 30mph speed limit – Support i thought they already are 30? Travel change: Other just get very frustrated at doing 20 mph when no harm was being done at 30. it will take even longer to get to work!
(o643) Local resident, (Carterton, Cranwell Avenue)	Carterton 20mph speed limit – Object Waste of money, wont change the speed of people, will just cause more people to tailgate the people doing 20mph - never worked in Witney Brize Norton 30mph speed limit – Support 30mph is realistic to stick too Travel change: No
(o644) Local resident, (Carterton, Crista Place)	Carterton 20mph speed limit – Object Absolutely no need for it. The town isn't that busy and there are plenty of sufficient footpaths and cycle lanes. Brize Norton 30mph speed limit – Support 30mph is perfectly sufficient. We all passed our driving tests in accordance with this limit and accidents in the area involving people driving at this speed are minimal. Plus there are speed humps and filters which naturally slow traffic down. Travel change: No
(o645) Local resident, (Carterton, Davis Close)	Carterton 20mph speed limit – Object

	Given the catastrophy of 20 miles an hour in Witney and the costs of implementing it - I think that 30 move is more than adequate in Carterton Brize Norton 30mph speed limit – Support Sensible speed for all Travel change: No
(o646) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – Object I object as I think it will increase congestion. Having experienced 20mph in Witney, I feel it is very frustrating and could actually deter people from visiting. As this has happened to me. I don't want this for Carterton. Brize Norton 30mph speed limit – Support I support 30mph and NOT 20mph Travel change: No
(o647) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Object I agree in some areas a 20mph limit is wise but a blanket approach across such a large area is ridiculous. It won't be enforced and will lead to issues for those who drive to the limit and those who do not. Brize Norton 30mph speed limit – Support That stretch of road is used as a race track by some. Travel change: No
(o648) Local resident, (Carterton, Elmhurst way)	Carterton 20mph speed limit – Object 30 is a limit. When it's not safe one drives slower. 30 is often safe in the correct conditions. There is no proportional road safety benefit to reducing to 20, this is just a miss understanding of risk and an inability to judge risk reasonably. Brize Norton 30mph speed limit – Support

	My electric car will happily drive at 20mph, however modern ICE cars were never designed to drive at 20. The gear ratios are all wrong. The 30mph speed limit was based on studies that showed a proportional increase in risk above 30mph. There is no proport Travel change: Other I will drive the same way I always have done and will not follow the 20 mph limit. In this country we are supposed to govern and police by consent. The vast majority do not want this!
(o649) Local resident, (Carterton, Empire drive)	Carterton 20mph speed limit – Object Traffic and congestion is bad enough and this will make it a lot worse, and slow everyone down meaning more of a build up. Brize Norton 30mph speed limit – Support It keeps the flow of traffic a lot better. Travel change: No
(o650) Local resident, (Carterton, Faulder Ave)	Carterton 20mph speed limit – Object 20 MPH is far too low for the flow of traffic around the town 30 MPH is perfectly safe! Money should be used to improve road quality not punish drivers with speed limits. I do however agree with the 40MPH to 30 MPH changes near Shilton Park. Brize Norton 30mph speed limit – Support I agree with this change as the area is now a lot busier and has more pedestrians. Travel change: No
(o651) Local resident, (Carterton, Faulder avenue)	Carterton 20mph speed limit – Object It won't slow down speeding just increase the margin of the speeding offence Brize Norton 30mph speed limit – Support Keeps traffic flowing

	Travel change: No
(o652) Local resident, (Carterton, Faulder Avenue)	Carterton 20mph speed limit – Object The roads are safe enough with enough traffic lights, the slow in speed will increase traffic and make it more dangerous for pedestrians who decide to cross when they not meant to as they would think they have enough time during traffic. Yes they wouldn't be hurt as much as a car going 30mph but there would be more cars starting and stopping due to increase in traffic Brize Norton 30mph speed limit – Support The traffic lights and roads are safe enough to support 30mph. If anything needs to change it is crossing opportunities at these traffic lights so pedestrians don't just run across the road if they think they've got time. Travel change: No
(o653) Local resident, (Carterton, Finchdale Close)	Carterton 20mph speed limit – Object I feel 30mph is adequate. Brize Norton 30mph speed limit – Support 30mph adequate Travel change: No
(o654) Local resident, (Carterton, Garner close)	Carterton 20mph speed limit – Object Issue isn't speed limit it's the lack of enforcement of both speed and parking regulations. Appalling state of roads present a far greater hazard. Brize Norton 30mph speed limit – Support People often driving in a reckless manner given the parking along the main road. Travel change: No

(o655) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – Object This is not necessary at all. As far as I am aware there are very few road accidents or incidents within Carterton, certainly not serious. Most of us do not wish to, or cannot walk or cycle to and fro to the centre of the town and further, particularly carrying shopping etc and need to use cars. Please stop penalising motorists , the vast majority of whom, drive sensibly and safely. Those few who do not will take no notice of 20mph limits anyway! We will end up like Witney with lines of cars crawling along for no sensible reason at all. Leave 30 mph as it is. It has worked well for decades here. Brize Norton 30mph speed limit – Support I think I have been clear. Motorists do not want or need to drive at 20mph unless obviously wise and necessary. Leave us to make the decisions for ourselves. Travel change: No
(o656) Local resident, (Carterton, Garratt Place)	Carterton 20mph speed limit – Object Increased congestion, cost to replace signage Brize Norton 30mph speed limit – Support 40mph in a densely populated area is unreasonable Travel change: No
(o657) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object There are much more pressing issues to focus on. Evidence needs to be provided that such a change really did increase footfall and cycling in Witney and surrounding areas. The proposal uses weak, vague language which is poor practice - "increase alternative methods of travel". Scooters? Buses? Waste of money Brize Norton 30mph speed limit – Support National speed limit. Travel change: No

(o658) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – Object 30mph is a suitable speed for the area. The issue is that the current limit is not enforced ie with speed cameras, which suggests that a change to 20mph would still not reduce the speed of drivers in the area. Brize Norton 30mph speed limit – Support 30mph is a suitable speed for the area the implementation of methods to enforce the speed limit will keep the area safer. People currently travel in excess of the speed limit therefore a speed change to 20mph will still be broken without methods to enforce Travel change: No
(o659) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – Object As an on call Firefighter we already have a slow response time due to a number of factors including, traffic lights and location of the Fire Station. The requirement for all oncall Fire Stations is to be able to have the Fire Appliance out the door within 5mins. This is already an impossible task due to these issues. A 20mph road restriction will exacerbate our response time as the firefighters responding from their homes are unable to break any speedlimits whilst responding to the Fire Station. This will further delay our response times and mean a longer wait for a Fire Appliance when you need it most. Brize Norton 30mph speed limit – Support The new Fire Station for Carterton is Planned to be located on Monohan Way Brize Meadow. A 30 Mph limit will allow the Fire fighters a reasonable time to respond emergency incidents. It also allows us to meet the required 5min response time. Travel change: No
(o660) Local resident, (Carterton, Halton Road)	Carterton 20mph speed limit – Object I spend more time looking at my odometer trying to gauge whether I'm sticking to 20mph than if I was to just drive normally. It is unnecessarily slow, and you can ride a bike faster than that! Brize Norton 30mph speed limit – Support I support if this is to increase the limit back to 30mph. If it is reducing speed limits then I do not support.

	Travel change: No
(o661) Local resident, (Carterton, Hawthorn Grove)	Carterton 20mph speed limit – Object I feel the speed limits and traffic calming bumps are adequate as they are. Those that do speed will do regardless of a change in limit. Money would be better spent actually repairing the roads to a good standard. Brize Norton 30mph speed limit – Support As this is a more built up area now with proposed school etc then it's right to be 30mph Travel change: No
(o662) Local resident, (Carterton, Heron close)	Carterton 20mph speed limit – Object Unnecessary. Likely to cause frustration and more incidents Brize Norton 30mph speed limit – Support Reasonable Travel change: No
(o663) Local resident, (Carterton, Heron close)	Carterton 20mph speed limit – Object Have never felt unsafe walking with the roads in carterton. If unsure about road safety due to speed then add speed bumps instead of reducing the whole speed Brize Norton 30mph speed limit – Support Absolutely 30mph, there is no need for anything slower Travel change: No
(o664) Local resident, (Carterton, Herrick)	Carterton 20mph speed limit – Object

	20 mph is unnecessarily slow. Majority of people will still go closer to 30. Just look at Brize Norton and Witney to see that. Witney even raised some areas back up to 30. Save the ridiculous amount of money on changing the speed limit and put it towards fixing all the potholes. Brize Norton 30mph speed limit – Support 30 mph will enable better traffic flow. Put up a speed camera or two. Travel change: No
(o665) Local resident, (Carterton, Hill view)	Carterton 20mph speed limit – Object Most cars struggle to do 20mph, yes it ok to have a reduce speed out schools but not the whole of Carterton. Stop worrying about speed and fixed all the pot holes. Brize Norton 30mph speed limit – Support I'm not sure what you're looking at but you're making it look like you want to control the flow of people and their lives. The bus to Witney takes 40 min or more now. All due to having to do 20 mph. Travel change: Other Cannot change my mode of transport due to live medical conditions.
(o666) Local resident, (Carterton, HILLVIEW)	Carterton 20mph speed limit – Object Because the speed limit of 30 works and reducing it to 20 is a total waste of money and time. Brize Norton 30mph speed limit – Support Because Brize village 20mph does not work as people still do 30. Travel change: No
(o667) Local resident, (Carterton, Jackson close)	Carterton 20mph speed limit – Object Not required !! No 20 mph Even after reducing the speed and adding a chicane system in Brize Norton it has proved to be very unsafe and is waiting for a major crash to happen

	Brize Norton 30mph speed limit – Support Nothing wrong with the 30 mph Ideal speed Travel change: No
(o668) Local resident, (Carterton, Larksfield)	Carterton 20mph speed limit – Object Not necessary Brize Norton 30mph speed limit – Support Didn't need to be changed in the first place Travel change: No
(o669) Local resident, (Carterton, Lyneham close)	Carterton 20mph speed limit – Object The traffic is very heavy in Carterton, making it 20mph is just going to make it worse. Brize Norton 30mph speed limit – Support It's very built up with old style small roads. 30mph is a safe enough speed Travel change: No
(o670) Local resident, (Carterton, Magdalen Place)	Carterton 20mph speed limit – Object Other things need to be done Brize Norton 30mph speed limit – Support Good speed Travel change: No

(o671) Local resident, (Carterton, Milestone Road)	Carterton 20mph speed limit – Object 30mph is sufficient. Cars and bikes are generating more emissions driving at 20mph due to having to sit at a lower gear therefore having to use higher revs. This is becoming a dictatorship. Brize Norton 30mph speed limit – Support Already answered above. So much more to be done to our local communities than another rule to keep your agenda. Travel change: No
(o672) Local resident, (Carterton, Netheravon)	Carterton 20mph speed limit – Object 20mph is ridiculous! Yes around the schools and school timings I completely get a reduced speed but 20mph isn't needed on bigger style roads.. 30 is fine. Brize Norton 30mph speed limit – Support 30mph makes sense for an area like Carterton Travel change: No
(o673) Local resident, (Carterton, Netheravon clise)	Carterton 20mph speed limit – Object Totally unnecessary and expensive to implement. Plus nowhere enforces the limit. Brize Norton 30mph speed limit – Support Common sense Travel change: No
(o674) Local resident, (Carterton, Not giving my details)	Carterton 20mph speed limit – Object I think 20mph is too slow, 30mph is plenty slow enough to stop, it's when people don't pay attention to the road (which is illegal) that issues happen

	Brize Norton 30mph speed limit – Support 30 is reasonable around housing Travel change: No
(o675) Local resident, (Carterton, Not saying)	Carterton 20mph speed limit – Object I cannot see the requirement for this being implemented. There are already speed bumps in key areas around a school and other areas. The implementation would be ignored by the majority, also other areas need to be addressed, such as pit holes. Although reported and see. On Fix My Street nothing is being done. Brize Norton 30mph speed limit – Support There are no reasons for a 20 mph speed limit. There are already traffic calming measures in place and the impact on pollution in a 20mph area, I would say are bigger. Travel change: No
(o676) Local resident, (Carterton, Oakfield road.)	Carterton 20mph speed limit – Object Many large vehicles and traffic come to and from RAF Brize Norton every day, as well as local people therefore a slower speed limits will make more traffic in the town centre and surrounding area. This will frustrate residents and lead to a worse place to walk due to more traffic. Brize Norton 30mph speed limit – Support I support 30MPH speed limits because of the volume of traffic coming through, we are not a sleepy little village but a town with the largest RAF base in the country. Speed limit causes more traffic and makes the town centre a worse place to be. Travel change: No
(o677) Local resident, (Carterton, Pinecroft)	Carterton 20mph speed limit – Object

	People will not adhere to it. It slows down traffic too much and will affect flow at peak times. However, I'm all of some traffic calming/ slowing being put on place on Alvescott Road out of Carterton as the speeding just after the town hall is beyond ridiculous. Brize Norton 30mph speed limit – Support Keeps flow going Travel change: No
(o678) Local resident, (Carterton, Poppy Terrace)	Carterton 20mph speed limit – Object Slower speed limits lead to congestion on main routes. 20mph limits ARE acceptable in housing estates but not on arterial roads. Brize Norton 30mph speed limit – Support See Q3 Travel change: No
(o679) Local resident, (CARTERTON, Queens Road)	Carterton 20mph speed limit – Object Having two speed limits within a town is confusing for the drivers. Keeping it as it stands seems more sensible. I never drive more than 20mph down Black Bourton Rd/ Burford Rd because of the speed bumps anyway. The winding road of Queens Rd also keeps my speed to 20mph too. Changing to 20mph throughout will not work for those inconsiderate drivers who think that speed limits do not apply to them as I doubt speeding would be adequately policed. Brize Norton 30mph speed limit – Support People can tend to speed up to pass the traffic barriers in the roads, so are already speeding. Travel change: No
(o680) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object

	Pollution from cars is increased at 20mph speed limit. More people are also likely to speed when limited to 20mph as opposed to 30mph Brize Norton 30mph speed limit – Support 30mph is a safe speed but also fast enough for a driver to get where they are going in an appropriate time Travel change: No
(o681) Member of public, (Carterton, Queens road)	Carterton 20mph speed limit – Object In Carterton our potholes aren't filled, parking areas for local people's houses are limited, we have safe crossing areas around the entirety of Carterton. Spending more money on reducing the speed limits won't help any of our actual problems. I 100% object to this change. Listen to the carterton people! Brize Norton 30mph speed limit – Support It was 30mph for years and has always been safe. 20mph just slows traffic and makes getting home so much longer. Travel change: No
(o682) Local resident, (Carterton, Queens Road and that is full of pot holes)	Carterton 20mph speed limit – Object When was the last time there was a crash or someone run over in Carterton? Spend the money on what your co stimulants want like fixing the pot holes and linking our villages up with Cycle paths line they do in Holland Spend the money on making our town centre nicer, its disgusting and scruffy. Maybe even make the town centre pedestrianised The Carterton council has no idea how to improve our town, its scruffy looking Brize Norton 30mph speed limit – Support 30 mph is right, if you reduce it to 20mph you are likely to cause more accidents. For example in Witney I had a bicycle overtaking me. Car drivers also get angry at other car drivers driving 20mph Travel change: No

(o683) Local resident, (Carterton, Raf brize norton)	Carterton 20mph speed limit – Object Whilst I do support the 20mph zones around schools etc, making essentially the entirety of Carterton a 20mph zone is useless and a waste of money because unless it's policed, no one is going to follow it anyways as it's too slow. A far greater use of money would be to fix the potholes and make a couple of 20mph zones around schools etc Brize Norton 30mph speed limit – Support None, I do believe the 40mph near Greggs is too fast and should be a 30mph zone Travel change: No
(o684) Local resident, (Carterton, Richens Drive)	Carterton 20mph speed limit – Object Driving at 20 mph requires a lower gear therefore higher emissions and the use of more fuel. Brize Norton 30mph speed limit – Support You can rarely get above 30 mph due to traffic. Travel change: No
(o685) Local resident, (Carterton, Rock Road)	Carterton 20mph speed limit – Object Keeping 30 is fine. Brize Norton 30mph speed limit – Support 30 is best Travel change: No
(o686) Local resident, (Carterton, Rock Road)	Carterton 20mph speed limit – Object There is no proof we need a blanket wide 20mph in Carterton Brize Norton 30mph speed limit – Support

	20mph only needs to be around the schools Travel change: No
(o687) Local resident, (Carterton, Rose Close)	Carterton 20mph speed limit – Object Absolutely against 20 mph, it will not save anything, but will block traffic, fix the state of the roads first. Brize Norton 30mph speed limit – Support Sensible Travel change: No
(o688) Local resident, (Carterton, Sellwood drive)	Carterton 20mph speed limit – Object No need for it, people won't follow it anyways. The money is better spent fixing the roads!! Potholes etc first! Brize Norton 30mph speed limit – Support Keep it as is, no problems with the speed as is. Travel change: Yes – walk/wheel more
(o689) Local resident, (Carterton, Shillbrook ave)	Carterton 20mph speed limit – Object Pointless Brize Norton 30mph speed limit – Support 20mph wastes time and has little benefit to safety Travel change: No
(o690) Local resident, (Carterton, Shillbrook avenue)	Carterton 20mph speed limit – Object 20mph involves driving in 2nd gear and therefore less fuel economic and higher emissions are given out

	Brize Norton 30mph speed limit – Support 30mph has always been the speed limit within a built up area Travel change: No
(o691) Local resident, (Carterton, Shilton park)	Carterton 20mph speed limit – Object 30mph is fine. Brize Norton 30mph speed limit – Support 30 is fine Travel change: No
(o692) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – Object Where is the data to demonstrate the significant difference in lives saved between a 30MPH and a 20MPH speed limit? Brize Norton 30mph speed limit – Support The road and parking is such that nobody can exceed the limit anyway. Travel change: No
(o693) Local resident, (Carterton, Sorell way)	Carterton 20mph speed limit – Object Because why should responsible drivers be submitted to drive 20mph, if more was done to catch/ stop the people who drive at excessive speeds Brize Norton 30mph speed limit – Support Because people don't stick to the 20mph Travel change: No

(o694) Local resident, (Carterton, St. John's drive)	Carterton 20mph speed limit – Object 20 is ridiculous Brize Norton 30mph speed limit – Support That's fine Travel change: No
(o695) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Object How many car accidents are there a year? How many accidents involving pedestrians? I can't see a clear reason why the roads need to be 20mph other than the pot holes that are not being repaired. So perhaps repair those instead of imposing a 20mph speed limit. Brize Norton 30mph speed limit – Support As stated previously, I cannot see a reason why the speed limit needs to be reduced to 20 mph other than the pot holes that should be fixed rather than ignored and left. Travel change: No
(o696) Local resident, (Carterton, Station Road)	Carterton 20mph speed limit – Object No need for 20, how many RTI's have there been due to a speed of 30 since? People will ignore it and go 30 anyway regardless. Waste of money changing the signs that could be used to fill pot holes Brize Norton 30mph speed limit – Support People go 30 anyway. How many RTI's have been caused by just speeding alone in Brize Village? With no influence of alcohol or drugs? Travel change: No
(o697) Local resident, (Carterton, Stocks walk)	Carterton 20mph speed limit – Object

	People will not stick to 20mph. There are NO police in the area anymore to enforce this and the cost it would take to change road signs and install traffic cameras would be an extortionate expense for the tax payer. Totally object to this proposal and the cost to taxpayers for something that would be a waste of time. Brize Norton 30mph speed limit – Support Standard speed on the roads we have - albeit them being in such a bad condition. Travel change: No
(o698) Local resident, (Carterton, Stoneleigh Drive)	Carterton 20mph speed limit – Object I believe it is unnecessary. There used to be a traffic jam to enter Brize Norton via Carterton Road caused by the traffic slowing bollards, plus speed bumps, plus a 20 mile an hour speed limit. It is frustrating and not needed for the majority of drivers (and those that don't adhere to the 30 won't adhere to 20 anyway) Brize Norton 30mph speed limit – Support See response to earlier question Travel change: No
(o699) Local resident, (Carterton, Stonleigh Drive)	Carterton 20mph speed limit – Object Causes conjection , damaging to vechicles Brize Norton 30mph speed limit – Support Local Resient Travel change: Other Avoid, extend my journey and burn more fuel
(o700) Local resident, (Carterton, Strathmore Close)	Carterton 20mph speed limit – Object Lack of evidence that 20mph speed limits reduce accidents, higher level of pollution and the money can be better spent on fixing the appalling state of roads in the area

	Brize Norton 30mph speed limit – Support 30mph is a reasonable limit and keeping things as they are wont create and additional and unnecessary expenditure Travel change: No
(o701) Local resident, (Carterton, The Maples)	Carterton 20mph speed limit – Object Completely unnecessary. It will increase congestion and increase emissions. Brize Norton 30mph speed limit – Support 30mph is perfectly reasonable in a village/town Travel change: No
(o702) Local resident, (Carterton, The Oaks)	Carterton 20mph speed limit – Object I wholeheartedly object to this proposal. Please publicly provide the data showing the number of vehicles NOT exceeding the speed limit, that necessitates this expenditure. There are other more serious road safety issues, such as the long grass/wild flowers on the roundabouts on Monahan Way, the road surface on the entirety of Upavon Way etc. Brize Norton 30mph speed limit – Support Same reasons as above. Travel change: No
(o703) Local resident, (Carterton,)	Carterton 20mph speed limit – Object I agree certain parts of Carterton/brize require 20 MPH but not all roads. Making all roads will cause traffic as it has done in Witney and surrounding areas. Brize Norton 30mph speed limit – Support N/a

	Travel change: No
(o704) Local resident, (Carterton, Willow Drive)	Carterton 20mph speed limit – Object I think it's a pointless exercise and money could be spent better else where. Plus cars cannot cope with 20mph Brize Norton 30mph speed limit – Support Cars struggle at 20mph Travel change: No
(o705) Local resident, (Carterton, Willow Drive)	Carterton 20mph speed limit – Object A 20mph limit will not encourage a change of mode of travel. We live on Shilton Park and for a large shop we have no choice but to drive into Carterton. We can't do this by cycle or waling. As an aside ICE cars also pollute more at lower speed. Brize Norton 30mph speed limit – Support With Brize Meadow now nearing completion and with the two pedestrian crossings being used more it would be wise to slow the traffic down. On more than one occasion I have had a near miss with drivers ignoring the red lights. Travel change: No
(o706) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – Object There hasn't been any issue with the current speed limit and I feel this issue is only following the latest 'trend' why fix something which isn't broken, a complete waste of time and money. Brize Norton 30mph speed limit – Support There's nothing wrong with them. Use your brain. Travel change: Other I would carry on at the same speeds.

(o707) Local resident, (Carterton, You do not need to know this.)	Carterton 20mph speed limit – Object * Pedestrians should know / have the logical sense on how to behave around roads. * Put the 20 limit around schools and town centre only. * 20 is too slow for cars. You can feel that they "struggle" and neither gear is suitable for the speed. * Surley this will have a increase in emmisions? The difference in RPM to the amount of time to travel the same distance. Of note when we have put in a request for traffic calming in our street been used as the rat run, we were advised to put up speed aware posters or sitting like "plonkers" with radars catching speeders! Instead of just doing speedbumps, closing the road or other traffic calming methods. Brize Norton 30mph speed limit – Support 30 is fine going through the village, but considering that most of the road is blocked most times by locals parking and so leaving a chicane through most of the village. Travel change: No
(o708) Local resident, (Carterton, Alvescot rd)	Carterton 20mph speed limit – Object Bc I like driving patterns and changing it could cause more accidents and anxiety on the roads over all if it gets change Brize Norton 30mph speed limit – Support It is consistent and people have the opportunity to be slower if they choose to bc it's our right Travel change: No
(o709) Local resident, (Carterton, Arlington Close)	Carterton 20mph speed limit – Object 30 is fine. Brize Norton 30mph speed limit – Support 30 is reasonable. Travel change: No

(o710) Local resident, (Carterton, Birchwood)	Carterton 20mph speed limit – Object At present I hear very little actual issues regarding the current speed limits around the town, but conversely hear so much negative from local areas that have had their limits reduced. Personally I can't see much benefit, my experience is that not many people respect the slower limits as I often hear them state 'it just feels so slow'. Those that don't respect a 30 limit are also not likely to respect a 20. Various studies also show there is little to no impact on environmental concerns too. Brize Norton 30mph speed limit – Support This is a marginal decrease in the speed, still allowing reasonable progress to be made through the area, as this section gets busier with pedestrians from the housing estate this makes sense. Travel change: No
(o711) Local resident, (Carterton, Black Bourton Road)	Carterton 20mph speed limit – Object We have wide roads - wide enough for tanks! 20 mph is too slow. 30 mph has been in situ from the 1930's and has been sufficient. Also I suspect there is hypothesis bias in your so classed studies Too much money People don't want it Why don't you fix pot holes instead Been a disaster in East Oxford Brize Norton 30mph speed limit – Support I have made this clear already Travel change: No
(o712) Local resident, (Carterton, Black bourton road)	Carterton 20mph speed limit – Object

	It's not needed. At this rate people will be quicker walking. There are enough crossings in the town to cross the roads safely Brize Norton 30mph speed limit – Support 30 is ample in a domestic zone Travel change: No
(o713) Local resident, (Carterton, Blackthorn mews)	Carterton 20mph speed limit – Object The 20 miles an hour speed limit does not allow pedestrians to cross the roads as the gaps between cars when travelling main roads, close up and lead to people taking chances instead of crossing safely. I also feel that drivers will do silly things like undertaking people on the wider roads as they get frustrated when the traffic is moving slowly. Brize Norton 30mph speed limit – Support It makes sense to reduce that to 30 as there is not much opportunity to do more than 30 anyway Travel change: No
(o714) Local resident, (Carterton, Bluebell way)	Carterton 20mph speed limit – Object The flow of traffic and speed is generally kept at slower speeds by the volume of traffic and the traffic lights in the centre of Carterton Brize Norton 30mph speed limit – Support Now Carterton and Brize Norton are getting bigger by the week almost combining both into one large town the 30 Mph speed limit clearly indicates you're in a built up area and the short distance between the two is probably better at 30mph Travel change: No
(o715) Local resident, (Carterton, Brize Norton Road)	Carterton 20mph speed limit – Object I object to blanket speed limits being imposed. I support closely targeted speed limits where there is a history of accidents.

	Brize Norton 30mph speed limit – Support Present limit is 30mph works well and does not need lowering. Travel change: No
(o716) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – Object 20 mph is an absolutely ridiculous speed limit. Some of the areas suggested were 40 mph not long ago. Brize Norton 30mph speed limit – Support 30 mph is a sensible speed limit. Travel change: No
(o717) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – Object Not needs, there narrow roads any with cars parked where they like , islands in the road to slow cars down, when your going 20 where there a bend then a island in the road as well as pot holes everywhere it's mayhem, people give hand gestures coming faster towards you just to try and keep the limit and fight all the other things with the roads Brize Norton 30mph speed limit – Support Think it's a fair speed with all the other obstructions to deal with, Like cars parked, fixed islands and pot holes, perhaps send out more speed checks and catch the people speeding, police checking drink drivers and drug drivers leave the people having t Travel change: No
(o718) Local resident, (Carterton, Butlers Drive)	Carterton 20mph speed limit – Object It's too slow and not good for cars going that slow Brize Norton 30mph speed limit – Support I think 30 is reasonable in a built up area

	Travel change: No
(o719) Local resident, (Carterton, Castle mews)	Carterton 20mph speed limit – Object 30 is slow enough! It does not need to be 20. Brize Norton 30mph speed limit – Support 30mph has been the speed limit for years with no issues. Why change something that works! Travel change: No
(o720) Local resident, (Carterton, Cherry Tree Way)	Carterton 20mph speed limit – Object There is no need for this measure. Also it is harmful for the environment. Brize Norton 30mph speed limit – Support 20 mph is not necessary. Travel change: No
(o721) Local resident, (Carterton, Cherry Tree Way)	Carterton 20mph speed limit – Object I don't think that Carterton needs it other than maybe outside of schools, but even then only at dropping off and picking up times. Brize Norton 30mph speed limit – Support It's a busy stretch of road with lots of pedestrians crossing. Thirty is still a decent speed to be doing down there. Travel change: Other I would just be more likely to not be bothered to go into town if I could help it.
(o722) Local resident, (Carterton, Clarkston Road)	Carterton 20mph speed limit – Object It is totally unenforceable as the police are wholly inefficient at even stopping shoplifting so speeding motorists are even lower down the order of things to do.

	Traffic light camera's would be a far cheaper and better deterrent to "jumping the lights" Brize Norton 30mph speed limit – Support Even welsh councillors are removing a lot of 20mph signs as they are ineffectual. Outside schools and old people residence yes but in the bus route to witney it's 10 mph and NOBODY takes the slightest bit of notice not even the buses. Travel change: No
(o723) Local resident, (Carterton, Corbett)	Carterton 20mph speed limit – Object Not necessary. Roads are safe at 30. Brize Norton 30mph speed limit – Support Helps safety Travel change: No
(o724) Local resident, (Carterton, Corbett Road)	Carterton 20mph speed limit – Object Bad for my car. Bad for drivers mental health as many people slow down to below 20 causing frustration on the roads and possibly causing some drivers to drive dangerously further along their journey. 20MPH outside schools and nurseries is a good idea. But not all over the town. Its not necessary Brize Norton 30mph speed limit – Support More realistic speed Travel change: No
(o725) Local resident, (Carterton, Corbett Road)	Carterton 20mph speed limit – Object The 20mph speed limit is too slow. It is in between gears on the car meaning more fuel and pollution is used and created. Also as we have seen in Witney the 20mph speed limit is not followed and not policed so it is a very big waste of money and will annoy a majority of residents of Carterton

	Brize Norton 30mph speed limit – Support 30 is the perfect speed for brize Norton. And the 40mph road between brize Norton and Carterton is the perfect speed Travel change: No
(o726) Local resident, (Carterton, Cotswold way)	Carterton 20mph speed limit – Object Waste of money- speed humps would be cheaper and more effective in areas most affected by speeding. Brize Norton 30mph speed limit – Support Na Travel change: No
(o727) Local resident, (Carterton, Cranwell ave)	Carterton 20mph speed limit – Object No need, speed bumps are more better which slows traffic anyway Brize Norton 30mph speed limit – Support 30 all over is better than 20, many cars can't drive well at 20 my car hates it and plays up Travel change: No
(o728) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Object While I appreciate the intent to improve safety and reduce accidents, I believe this blanket reduction is neither proportionate nor the most effective solution for our area. My concerns are as follows: 1. Lack of Clear Evidence for This Location National studies, including those by the Department for Transport, have shown that blanket 20 mph limits without physical traffic-calming measures often result in negligible speed reductions and little to no measurable safety benefit. Any change should be based on local accident and speed data, which I have not seen presented. 2. Potential for Negative Impact on Traffic Flow and Safety

	On roads that are already safe and appropriately designed for 30 mph, an unnecessarily low limit can cause driver frustration, lead to unsafe overtaking, and reduce attention through constant speed monitoring rather than hazard awareness. 3. Economic and Environmental Impact Lower limits on through-routes can increase journey times, fuel use, and emissions — particularly for delivery vehicles and public transport — which could have knock-on effects on local businesses and residents. 4. Better Alternatives Exist If there are specific safety concerns in certain spots (near schools, crossings, or accident blackspots), targeted interventions such as pedestrian crossings, traffic-calming measures, or time-limited 20 mph zones would be more effective and less disruptive. Given the above, I respectfully request that the council reconsider this proposal and instead commission a data-driven review of road safety needs in the area before making such a significant change. Brize Norton 30mph speed limit – Support Acceptable reduction Travel change: No
(o729) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Object All it has done in Witney is increase traffic with most people driving 25mph. I would rather the police spent their time dealing with other crimes than having to police the new speed limit that most people ignore. Council money would be better spent managing the current speed limits with speed reducing in some areas. Brize Norton 30mph speed limit – Support 30 mph is a more realistic speed limit and more likely to be followed. Travel change: No
(o730) Local resident, (Carterton, Elmhurst way)	Carterton 20mph speed limit – Object 30 is a perfect speed limit, all roads are big enough to accommodate the speed, if anything we need to focus on filling the potholes that litter the roads Brize Norton 30mph speed limit – Support

	Every single residential area is 30, it been like that because it works, unless the roads are single lanes Travel change: No
(o731) Local resident, (Carterton, Empire drive)	Carterton 20mph speed limit – Object No one will do twenty miles an hour Brize Norton 30mph speed limit – Support It's easier to go thirty in the modern cars rather than twenty Travel change: No
(o732) Local resident, (Carterton, Finchdale close 183)	Carterton 20mph speed limit – Object Absolutely no need, how many serious injuries have we had that would have been more minor with 20 mph. Brize Norton 30mph speed limit – Support It's a safe speed, especially with the standard of braking on modern cars Travel change: No
(o733) Local resident, (Carterton, Foxcroft)	Carterton 20mph speed limit – Object The main roads are fine at 30mph with no issues Brize Norton 30mph speed limit – Support Small narrow roads which are over parked on Travel change: No
(o734) Local resident, (Carterton, Garner close)	Carterton 20mph speed limit – Object For the size of the roads in Carterton 30mph is just fine

	Brize Norton 30mph speed limit – Support The current 20mph in Brize Norton is too slow Travel change: No
(o735) Local resident, (Carterton, Garner Close)	Carterton 20mph speed limit – Object No evidence of requirement Brize Norton 30mph speed limit – Support 20 mph to slow Travel change: No
(o736) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object Waiste of time Brize Norton 30mph speed limit – Support No one sticks to 20 Travel change: No
(o737) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object There is no need for them everywhere. Outside schools is fine but with the state of the roads people can't drive that fast anyway! Sort the roads first Brize Norton 30mph speed limit – Support It should already be a 30 Travel change: No

(o738) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object No real evidence has ever been shown that the reduction of speed in town have reduced the amount of accidents. Brize Norton 30mph speed limit – Support X Travel change: No
(o739) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – Object So far £8 million pounds wasted on this woke scheme/ bandwagon. I drive a bus around Witney 20mph roads, 80% of drivers take no notice and it is not enforced. Please produce evidence on road accidents in these 20mph zones caused by speed before and after these speed limits were introduced. No problem with 30mph being introduced on Monahan Way, seems sensible. Spend the money on resurfacing the Burford road which is an absolute disgrace. Drivers who drive like maniacs will always drive this way, inappropriate 20mph speed limits just cause frustration and traffic jams for sensible drivers. Brize Norton 30mph speed limit – Support This is a busy area particularly at peak times, with buses stopping and lots of people crossing this road. Travel change: No
(o740) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – Object This will make no difference to the speeds people drive at, there is no congestion issue and it will no be enforced Brize Norton 30mph speed limit – Support It would make sense to change this following the recent building of homes in the area Travel change: No
(o741) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – Object Waste of money and burn more fuel and more emissions at slower speed FACT.

	Brize Norton 30mph speed limit – Support If drivers are responsible then I see no problem Travel change: No
(o742) Member of public, (Carterton, Hardingham Close)	Carterton 20mph speed limit – Object They are not needed. With the amount of potholes in Carterton's road is impossible to reach 20mph Brize Norton 30mph speed limit – Support None Travel change: No
(o743) Local resident, (Carterton, Harvest crescent)	Carterton 20mph speed limit – Object It's dangerous, there are enough crossings in place. Brize Norton 30mph speed limit – Support It's been 30mph for years Travel change: No
(o744) Local resident, (Carterton, Hayward Drive)	Carterton 20mph speed limit – Object Most people do not respect the actual limitations and are driving too fast. What will stop people speeding and carry on driving at 40=50 mph in Carterton? Certainly not spending money changing the signs that nobody reads anyway. Brize Norton 30mph speed limit – Support 30 mph should be in every towns and villages anyway but same that my opinion in Carterton. The drivers speeding already will ignore the new limitations. Travel change: Other

	I already cycle and people committing speeding offences are very dangerous to cyclists. I am very often involved in near misses incidents due to careless drivers.
(o745) Local resident, (Carterton, Heather close)	Carterton 20mph speed limit – Object I think it is unnecessary to drop the speed limit, people will still drive the same speed Brize Norton 30mph speed limit – Support We do not need any change Travel change: No
(o746) Local resident, (Carterton, Holybush)	Carterton 20mph speed limit – Object Not necessary Brize Norton 30mph speed limit – Support This is what it should be Travel change: No
(o747) Local resident, (Carterton, Home Close)	Carterton 20mph speed limit – Object Causes traffic jams & causes more exhaust Pollution due to the need to be in a lower Gear. Brize Norton 30mph speed limit – Support The only location a 20mph is needed is at the school Travel change: No
(o748) Local resident, (Carterton, Humphries Close)	Carterton 20mph speed limit – Object

	20mph would be a sensible speed limit in the more built up residential areas but would hold up traffic for longer on main routes thus emitting more pollution. Brize Norton 30mph speed limit – Support 30mph, when policed and adhered to properly is an acceptable speed limit, especially through the main roads of the town. Travel change: No
(o749) Local resident, (Carterton, Latimer road)	Carterton 20mph speed limit – Object I have good hand eye co ordination and won't crash Brize Norton 30mph speed limit – Support If everyone is going 30 it creates less traffic and less accidents as there will be less reason for overtake Travel change: No
(o750) Local resident, (Carterton, Lilac way)	Carterton 20mph speed limit – Object It will make more queues in Carterton Brize Norton 30mph speed limit – Support Keeps traffic flowing at a safe level Travel change: No
(o751) Local resident, (Carterton, Linden Gardens)	Carterton 20mph speed limit – Object Blanket 20 mph doesn't stop the speeders and just frustrates road users. 20 mph by schools are fair enough but not through the whole town. Money could be better spent dealing with road surfaces Brize Norton 30mph speed limit – Support 30 mph is a reasonable speed

	Travel change: No
(o752) Local resident, (Carterton, Lupin Lane)	Carterton 20mph speed limit – Object Expensive to implement and nobody adheres to hit. Brize Norton 30mph speed limit – Support 30 is what people will stick to Travel change: No
(o753) Local resident, (Carterton, Lyneham close)	Carterton 20mph speed limit – Object I do not believe 20mph is safer, I have seen numerous people speed in 20mph areas, this will make it harder for pedestrians to judge the speed of an oncoming vehicle Brize Norton 30mph speed limit – Support I feel 30mph is a fair speed Travel change: No
(o754) Local resident, (Carterton, Mason Close)	Carterton 20mph speed limit – Object There is no need for it and the waste of money on it should be used to improve the area not cause even more problems. Soon you won't be able to drive anywhere. It was said at the election that this would not happen in Carterton so that again proves the underhanded council. Brize Norton 30mph speed limit – Support The road needs to flow. The amount of time it now takes to get anywhere and the backlog is insane and only started when the limits were changed. Travel change: No

(o755) Local resident, (Carterton, Mason close)	Carterton 20mph speed limit – Object 20 is ridiculous, the roads need fixing not wasted on more signs with no policing of the limit! People speed more than when a 30! Brize Norton 30mph speed limit – Support Blanket 30 is best Travel change: No
(o756) Local resident, (Carterton, Mayfield Close)	Carterton 20mph speed limit – Object Traffic calming is already in place & it works well. It's a waste of public money. Outside the schools yes else where no Brize Norton 30mph speed limit – Support 20 mph is too slow & potentially dangerous people tail gating & over taking in anger. We don't need 20 mph every the traffic flows well & is safe already. Travel change: No
(o757) Local resident, (Carterton, Milestone Rita's)	Carterton 20mph speed limit – Object They do not work. Most traffic in Witney still travels at 30mph and no significant change to accident data Brize Norton 30mph speed limit – Support 20mph doesn't work Travel change: No
(o758) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – Object Speed calming measures such as speed bumps in roads of long stretches where people use their cars to race would be more effective. Also

	Brize Norton 30mph speed limit – Support 30mph though brize Norton and Carterton is appropriate. Using temporary intermittent speed limits outside schools would be better at school times. Not a blanket implementation of 20mph. This is not much different than people walking in front of cars w Travel change: Other Yes, due to the housing expansion in carterton this will increase congestion to a horrendous level through the main roads. This will impact my time commuting to work. At peak times including on upavon way traffic does not reach the current speed limit. I
(o759) Local resident, (Carterton,)	Carterton 20mph speed limit – Object I think it's absolutely ridiculous. People are spending more time looking at their dash and speedometer than actually paying attention to the road. It can't be doing my car any good whatsoever. Brize Norton 30mph speed limit – Support 30 is acceptable Travel change: No
(o760) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Its a stupid idea! Brize Norton 30mph speed limit – Support It makes sense Travel change: Other No I will carry in doing 30mph

(o761) Local resident, (Carterton, Oakfield roadc)	Carterton 20mph speed limit – Object It is extremely frustrating To do 20mph unless it's by a school, hospital etc. is there any proof that it has cut down accidents? Brize Norton 30mph speed limit – Support Built up area Travel change: No
(o762) Local resident, (Carterton, Orchid way)	Carterton 20mph speed limit – Object Because I already get over taken on 30 roads as it is i understand outside schools and housing estates but leave the main roads alone it will cause more accidents because of people going so slow and people will just overtake at any opportunity the main roads dont need to change it just causes more traffic because people are on the road longer and at peak times it builds up now at 30 imagine 20 the work and morning traffic would be doubled. Brize Norton 30mph speed limit – Support At the moment brize norton I believe is 20 so unless you have worded your question wrong then through the village itself by the school 20 but there was no problem.with 30 in all the years I have lived in carterton. Travel change: No
(o763) Local resident, (Carterton, Pampas Close)	Carterton 20mph speed limit – Object Pointless waste of time. Nobody keeps below 20 in Brize Norton or Bampton Brize Norton 30mph speed limit – Support What's the point of speeding up, to slow down again within a short distance Travel change: No
(o764) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object

	20mph will frustrate motorists and make them more likely to speed more. Slower moving vehicles through such a built up area is also not good for the environment Brize Norton 30mph speed limit – Support 30 is fine Travel change: No
(o765) Local resident, (Carterton, RAF Brize Norton)	Carterton 20mph speed limit – Object Not necessary, expensive and will hinder the flow of life in and around Carterton's expansive community. Brize Norton 30mph speed limit – Support Will assist with the flow of traffic Travel change: No
(o766) Local resident, (Carterton, Robinson close)	Carterton 20mph speed limit – Object The 20mph speed limits are just another way to avoid fixing the roads and create revenue from the general public. It's obvious whilst councillors and politicians pocket the money. Brize Norton 30mph speed limit – Support 30 is plenty. No need to go faster as it's enough for a built up area and enough for modern cars to stop almost instantaneously. 20 is far too low and it's way too easy to creep above due to the nature of how low the range of gears are being used. Travel change: No
(o767) Local resident, (Carterton, Rock close)	Carterton 20mph speed limit – Object I object to the 20mph as its no reason fot it to be 20 mph there has been no serious accidents or no deaths so 30mph should stay how it is Brize Norton 30mph speed limit – Support

	20mph is too slow Travel change: No
(o768) Local resident, (Carterton, Rock close)	Carterton 20mph speed limit – Object 20mph in my view adds to pollution as using lower gears but much higher revs. Why not have a blanket 30mph limit on all town roads Brize Norton 30mph speed limit – Support 30mph is a far more realistic safe speed Travel change: No
(o769) Local resident, (Carterton, Rock close)	Carterton 20mph speed limit – Object There are enough 20 mph zones, and they don't work and they are a waste of money Brize Norton 30mph speed limit – Support 30 mph is plenty in Brize Norton Travel change: No
(o770) Local resident, (Carterton, Rock Road)	Carterton 20mph speed limit – Object Waste of money. Roads already congested at pinchpoint times. No accidents in the area to support a reduction in speed. Nationwide stats already show 20 speed zones are ignored. Brize Norton 30mph speed limit – Support Makes sense now the pedestrian crossings are in place and the uplift of foot traffic to the new Brize Meadows estate. Travel change: No

(o771) Local resident, (Carterton, Rock Road)	Carterton 20mph speed limit – Object Unless you take away speed bumps there's no reason to spend additional funds that could be used for more pressing issues Brize Norton 30mph speed limit – Support Small rural roads with a school on the bend, followed by traffic calming measures Travel change: No
(o772) Local resident, (Carterton, Rose close)	Carterton 20mph speed limit – Object Waste of money. Fill in the pot hole in Carterton. I agree 20mph nearly school's. Brize Norton 30mph speed limit – Support Doesn't need changing from 30 to 20 Travel change: No
(o773) Local resident, (Carterton, Saint Johns Drive)	Carterton 20mph speed limit – Object At moment you can't do no more than 20 MPH because of the speed humps. Not seen or heard of any accidents in carterton for ages. Drivers going through red traffic lights more of a problem. Brize Norton 30mph speed limit – Support It works. As I said you can't do that speed very often because of the speed humps. Travel change: No
(o774) Local resident, (Carterton, Sedge way)	Carterton 20mph speed limit – Object Pointless exercise Brize Norton 30mph speed limit – Support The normal speed limit

	Travel change: No
(o775) Local resident, (Carterton, Sellwood drive)	Carterton 20mph speed limit – Object The roads are for cars not for pedestrians and Carterton spent thousands on making the paths wider for pushbikes and there not used Brize Norton 30mph speed limit – Support 30 mph is safe as long as people keep to it Travel change: No
(o776) Local resident, (CARTERTON, SHILLBROOK AVENUE)	Carterton 20mph speed limit – Object It seems to me to be a total waste of council tax money as there is no actual setup for policing the speed limits Brize Norton 30mph speed limit – Support It is a sensible speed and they have traffic control when entering and leaving the village Travel change: No
(o777) Local resident, (Carterton, Shilton park)	Carterton 20mph speed limit – Object The cost of changing the speed limit would be better spent on fixing the potholes , cartertons roads are appalling with patches allover the place that don't last . Brize Norton 30mph speed limit – Support 30mph is reasonable Travel change: No

(o778) Local resident, (Carterton, Snowberry Court)	Carterton 20mph speed limit – Object Places like Shilton park that are densely urbanised and populated areas with thin roads cluttered by several cars due to the lack of parking spaces should be implemented, however, for the areas of Carterton (including the town) that are not 'new build areas' this would create more traffic and difficulties for anyone travelling. It hasn't worked in Witney so it won't in Carterton Brize Norton 30mph speed limit – Support Brize Norton is a small area Travel change: Yes – walk/wheel more
(o779) Local resident, (CARTERTON, ST JOHN'S DRIVE)	Carterton 20mph speed limit – Object I think a speed limit of 20 should only be in place around schools during term times Brize Norton 30mph speed limit – Support 30 has always seemed about right for built up areas Travel change: No
(o780) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Object 20MPH is stupid nobody will do this speed anyway so what is the point spending all the money making the change. Get real!! Brize Norton 30mph speed limit – Support 30 is good Travel change: No
(o781) Local resident, (Carterton, Swinbrook Park)	Carterton 20mph speed limit – Object No need for 20mph in Carterton. Cars moving slower will only cause more traffic and emit more pollution

	Brize Norton 30mph speed limit – Support 30mph is a sensible speed Travel change: No
(o782) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – Object The current speed limits suffice. No one would stick to reduced limits as seen everywhere in Witney Brize Norton 30mph speed limit – Support Safe limit Travel change: No
(o783) Local resident, (Carterton, Sycamore close)	Carterton 20mph speed limit – Object 20 up only slows you down and takes more time to get to your destination. It's not safer or cleaner. It achieves nothing. Only stupid people cause accidents and speeding. It becoming a 20 will do nothing becuz in the driving minds of most ppl they will still do 30. Brize Norton 30mph speed limit – Support 30 is perfect. The cars of the 21st century can stop in no time at all and new cars have technology to start stoping before u know u needed to. Y have advanced in motor vehicles if u r just going to make ppl drive slower Travel change: No
(o784) Local resident, (Carterton, Teasel way)	Carterton 20mph speed limit – Object 20 is far too slow I agree outside schools and this is just a Lib Dem thing and you wont listen to us anyhow Brize Norton 30mph speed limit – Support Only on Monaghan way as it is not policed and the youths use it as a race track Travel change: No

(o785) Local resident, (Carterton, The Maples)	Carterton 20mph speed limit – Object Do more to implement the speed restrictions that are already in place. Use this money to mend so many broken roads in the local area. Brize Norton 30mph speed limit – Support 30 mph when supported with monitoring and penalties for breaking the speed limit would save lives and make roads safer Travel change: No
(o786) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – Object There is no need for any speed changes Brize Norton 30mph speed limit – Support 30 fine in all towns / villages Travel change: No
(o787) Local resident, (Carterton Town Hall, Stanmore crescent)	Carterton 20mph speed limit – Object This doesn't actually help as people see the 20 then actually drive faster. It also caused more pollution with more people breaking from 40/ 30/20. Brize Norton 30mph speed limit – Support . Travel change: No
(o788) Local resident, (Carterton., Burford road.)	Carterton 20mph speed limit – Object Because 20 is too slow 25 would be better. Also the traffic moves better in Carterton at 30. Also a lot of drivers do 30 in 20 limits anyway!

	Brize Norton 30mph speed limit – Support Because a lot of drivers do 30 or more anyway. Travel change: No
(o789) Local resident, (Carteton, Appleford Drive)	Carterton 20mph speed limit – Object There are traffic lights and plenty of safe places to cross. There is already a lot of traffic in the centre of town, there is no reason to change it. A waste of money, just like a lot of the other 20 mph speed changes. Brize Norton 30mph speed limit – Support 20 mph zones are a waste of money and time. Keep them at 30mph. Travel change: No
(o790) Local resident, (Charlbuey, The green)	Carterton 20mph speed limit – Object No one will pay attention to their speedometer, it's easier to keep it at 30. Brize Norton 30mph speed limit – Support Keeping the system the way it is means that people would be more attentive to the speed limit and concentrate on the road ahead Travel change: No
(o791) Member of public, (Chipping Norton, Wards rd)	Carterton 20mph speed limit – Object Blanket 20 mph limits are unnecessary. Outside of schools is fine but elsewhere are not needed. What quantative evidence is there to support a blanket 20 mph limit? The speed limit signs are only there to show the maximum speed you can drive at. Drivers should drive at the appropriate speed for the conditions and the traffic volumes. Blanket speed limits do nothing to encourage this. Brize Norton 30mph speed limit – Support

	These blanket speed limit imposition is not driven by a concern for safety. It is an ideology driven policy from people who seem to think we can change global climate change by making life almost impossible for anyone to drive a car. Travel change: No
(o792) Member of public, (clanfield, high house close)	Carterton 20mph speed limit – Object could lead to dangerous overtakes, already happened to me in other places with a 20 limit, when i was going the limit Brize Norton 30mph speed limit – Support lead to less unsafe overtakes Travel change: No
(o793) Local resident, (Clanfield, Clanfield)	Carterton 20mph speed limit – Object There is no need for a 20mph limit, the roads in carterton are currently very safe. Brize Norton 30mph speed limit – Support It's already a 30 limit on Brize Norton Travel change: Other Go elsewhere
(o794) Member of public, (CLANFIELD., Queens Crescent.)	Carterton 20mph speed limit – Object I was a professional driver. Now retired. 20mph is awful and unnecessary. We should drive to the conditions at the time. Brize Norton 30mph speed limit – Support 30mph seems a sensible speed in the right places. The traffic calming idea ie putting you on the wrong side of the road is absolutely ludicrous. Travel change: No

(o795) As a business, (Fifield, Stow Road)	Carterton 20mph speed limit – Object There are already traffic calming measures and this is unnecessary expense and regulation. Save money and ditch this plan Brize Norton 30mph speed limit – Support All towns and cities should be 30/40mph limits except dual carriageway Travel change: No
(o796) Local resident, (Filkins, B4477)	Carterton 20mph speed limit – Object In other areas the 20mph has caused more pollution, angry drivers and we don't have enough police to deal with the aftermath Brize Norton 30mph speed limit – Support 30mph speed limits are adequate for regular roads, 20mph should only be considered near schools and nurseries Travel change: No
(o797) Member of public, (Filkins, Bradwell Grove)	Carterton 20mph speed limit – Object There are pavements all over Carterton and plenty of places to cross safely! I live just outside Carterton on single track road where the speed limit is 60mph! I step out of my drive onto that road and it's 60mph, people in Witney and Carterton have pavements and lots of safe space to walk around, 20mph is ridiculous! Brize Norton 30mph speed limit – Support My good friend was killed by a speeding motorist just as you leave Brize Norton where the speed limit was higher than 30mph! The speeding driver was travelling well above the speed limit which was in place at the time but most people tend to travel as close Travel change: No

(o798) Member of public, (Filkins, The gassons)	Carterton 20mph speed limit – Object Oxfordshire has really become hard to work in , it's really made running my business extremely tricky! There are way to many 20mph in the wrong places , they are too long ! I agree by schools and in housing estates but it has caused a knock affect that it has shortened my working day. There by decreasing my income . As a driving instructor my job is about teaching road safety. The confusion it is causing on the roads because nobody seams to know what the speed limits are, example 37mph in 60mph. 20mph means tailgate the car in front and make it go faster, my job is risk assessment and this is happening every day in lessons. People overtake in dangerous places in the 20mph zones! Brize Norton 30mph speed limit – Support Please can we have the roads back to how they were asap! And spend the money on potholes that are damaging cars! 20mph is polluting the atmosphere even more because we are in vehicles in town for longer periods of time! Not everybody can afford an elect Travel change: No
(o799) Local resident, (Lechlade, Kingsmead)	Carterton 20mph speed limit – Object There is no need for 20mph through Carterton it will just create frustration and traffic congestion Brize Norton 30mph speed limit – Support 30 mph is perfectly adequate Travel change: No
(o800) Member of public, (Princes Risborouvh, Jasmine Crescent)	Carterton 20mph speed limit – Object They are pointless as they do not increase road safety and there is no evidence they help the environment. So areas that introduced the 20mph speed limit are now reinstating them back to 30 Brize Norton 30mph speed limit – Support Unless it's a different area of Brize Norton I thought the speed limit was already 30 mph

	Travel change: Other I will tend to visit less if the 20 mph speed limit is introduced and have consultant a lot of regular visitors who have said the same
(o801) Local resident, (RAF Brize Norton, Carterton Road)	Carterton 20mph speed limit – Object Not particularly built up and money getter spent on road surface Brize Norton 30mph speed limit – Support Only achieve 30 mph anyway Travel change: No
(o802) Local resident, (Shilton, The Hill)	Carterton 20mph speed limit – Object There are enough speed deterrents with sleeping policemen and roundabouts Brize Norton 30mph speed limit – Support About the right speed for Brize Norton Travel change: Other Wouldn't use the town so much
(o803) Local resident, (Witney, Blenheim drive)	Carterton 20mph speed limit – Object its silly, hate it in witney, and hardly anyone follows it. Brize Norton 30mph speed limit – Support 20 is to slow, and no car likes running at that speed. Travel change: No

(o804) Local resident, (Witney, Jacobs Milll)	Carterton 20mph speed limit – Object Will cause congestion and damage to businesses Brize Norton 30mph speed limit – Support It is just the right speed limit that will not cause congestion and delay Travel change: Other Yes, I will avoid the area
(o805) Member of public, (Witney, Witney)	Carterton 20mph speed limit – Object More pollution. Cars are less efficient at low speeds. We will end up with more people in doctors surgeries (that we don't have enough of) and hospital with respiratory problems. Save the money and use it for the NHS!!! Brize Norton 30mph speed limit – Support Safer than 20 mph. Travel change: Other NO. I thought the use of electric scooters is illegal, so why include this on the survey!!!!
(o806) Local resident, (Witney, Oxford hill)	Carterton 20mph speed limit – Object Waste of money when in such difficult times. Brize Norton 30mph speed limit – Support 30 mph is reasonable but cost implications again. Travel change: No
(o807) Local resident, (Carterton, Alvescote road)	Carterton 20mph speed limit – Object

	20mph is totally ridiculous, it's creates more pollution and increases the fuel consumption, the roads are in a shocking condition, he council could spend the money more wisely, I doubt you could exceed 20mph. It's totally unnecessary !! Brize Norton 30mph speed limit – No opinion/objection It's not as absurd as the proposed ridiculous 20mph in carterton Travel change: No
(o808) Local resident, (Carterton, Shillbrook)	Carterton 20mph speed limit – Object I see no evidence that 20 is wanted or needed Carterton - traffic calming measures in selected areas that need it (schools etc) would be more effective than just signs and fines. And to be honest the state of Carterton roads any money spent should be on improvements not signs. Brize Norton 30mph speed limit – No opinion/objection Honestly think that I have never driven more than 10/15 in Brize as it already has traffic calming in place - parked cars and speed bumps. Love to know where you think needs 20 ! Travel change: No
(o809) Local resident, (Brize Norton, Cusson close)	Carterton 20mph speed limit – Object Strongly object. However the proposal doesn't address the current issues with the public roads. The roads are in such a horrific state, you cannot drive more than 20mph without causing damage to the vehicles suspension system. Address the pothole issue, and don't just temporarily fix them, it isn't working. Resurface the roads. Brize Norton 30mph speed limit – No opinion/objection You cannot drive that fast through the village anyway because of the ridiculous high speed bumps. Travel change: No

(o810) Local resident, (Brize Norton,)	Carterton 20mph speed limit – Object 20 is too slow... Brize Norton 30mph speed limit – No opinion/objection Small village with school Travel change: No
(o811) Local resident, (Brize Norton, South Mere)	Carterton 20mph speed limit – Object There is no need and money can be better spent Brize Norton 30mph speed limit – No opinion/objection 30mph is fine. 20 is just unmanageable Travel change: No
(o812) Local resident, (Brize norton, Bellenger way)	Carterton 20mph speed limit – Object Make the main roads 30 and put just residential areas at 20 Brize Norton 30mph speed limit – No opinion/objection . Travel change: No
(o813) Local resident, (Carterton, Pampas close)	Carterton 20mph speed limit – Object Do not think necessary other than outside schools Brize Norton 30mph speed limit – No opinion/objection 30 mph ok Travel change: Yes – walk/wheel more

(o814) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – Object It may be of benefit outside the schools but a blanket 20mph speed limit across Carterton is ludicrous. It probably isn't possible to do more than that on many of the smaller roads, besides it will be adding to the pollution. As most people don't take any notice of the speed limit along the Alvescot/Black Bourton/Buford and Brize Norton road now what difference will it make. Put some traffic calming speed bumps or rumble strips in if anything. Brize Norton 30mph speed limit – No opinion/objection For most of Brize Norton it is not possible to exceed the speed limit as it is due to the amount of cars parked on the roadside. Travel change: No
(o815) Local resident, (Carterton, Arkell Avenue)	Carterton 20mph speed limit – Object Another waste of public money on costly signage. There are already speed humps/traffic calming measures in place on some of the proposed roads in Carterton. This is yet another anti-motorist move by OCC, and the knock-on effect will have an impact on delaying bus timetables, not to mention slowing everything down. The majority who already stick to speed limits - or rather sit well below them - will see the majority of vehicles driving even slower, typically 15mph. Cyclists already overtake cars travelling within 20mph limits, with no redress or consequence for the uninsured, untaxed, lycra clad brigade. Brize Norton 30mph speed limit – No opinion/objection You'll do what you want, it doesn't matter what the public think. Travel change: No
(o816) Local resident, (Carterton, Arkell gardens)	Carterton 20mph speed limit – Object Wales failed. Stop wasting tax payers money on issues that are not there. It is worse for the environment and is not being enforced by the courts if environmental evidence can be provided. Stop trying to fix what isn't broken! There are enough safe crossings around the immediately vicinity to combat this!

	Brize Norton 30mph speed limit – No opinion/objection There needs to be valid reasons for the change and independent unbiased evidence to support. It needs to be low cost as again why are we as tax payers paying for something we haven't asked for? Travel change: No
(o817) Local resident, (Carterton, Black Bourton)	Carterton 20mph speed limit – Object I drive out of and back into Carterton everyday. I rarely have issues with people crossing roads and it being dangerous while driving or crossing roads myself. As I live quite far inside Carterton, lowering the speed limits would also increase travel time on a commute to work that is already held up by traffic on the A40. I don't believe Carterton needs this change and if there are concerns about safe road crossings, then I wouldn't be unwelcome to the implementation of more zebra crossings. For me 20mph crosses the line and is sillier rather than safer for the most part of the town. Brize Norton 30mph speed limit – No opinion/objection N/a Travel change: No
(o818) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – Object There are already plenty of pot holes, obstructions, speed bumps, parked cars that limit the speed Brize Norton 30mph speed limit – No opinion/objection Don't drive there often enough Travel change: No
(o819) Local resident, (Carterton, Bluebell way)	Carterton 20mph speed limit – Object There are enough speed humps traffic calming measures in place 30 is fine 20 is just a money making scheme to fine drivers for speeding Brize Norton 30mph speed limit – No opinion/objection

	No objections Travel change: No
(o820) Local resident, (Carterton, Blush Crescent)	Carterton 20mph speed limit – Object Main roads in and out Carterton should be kept at 30mph while roads with residential reduced to 20mph. However, I currently live on an estate with speed limits of 10 and 20 and they are ignored by drivers. The Shilton Road coming into Carterton stands at 40mph but needs to be reduced to 30mph from the dip as cars do not slow down until they are well into Carterton posing a high risk to cars trying to turn onto the road from Price Way . Brize Norton 30mph speed limit – No opinion/objection Roads through Brize Norton are already 20mph Travel change: No
(o821) Local resident, (Carterton, Blush Crescent)	Carterton 20mph speed limit – Object There is no supporting evidence that the current 30mph is a cause for concern in terms of the number of accidents. The amount of debt amassed by Oxford City Council has risen by almost £70 million in the space of a year, it's wasting more money where there have been no studies to show it would have any benefit in Carterton. Brize Norton 30mph speed limit – No opinion/objection In general, the layout of the road controls the speed of traffic anyway. Travel change: Other No it wouldn't. Why are you asking this question? Is this supposed to be about safety or changing people's mode of transport or deterring people travelling into Carterton? Please be honest about the goals of this change.
(o822) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – Object Increased queues of constant, slow moving traffic in the area making it significantly difficult to cross the road when there are not any traffic lights or crossings available.

	Being a student who frequents Witney, which has implemented the 20mph speed limits, I have constantly experienced waiting for a considerable amount of time just to cross the road to get to my place of education. This especially happens in the morning which has made me late to my classes multiple times. This simply never happened when it was a 30mph speed limit, it seriously seems like there is twice as much traffic on the roads. If the speed limits were to change to 20mph here in Carterton I have no doubt that I would be in the same situation here that I've experienced in Witney. Please take into account that drivers who have to drive to work early in the morning, will have to wake up earlier increasing the risk of tired drivers on the roads which will escalate the chance of frustrated, dangerous driving which will evidently cause harm or distress to members of the local community, particularly school children. Brize Norton 30mph speed limit – No opinion/objection Objection. Unnecessary. Travel change: No
(o823) Local resident, (Carterton, Bracken close)	Carterton 20mph speed limit – Object Witney residents had a 20 mph speed limit forced upon them, leaving many drivers frustrated and most do not comply. Brize Norton 30mph speed limit – No opinion/objection Not aware of any roads in brize norton that havnt already been changed to a 20 Travel change: No
(o824) Local resident, (Carterton, Brize Norton Road)	Carterton 20mph speed limit – Object I believe this to be a complete waste of tax payers money which would be far better spent on enforcement of the existing limits , i live in the Brize Norton Road i Carterton. Vehicles are constantly travelling at speeds of between 40-60 mph and more . By reducing the limit to 20 mph within the Town will just lead to frustration / Accidents. Please Please dont waste our money - spent it on Enforcement + repair of the existing roads. Brize Norton 30mph speed limit – No opinion/objection

	As a local resident i care about the people / wildlife / Environment - We have all sorts of issues in Carterton and reducing speed limits in my opinion will not solve any of them and will just create more pollution in the atmosphere as cars / vans /tr Travel change: No
(o825) Local resident, (Carterton, Brize Norton Road)	Carterton 20mph speed limit – Object 30 is better Brize Norton 30mph speed limit – No opinion/objection I wouldn't mind the 40 limit being changed to 30 Travel change: No
(o826) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – Object There is no point having these speed limits. The roads are in such a [REDACTED] state with pot holes etc you can't drive quicker than 10 mph Brize Norton 30mph speed limit – No opinion/objection 30 is ok Travel change: No
(o827) Rather not say, (Carterton, Burford Road)	Carterton 20mph speed limit – Object The proposals are too far reaching, there is no reason to reduce the speed limit on the majority of roads suggested. In addition on the smaller side streets most people drive at a slower speed without the need to be told to do so. Brize Norton 30mph speed limit – No opinion/objection The reduction of the speed limit throughout the whole town causes unnecessary delays and angers motorists many of whom will not follow the reduced limit leading to roads being unsafer Travel change: No

(o828) Local resident, (Carterton, Burford road carterton)	Carterton 20mph speed limit – Object There is no need. There has been no accidents. Brize Norton 30mph speed limit – No opinion/objection The road is a bit fast at the moment but still no accidents. I don't think people will abide by the new 30 if implemented anyway Travel change: No
(o829) Member of public, (Carterton, Carr Avenue)	Carterton 20mph speed limit – Object The main arterial roadways (Upavon Way, Brize Norton Road, Alvescot Road & Burford Road) should not be made to be 20mph due to the sheer volume of traffic on them. These roads should remain at 30mph speed limit, with the adjoining residential roads having a 20mph speed limit for better residents safety, rather than a blanket 20mph everywhere. Brize Norton 30mph speed limit – No opinion/objection I want to feel heard Travel change: No
(o830) Local resident, (Carterton, Cedar)	Carterton 20mph speed limit – Object You're just making it take more time for people to drive, get to work, go to the shops etc. You're not standing for the real, tax paying people's wants and needs. You're not standing for the youth, or for the hard workers. Wales went back on the 20mph limit. They are all back to 30. Why hold meetings in the day when most people work? You dont speak for the everyday person. Brize Norton 30mph speed limit – No opinion/objection Same applies as to Casterton Travel change: No

(o831) Local resident, (Carterton, Dovetrees)	Carterton 20mph speed limit – Object Waste of councils time and money look at the Witney 20 mph roads, no one sticks to it. The police, stretched as they are have more worrying things to police/investigate than 20 mph roads. Will just be wasted funds that could be better spent. CCTV on the rec would be better and more beneficial to Carterton and it's anti social/drug problem. Brize Norton 30mph speed limit – No opinion/objection As previous, how is this actually going to be policed? How many accidents does the current speed limit cause? Is the money there to Be spent on signs etc.... Or could it be better spent?? Travel change: No
(o832) Local resident, (Carterton, Edgeworth)	Carterton 20mph speed limit – Object People DONT keep to 30mph so there's no chance they'll keep to 20! Brize Norton 30mph speed limit – No opinion/objection I live in carterton Travel change: No
(o833) Local resident, (Carterton, Empire Drive)	Carterton 20mph speed limit – Object Simply do not consider it necessary, with the only possible support being towards 20mph being imposed outside the Carterton community college. Otherwise, in the absence of concerning accident reports this isn't necessary. It will slow the traffic in a busy area where commuting is high. I see absolutely no correlation between imposing speed restrictions and changing mode of travel. Brize Norton 30mph speed limit – No opinion/objection NA Travel change: No

(o834) Local resident, (Carterton, Faulder Avenue)	Carterton 20mph speed limit – Object This is just a band-aid solution to the terrible roads that you refuse to repair. Fix.the.roads. Why should we support this 20mph speed limit you want to implement if you refuse to listen to what everyone wants? Your question 4 is irrelevant. The reduction in the speed limit is not going to make people walk or cycle more. It's just going to cause traffic to build up. Also the roads aren't safe to cycle on in the first place because they need repairing! Brize Norton 30mph speed limit – No opinion/objection Just maintain the 30mph speed zone as normal, fix the roads and then implement slow zones for roads around schools Travel change: No
(o835) Local resident, (Carterton, Flax crescent)	Carterton 20mph speed limit – Object Only places that should have a 20mph limit are school areas. (that's already in place during school run hours) Brize Norton 30mph speed limit – No opinion/objection I don't object against the change from 40 to 30mph. Another thing the traffic lights near bluebell way cross, could had been put in the correct place. Instead off been 20 meters away from the junction, could be put in the actual junction, during peak time Travel change: No
(o836) Local resident, (Carterton, Foxcroft Drive)	Carterton 20mph speed limit – Object 20mph is pointless, those that speed in a 30 will just continue to speed in a 20. The local Authorities don't enforce the current 20mph anywhere and you just end up with idiots overtaking when you abide by the 20. You now even get over taken by cyclist. So what's is the point. Brize Norton 30mph speed limit – No opinion/objection No opinion or objection

	Travel change: No
(o837) Local resident, (Carterton, Foxcroft Drive)	Carterton 20mph speed limit – Object 20mph zone is unnecessary and tempts poor drivers to recklessly overtake or tailgate. 40 to 30 yes, 20mph no! Brize Norton 30mph speed limit – No opinion/objection . Travel change: No
(o838) Local resident, (Carterton, Garner close)	Carterton 20mph speed limit – Object Not needed, 30 is a reasonable limit. This is being done to prevent you maintaining the already shocking state of Carterton roads. Brize Norton 30mph speed limit – No opinion/objection This is not needed, have a look at the accident statistics and tell me what your reasoning is. Travel change: No
(o839) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object Increase in pollution, increase in journey times, increase in congestion. Brize Norton 30mph speed limit – No opinion/objection Already traffic calming measures in Brize Norton Travel change: No
(o840) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object With the state of the roads you'd be lucky to get past 20mph!! Speed restrictions haven't helped Witney at all so leave Carterton alone

	Brize Norton 30mph speed limit – No opinion/objection Na Travel change: No
(o841) Local resident, (Carterton, Glenmore road)	Carterton 20mph speed limit – Object Totally unnecessary as in 25yrs I have lived here there has not been any accidents, other areas like Witney with blanket 20mph limits just cause congestion and makes safety worse. There are plenty of safe light controlled crossings in Carterton, people don't walk about in the dark anymore as they are frightened of being attacked or raped by the hundreds of immigrants secretly moved into the area at tax payers expense. Leave it as it is, lowering the limit on large wide open roads with no pedestrians or parasite moron cyclists is totally not required. Brize Norton 30mph speed limit – No opinion/objection Already 30mph I thought. Travel change: No
(o842) Local resident, (Carterton, Halton Road)	Carterton 20mph speed limit – Object Unnecessary and a waste of money. Spending money resurfacing the awful roads would make them safer. Brize Norton 30mph speed limit – No opinion/objection N/a Travel change: No
(o843) Local resident, (Carterton, Home close)	Carterton 20mph speed limit – Object 20 is good where needed outside schools but having it everywhere just means it's not stuck to anywhere Brize Norton 30mph speed limit – No opinion/objection I am not sure there is an issue with the current 40 Is there evidence to support the need and cost

	Travel change: No
(o844) Local resident, (Carterton, Humphries CloseOX18 3)	Carterton 20mph speed limit – Object The speed humps and shikanes are sufficient to slow us down. My car along with many others starts objecting with a judder at less than 25mph. I always walk locally where possible. Brize Norton 30mph speed limit – No opinion/objection My car is happier travelling over 25mph Travel change: No
(o845) Local resident, (Carterton, Kingham Drive)	Carterton 20mph speed limit – Object The 20mph speed limits in Witney do not work as drivers ignore them. Why waste money on such a scheme. Witney is a prime example. It frustrates drivers and then accidents do occur. Leave speed limit at 30 except by schools. Brize Norton 30mph speed limit – No opinion/objection No comment Travel change: No
(o846) Local resident, (Carterton, Larksfield Close)	Carterton 20mph speed limit – Object Totally unnecessary and a complete waste of money. Having seen this implemented in Witney and other towns it has made no difference to the speed of traffic. Also, I do not believe there is a high car/pedestrian accident rate in West Oxfordshire. Brize Norton 30mph speed limit – No opinion/objection Brize Norton is horrible to drive through with all the potholes and chicanes that changing the speed limit won't make any difference. Travel change: No

(o847) Local resident, (Carterton, Lawton Avenue)	Carterton 20mph speed limit – Object Scheme not needed except in specific areas e.g outside schools, immediate town centre roads and places where people congregate in large numbers like playing fields and parks. The cost of this scheme is better put to reappearing our roads to make them safer for all users, cars, lorries, cyclists and pedestrians. This is just another case of the County council implementing policies that are not wanted and have minimal impact on safety, and in many cases increase pollution from lorries not designed to move at that speed in urban area. Brize Norton 30mph speed limit – No opinion/objection 30 mph speeds in built up areas are normal and have been for years. 30 mph speeds on roads that form the outskirts of the town are too slow and will impact people wishing to go around the town rather than through it. Travel change: No
(o848) Local resident, (Carterton, Lawton Avenue)	Carterton 20mph speed limit – Object Would delay the amount of traffic moving around Carterton and cause more queues. We have roads that are good for seeing ahead and judging the conditions on the road. There is no reason I can understand why the 20 mph speed limit needs implementing Brize Norton 30mph speed limit – No opinion/objection N/A Travel change: No
(o849) Local resident, (Carterton, Linden Gardens)	Carterton 20mph speed limit – Object I think it's right to reduce the speed limit to 20 mph outside schools or other venues. I have family that live in Wales and their experience of the "blanket" 20 mph has not been totally positive. People get frustrated in the speed zone and it leads to instances of road rage. They tell me that cyclists also seem to be more vulnerable as there is not enough of a speed differential when passing them. There's also the complacency angle, if the schools were 20 while the rest of the roads stayed at 30 then I believe more people would reduce speed in the most dangerous areas. Brize Norton 30mph speed limit – No opinion/objection

	A 30 mph limit is reasonable. Below that causes issues and will not improve safety by that much. It will also have a knock on effect to business and bus routes with travel taking longer. Travel change: No
(o850) Local resident, (Carterton, Lovatt Close)	Carterton 20mph speed limit – Object There is absolutely no reason for a 20mph speed limit. You cannot do more than that given the speed bumps and other traffic calming measures already. It's a pointless exercise. Anyway, you won't listen to these comments. This has already been decided and this is just lip service to consultation. You won't listen to the comments raised by residents. Brize Norton 30mph speed limit – No opinion/objection No plans to assess. The limits in Brize Norton are already acceptable. Anyway, you don't listen to these comments anyway. Travel change: No
(o851) Local resident, (Carterton, Moneymaker)	Carterton 20mph speed limit – Object The roads are so bad in the town through years of neglect you have no choice but to go slower than the speed limit. Rather than waste taxpayers. money with this project do what people want and repair the potholes. Brize Norton 30mph speed limit – No opinion/objection Do not use those roads that often Travel change: No
(o852) Local resident, (Carterton, My business not yours)	Carterton 20mph speed limit – Object Ridiculous idea Brize Norton 30mph speed limit – No opinion/objection Because I strongly object to 20mph.

	Travel change: No
(o853) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Cars do not like going at such slow speeds. Brize Norton 30mph speed limit – No opinion/objection Trying to overtake a parked bus at 20mph is ridiculous. Make the roads more user friendly is perhaps the way to go. Not speed limiting Travel change: No
(o854) Local resident, (Carterton,)	Carterton 20mph speed limit – Object There is no need- lack of accidents put down to speed. Traffic also regularly comes to a standstill due to the volume of vehicles and this would just make it ten times worse. Brize Norton 30mph speed limit – No opinion/objection I do not know which roads are being referred to- I thought it was already 30mph through Brize Norton? Travel change: No
(o855) Local resident, (Carterton, Peel place)	Carterton 20mph speed limit – Object Worse for the cars/enviroment. Proven not to work in Witney & surrounding areas. Waste of council money, better spent enforcing the 30mph rules. Brize Norton 30mph speed limit – No opinion/objection Not sure I understand where as Brize Norton is a 20, if this is the part by the front gate to Brize then I object and 40mph is safe as not a built up area Travel change: No

(o856) Local resident, (Carterton, Poultny Place)	Carterton 20mph speed limit – Object No evidence to suggest that this will save any lives. It's not going to help the environment either so totally pointless and a waste of money. Brize Norton 30mph speed limit – No opinion/objection I try not to go through Brize Norton. Travel change: No
(o857) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object Complete waste of time and increased pollution Brize Norton 30mph speed limit – No opinion/objection It's normal and since going to 20mph in Brize Norton I've seen more accidents Travel change: Other I will still do 30
(o858) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Object I'm objecting to the proposals because I don't believe they are necessary and will contribute little to improved safety in the town. It is a waste of the money, and resources would be better spent elsewhere, such as the poor condition of the roads generally. Slowing down the traffic will increase pollution as cars are taking longer to pass through, and increase the frustration of those who have to travel to/from work each day, and is highly likely to cause more delays in an already busy town. Brize Norton 30mph speed limit – No opinion/objection I have no opinion on the 30mph limit as it does not affect me. Travel change: No

(o859) Local resident, (Carterton, Richens Drive)	Carterton 20mph speed limit – Object Applying a blanket 20mph speed limit on all of the roads and highways indicated on the plan seems nonsensical. I can understand a desire to lower the limit on certain roads but without enforcement cameras etc, entirely fruitless/pointless. Brize Norton 30mph speed limit – No opinion/objection I had assumed most roads in Brize Norton were 30 mph. I don't live in Brize Norton so unlikely to be impacted as much as those that do but given it's a village, 30 mph seems appropriate. Travel change: No
(o860) Member of public, (Carterton, Shaylor Drive)	Carterton 20mph speed limit – Object 20 mph around schools is absolutely fine. Anywhere else is just a fn joke Brize Norton 30mph speed limit – No opinion/objection Dont care Travel change: No
(o861) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – Object I object because almost all studies show, a 20mph limit had little impact on collisions, injuries, or speeding. Total waste of money, which could be better spent on traffic calming, especially the long straight Shilton road going out of Carterton, which people seem to think is a Drag strip. Brize Norton 30mph speed limit – No opinion/objection Have no opinion either way Travel change: No
(o862) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – Object

	I don't think reducing the speed limit from 30mph to 20mph is helpful. It would be much better to spend the money on repairing the roads and making sure 30mph is adhered to. Brize Norton 30mph speed limit – No opinion/objection I don't drive through Brize Norton. Travel change: No
(o863) Local resident, (Carterton, Stanmore crescent)	Carterton 20mph speed limit – Object Traffic can be enough of an issue already. Rather than pay to reduce speed limits why don't we pay to fix the roads. Brize Norton 30mph speed limit – No opinion/objection 30mph is a suitable speed Travel change: No
(o864) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Object The existing 30mph limit is working safely and effectively, 20mph would cause excessive congestion. Brize Norton 30mph speed limit – No opinion/objection 30mph seems reasonable in this area Travel change: No
(o865) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – Object I invite you to spend a few hours on the pavement of Burford Road. You will be pleased to observe multiple 4 and 2 wheeled vehicles travelling in excess of the national speed limit. During this time you may also hear 2 wheeled vehicles hitting their rev limiters as they accelerate around other 30 mph roads of the town. Lowering the speed limit will make no difference. Brize Norton 30mph speed limit – No opinion/objection I don't support or object.

	Travel change: No
(o866) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – Object Not necessary in Carterton except near schools Brize Norton 30mph speed limit – No opinion/objection Built up area and should be 30 anyway Travel change: No
(o867) Local resident, (Carterton, The Maples)	Carterton 20mph speed limit – Object This is a waste of money which could be used elsewhere Brize Norton 30mph speed limit – No opinion/objection Waste of money changing signage no one will read Travel change: No
(o868) Local resident, (Carterton, Whittington place)	Carterton 20mph speed limit – Object I don't think all of Carterton needs to be reduced to 20mph. I also don't think it will slow people down. They installed humps and a narrowing down milestone road but it's not really slowed anyone down. Brize Norton 30mph speed limit – No opinion/objection I don't think it will make much difference, people don't stick to 40 there so I doubt reducing down to 30 will bring the speed down. Travel change: No
(o869) Local resident, (Carterton, York Road)	Carterton 20mph speed limit – Object Unnecessary

	Brize Norton 30mph speed limit – No opinion/objection Not sure Travel change: No
(o870) Local resident, (Carterton,)	Carterton 20mph speed limit – Object The roads are safe with a 30mph limit Brize Norton 30mph speed limit – No opinion/objection Na Travel change: No
(o871) Local resident, (Carterton, Bracken Close)	Carterton 20mph speed limit – Object The outrageous cost of it. Also who will police and enforce the restrictions Brize Norton 30mph speed limit – No opinion/objection * Travel change: No
(o872) Local resident, (Carterton, Broadshires way)	Carterton 20mph speed limit – Object Unnecessary Brize Norton 30mph speed limit – No opinion/objection No need Travel change: No

(o873) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – Object Not needed. Brize Norton 30mph speed limit – No opinion/objection It makes more sense than twenty Travel change: No
(o874) Local resident, (Carterton, Cedar)	Carterton 20mph speed limit – Object It is a waste of money and so unbelievably, irritatingly slow with no real benefit. It provides a very small benefit if a driver hits someone, but this is a very rare instance and if this is the case, other factors are at play. Its just a huge waste of taxpayers money and frustrates most drivers. It INCREASES traffic congestion, reducing the roads overall capacity caused by cars bunching up. Witney is a ridiculous with all the 20mph roads. It increases journey times (we aren't blessed to spend an extra 10 minutes crawling down a road) and has been reported to impact driver behaviour negatively (those who go 20mph frustrated those who want to go 30mph). The 20mph roads in Wales has removed their 20mph scheme. There's so many better ways to spend money to improve our community. You are throwing money down the drain and no-one understands how you think you have an argument to reduce the speed limit. Bikes and e-bikes go faster than the cars on some of West Oxfordshires roads. Brize Norton 30mph speed limit – No opinion/objection I don't like it in Brize Norton, but trying to pass through is stressful and a nightmare. The cars parked on the road, bad pot holes and weaving in and out isn't good Travel change: No
(o875) Local resident, (Carterton, Corbett road)	Carterton 20mph speed limit – Object Fix the roads first Brize Norton 30mph speed limit – No opinion/objection T Travel change: No

(o876) Local resident, (Carterton, Davis Close)	Carterton 20mph speed limit – Object A correctly policed 30mph speed limit would be more beneficial to all in my opinion. The only place that a 20mph limit would be justifiable is outside schools. Brize Norton 30mph speed limit – No opinion/objection The condition and traffic on roads in Brize Norton self support a30mph limit Travel change: No
(o877) Local resident, (Carterton, Devon Place)	Carterton 20mph speed limit – Object We have not seen any reasonable justification for this. Due to the deteriorated of the roads its not even possible to speed. People will most likely still do 30mph as 20mph is unreasonable. Proactive enforcement of 30mph is more productive than imposing a 20mph limit Brize Norton 30mph speed limit – No opinion/objection N/A Travel change: No
(o878) Local resident, (Carterton, Don't need to know this)	Carterton 20mph speed limit – Object I've seen more accidents on the roads following 20mph than 30mph as drivers become frustrated with other drivers on the road. Brize Norton 30mph speed limit – No opinion/objection Again the roads are wide enough and it's an open road which means that you are able to see if and when people are crossing, even without pedestrian crossings. Meaning you will be able to have enough time to react, however this really ever happens Travel change: No

(o879) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Object Due to the amount of potholes and speed bumps already it's a fine way to manage the speed already. The traffic in the peak hours for work and school already causes a large amount of traffic on the roads already and this would add to the problem Brize Norton 30mph speed limit – No opinion/objection N/A Travel change: No
(o880) Local resident, (Carterton, Faulder avenue)	Carterton 20mph speed limit – Object There has been no serious accidents with the current speed limits. The roads around Carterton and Brize Norton are some of the worst for potholes. These are more likely to cause accidents. So please spend the money fixing these and not reducing the speed limits. Brize Norton 30mph speed limit – No opinion/objection There has been no serious accidents. What will cause accidents is the maintenance of the roads and number of potholes. Please fix these first. Travel change: No
(o881) Local resident, (Carterton, Foxcroft Drive)	Carterton 20mph speed limit – Object I find that the current 20mph speed limits in the county are either ignored or they cause irresponsible driving by those behind people adhering to the correct speed. I tend to put my speed limiter on at 20mph and I cannot tell you the number of times I've been overtaken within the 20mph zone or tailgated in attempt to pressure me to drive faster and by push bikes. I don't believe the pros outweigh the cons. Brize Norton 30mph speed limit – No opinion/objection I have no opinion on this. Apart from if it has to change I'd rather it be to 30mph rather than 20mph Travel change: Other

	I would love to cycle more but I don't feel like the roads surrounding Carterton are safe to cycle on. I'd support more off road cycleways rather than a reduction to 20mph
(o882) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Object From what ive seen there hasn't been (or very very little) incidents involving a motor vehicle vs pedestrian in Carterton, furthermore as proven in witney noone abides by the 20mph limits, the police have also advised they don't prosecute drivers going over 20 mph (i have in fact witnessed police driving at 30mph in a 20mph area!!!!). The money should be better spent elsewhere instead of wasting tax payers money on pointless schemes, yes the government are funding this, but the public ultimately pay for this ridiculous endeavour. I would support 20 mph around schools, but the only one on a main road has speed humps to prevent driving at speed Brize Norton 30mph speed limit – No opinion/objection Don't live in Brize norton Travel change: No
(o883) Local resident, (Carterton, Kestrel close)	Carterton 20mph speed limit – Object 30 mph speed limit is fine. Brize Norton 30mph speed limit – No opinion/objection N/A Travel change: No
(o884) Local resident, (Carterton, King's Court)	Carterton 20mph speed limit – Object Too slow Brize Norton 30mph speed limit – No opinion/objection 30 is plenty Travel change: Yes – walk/wheel more

(o885) Local resident, (Carterton,)	Carterton 20mph speed limit – Object I feel the money could be used in a better way. For example, investing in public transport leading to less cars on the road, resulting in safer roads without the need for any speed limit changes. One way this could be done is through investing in quicker and more efficient buses, with direct routes into Oxford. Like many people in Carterton /Brize, a train station would also benefit many and would prove to be extremely popular. Finally, more crossings or road safety for pedestrians would also result in safer roads for all. Brize Norton 30mph speed limit – No opinion/objection As stated in previous responses, I feel the money could be used in a more effective way to minimise speeding in the long run through other methods rather than changing the speed limits. Travel change: Other It wouldn't influence me to change my mode of transport, however if better bus routes or a train station were introduced this would make me consider changing my mode of transport.
(o886) Local resident, (Carterton,)	Carterton 20mph speed limit – Object Outside of schools I can understand the rest of the town no Brize Norton 30mph speed limit – No opinion/objection N/A Travel change: No
(o887) Local resident, (Carterton, Oakfield Road)	Carterton 20mph speed limit – Object No need just builds up traffic Brize Norton 30mph speed limit – No opinion/objection N/A Travel change: No

(o888) Local resident, (Carterton, Queens road)	Carterton 20mph speed limit – Object Pointless. Estates are already 20mph ,no reason to change the rest Brize Norton 30mph speed limit – No opinion/objection No opinion Travel change: No
(o889) Local resident, (Carterton, Richens drive)	Carterton 20mph speed limit – Object If you allow children to wander across roads thinking cars will slow they will eventually cross a busier road and cars won't stop. Educate the children and parents to control their own knowledge of the dangers of the roads. You protect them all the time, if they know the green cross code and the dangers of the road. Brize Norton 30mph speed limit – No opinion/objection The pot holes and damaged road means that the roads aren't safe to drive @40mph. Travel change: No
(o890) Local resident, (Carterton, Rock road)	Carterton 20mph speed limit – Object The 20mph speed limit in witney has caused nothing but anger and frustration which in turn causes overtaking in unsuitable areas. In Recent months I've been overtaken on tower hill and curbridge road whilst doing 20mph. The limit its self is just far to slow and in my opinion has made witney even more tricky to drive through. The clear fact the vast majority of residents in witney did not want the 20mph shows by the vast majority of residents not sticking to the 20mph. It's a pointless waste of money. With public transport in the area being as appalling as it is making the use of driving even harder would be a mistake. Brize Norton 30mph speed limit – No opinion/objection If its not broken don't fix it. Travel change: No

(o891) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – Object There doesnt seem to be much evidence of incidences on any of the roads in Carterton Brize Norton 30mph speed limit – No opinion/objection NA Travel change: No
(o892) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – Object Obviously 20mph is appropriate approaching our schools. But we do not need a limit of 20mph everywhere. It is too slow and I've seen it almost cause accidents in Witney..30mph is plenty. Stop treating us like children Brize Norton 30mph speed limit – No opinion/objection Does not affect my regular route/s so can't comment Travel change: No
(o893) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – Object A blanket 20mph speed limit is not what the town's people want or need. Possibly 20mph beside schools though a pelican crossing would be better. 30mph works perfectly well at the moment Brize Norton 30mph speed limit – No opinion/objection Not a route I use so no opinion Travel change: No
(o894) Local resident, (Carterton, Stanmore crescent)	Carterton 20mph speed limit – Object As seen in Witney no one follows the 20mph speed limit it seems a waste of funds changing all of the signs for people to drive at the same speed as before Brize Norton 30mph speed limit – No opinion/objection

	As previously stated it will not be followed drivers mostly as seen in Witney will continue to drive the speed limit already in place Travel change: No
(o895) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Object Not enforced, and not paid attention to in Witney unless it's near a school. How many near fatal incidents have occurred in the areas proposed Brize Norton 30mph speed limit – No opinion/objection No opinion Travel change: Other Avoid
(o896) Local resident, (Carterton, Stanmore crescent)	Carterton 20mph speed limit – Object The traffic flows well, many safe crossing points throughout town, speed bumps in high residential areas. Absolute waste of time and money Brize Norton 30mph speed limit – No opinion/objection Don't live in brize no opinion Travel change: No
(o897) Local resident, (Carterton, Swinbrook road)	Carterton 20mph speed limit – Object Older cars struggle to go 20mph, when i drive through witney I am having to constantly change between 2nd and 3rd gear. The road past Carterton community college is the only part that I believe could benefit from being a 20 as when the children come out at 3 it can be daunting driving past and I tend to slow down there anyway, but I feel the lower speed limit is unnecessary anywhere else as the roads are not dangerous. Also fix the pot holes Brize Norton 30mph speed limit – No opinion/objection Fix the potholes

	Travel change: No
(o898) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – Object 20mph in Carterton would cause traffic jams. Just look at the ridiculous situation in other towns. We have speed humps which are perfectly adequate. 20mph for cars would not encourage other modes of travel. It is also very expensive to implement this type of change. These funds could be far better spent on for example repairing the roads. Brize Norton 30mph speed limit – No opinion/objection Is this supposed to be a repetition of the previous question? My answers as previously stated. Travel change: No
(o899) Local resident, (Carterton, Sycamore Drive)	Carterton 20mph speed limit – Object 20 mph is not practical in a town like Carterton. Around schools & retirement homes I am sure most people have the common sense to slow down! Brize Norton 30mph speed limit – No opinion/objection I don't live in Brize Norton. Travel change: No
(o900) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – Object Unnecessary Brize Norton 30mph speed limit – No opinion/objection 0 Travel change: No

(o901) Local resident, (Carterton, Woodlands)	Carterton 20mph speed limit – Object Cost of changing the speed limit could be used on other services such as potholes Brize Norton 30mph speed limit – No opinion/objection Cause more traffic and the cost of changing it could be used for other services Travel change: No
(o902) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – Object 20mph is just too slow and there is no evidence supporting why this should be enforced, for example if there was a record/history of vehicle on vehicle or vehicle on pedestrian accidents calling for a change to speed limits then that is a different story, but there is no reason that the limits need reducing and it is a waste of our tax paying money to change signs and road markings for a new speed limit. Brize Norton 30mph speed limit – No opinion/objection How is a smaller village such as brize Norton to implement 30mph whereas larger and busier Carterton to have 20mph, it should be the other way around Travel change: No
(o903) Local resident, (Carterton,, Lilac way)	Carterton 20mph speed limit – Object It is a waste of money, gielven all the issues around town, a lack of public services or a strain on such etc, that money could be better spent. 30mph is a sensible speed if people are driving properly and if pedestrians actually concentrate on crossing the road. Monahan way already has pedestrian lights. Brize Norton 30mph speed limit – No opinion/objection 30 is as slow as any non-houding estate road should be Travel change: No

(o904) Member of public, (Charlbury, Enstone Road)	Carterton 20mph speed limit – Object The 20mph speed limits being applied throughout Oxfordshire are a major contributor to traffic congestion. Simple maths show that if cars travel more slowly they take more time to make their journey and therefore lead to more cars being on the road at the same time. Typically reduce the speed limit by 30% and you'll increase traffic by the same amount. Brize Norton 30mph speed limit – No opinion/objection I think 30mph is a reasonable speed limit for a built up area. Travel change: Other Never visit Carterton or Brize Norton again, and do my business elsewhere.
(o905) Local resident, (Clanfield, Bourton Road)	Carterton 20mph speed limit – Object I see no evidence that in Carterton a reduction to 20MPH will reduce accidents. I believe that there is more chance of road traffic accidents through traffic swerving at the last movement to avoid potholes - this is what the money should be spent on. Brize Norton 30mph speed limit – No opinion/objection No evidence to make tge change Travel change: No
(o906) Local resident, (Clanfield,)	Carterton 20mph speed limit – Object Reduced speed limit actually increases fuel consumption on many vehicles, it makes it harder for vehicles to pull out of side roads and encourages drivers to become more reckless! Brize Norton 30mph speed limit – No opinion/objection Brize Norton is impossible to travel through at speed and is therefore nothing other than a waste of money! Travel change: No

(o907) Local resident, (Clanfield.,)	Carterton 20mph speed limit – Object During rush hour, the traffic build up/tail backs are horrendous enough as it is. It will be so much more worse if changed to 20mph, there is no need to change, pollution will be worse with traffic build up. There have been no accidents in town that I know of in the last 50 yrs I have lived here. Brize Norton 30mph speed limit – No opinion/objection 30 is a reasonable speed. Travel change: No
(o908) Local resident, (Minster lovell, Busby drive)	Carterton 20mph speed limit – Object 30 is fine. There is no reason for it to be 20. Waste of money and resources. Brize Norton 30mph speed limit – No opinion/objection 20 mph will make traffic and build up worse in Carterton. Focus on things that will make a difference - better infrastructure to meet the growing demands of this now highly populated area. Travel change: No
(o909) Local resident, (N/a,)	Carterton 20mph speed limit – Object There are no current issues with speed limits already in place in Carterton, no collisions and very minimal anti social driving it would seem silly to spend money on new signs and enforcing something unnecessary rather spend the money on what needs fixing like the roads, also seems silly to change or fix something that isn't broken. Brize Norton 30mph speed limit – No opinion/objection Just don't change anything and fix what's broken the roads!! Travel change: No
(o910) Local resident, (Shipton uw, Leafield rd)	Carterton 20mph speed limit – Object Not necessary, accident stats don't justify it

	Brize Norton 30mph speed limit – No opinion/objection 30 in the actual village is reasonable Travel change: No
(o911) Local resident, (Witney, Highworth Place)	Carterton 20mph speed limit – Object The same has happened in witney and it's ridiculous. Back in the day there used to be adverts about driving at 30mph rather than 40 Brize Norton 30mph speed limit – No opinion/objection n/a Travel change: No
(o912) Local resident, (Witney, Park view)	Carterton 20mph speed limit – Object Modern vehicles are not designed to drive at 20mph and it causes more problems with vehicles stalling. In areas where 20mph it has increased the number of near miss accidents. I personally whilst keeping to the 20mph limit in the middle of witney had a car speed pastme in front of the police station, nearly clipping the front of my car and then speeding through the crossing as the lights were changing colour abd a pedestrian was waiting to cross. This all happened with a police car on front of me who took no action. Cautious drivers are now driving well below the 20mph limits at between 10-15mph which is causing added congestion. This has become apparent in the number of temporary traffic lights in the area where on a number of occasions due to this slow driving the lights the opposite end have changed to green. I work as a building Surveyor covering West Oxfordshire and from a business perspective it would be impossible for me to carry out my work without a car to carry equipment and the increased 20mph is affecting productivity meaning time taken between clients is taking longer. Having previously worked for Oxfordshire County Council I wonder how they would feel when these restrictions start to directly impact their cost? The whole 20mph system is confusing so even in 30mph areas drivers are keeping to 20mph as itvis not well signed. It used to be that a built up area was 30mph, I've even seen 20mph on a sign post with 30mph on the road! If the signpost was obstructed by a large vehicle/tree then you would be caught by the camera further down the road. Brize Norton 30mph speed limit – No opinion/objection

	I both live and work in the area and I strongly feel the 20mph limits create more accidents Travel change: No
(o913) Member of public, (Witney, Wilkinson Place)	Carterton 20mph speed limit – Object Blanket bombing Witney with 20mph limits in totally inappropriate places has been a failure. The 20mph limit is only effective in specific, targetted, locations and in those places it is adhered to; elsewhere it is generally ignored and understandably so. Brize Norton 30mph speed limit – No opinion/objection Current limits are fine. Travel change: No
(o914) Local resident, (Carterton, Church view)	Carterton 20mph speed limit – Partially support I think 20 mph outside schools is a great idea but not everywhere else. Brize Norton 30mph speed limit – Object Same as above Travel change: No
(o915) Local resident, (Carterton, Milestone road ox18 3)	Carterton 20mph speed limit – Partially support I understand the reason behind reducing the speed limit in areas such as near school etc. However a blanket 20 mph over most of carterton is unwarranted. Money would be better spent on enforcement of existing speed limits. Brize Norton 30mph speed limit – Object I don't understand the reasoning behind it. No housing, roundabout on entrance to carterton and road narrowing on entrance to brize. Travel change: No

(o916) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Partially support 20 makes sense on roads near schools, during school time, not on all roads. Trying to drive at 20 mph consistently for long periods is dangerous as it is a difficult speed to maintain and drivers spend more time looking at their speedometer. When you do drive that speed you are often intimidated by other drivers. Dangerous drivers who are going to speed will continue to do so regardless of the speed limit. Meanwhile the junction where I live is dangerous because I can't see past all the cars parked down Wycombe way to pull out. Brize Norton 30mph speed limit – Object The proposed roads are not residential roads and it is safe to drive at 40mph. I can see no benefit to changing the limit to 30. It already takes a long time to get out of Carterton to get to work, especially from the increased traffic due to all the new Travel change: No
(o917) Local resident, (Carterton, Queens road (make 20))	Carterton 20mph speed limit – Partially support Disagree with blanket 20inlue of 30. Should only be schools/shops/side roads. le potential busy pedestrian areas. Enforce the 30s we've already got IE AVG Speed cameras. (Catch th clowns doing 38plus in Wycombe way! Brize Norton 30mph speed limit – Object Not required in force the present speed limits with AVG Speed cameras and people will soon slow down. Penalising the majority because a minority of clowns Travel change: No
(o918) Local resident, (Carterton, Whittington Place)	Carterton 20mph speed limit – Partially support I agree around schools and the through the centre of Carterton at the eagle crossroads should be 20mph, but the whole of Carterton doesn't require it, the money for signage would be better spent repairing the roads and installing other speed measures such as chicanes in to town along burford road. Brize Norton 30mph speed limit – Object No need for it, not a built up residential area, and 40 is ok if people stick to it, the chicane in to Brizes slows people down

	Travel change: No
(o919) Local resident, (Carterton, Carterton)	Carterton 20mph speed limit – Partially support Fine outside schools etc Brize Norton 30mph speed limit – Object This road is wide enough and crossing provided Travel change: No
(o920) Local resident, (Carterton, Edgeworth)	Carterton 20mph speed limit – Partially support I would agree for limits of 20mph around schools but not a blanket enforcement for the town. Brize Norton 30mph speed limit – Object There is no need to reduce the speed limit on this small stretch of road. It is not a residential area. For those people who disregard any speed limit lowering it will not have any impact. Travel change: No
(o921) Local resident, (Carterton, Glenmore Estate)	Carterton 20mph speed limit – Partially support I agree with 20 mile speed limits outside schools and right in the town centre. 30 miles an hour is perfectly adequate elsewhere. Brize Norton 30mph speed limit – Object Unnecessary, 40 miles an hour perfectly adequate Travel change: No
(o922) Local resident, (Carterton, Lowton Avenue)	Carterton 20mph speed limit – Partially support Adjacent to schools should be 20mph but as to the rest of the roads it's a waste of time

	Brize Norton 30mph speed limit – Object Accidents usually occur by people exceeding the 30mph they will take no notice of the 20mph best solution is for more visible policing Travel change: No
(o923) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – Partially support A 20mph speed limit outside the schools and in the immediate town centre would seem sensible. 30mph is adequate for most of Carterton in my opinion, and a reduction is unnecessary 40mph between Carterton and Brize Norton should remain, there are no houses or turn offs on this section. It acts as a good delineation between Carterton and Brize Norton village. A 30mph would effectively join these 2 villages together. Brize Norton 30mph speed limit – Object See previous comment Travel change: No
(o924) Local resident, (Carterton, Rock Close)	Carterton 20mph speed limit – Partially support I generally support the introduction of a 20mph speed limit in the majority of streets contains high volume housing, however, I object to the introduction of a 20mph speed limit on the 'major' routes through and around Carterton. Those routes are Upavon Way, Burford Road, Alvescot Road, Black Bourton Road and Brize Norton Road. The reason for my objection is that all of the roads mentioned above are very wide, very open and are served by wide pavements thus reducing the risk to pedestrians and cyclists (assuming that cyclists should be using the combined pavement/cycle lanes). The flow of traffic through the 'major' routes listed above is already problematic at peak times and will certainly be exacerbated by the introduction of a 20mph limit. The introduction of new speed humps in rat runs (for example Arkell Avenue) would be much more effective in preventing excess speed which could result in accidents and incidents. The introduction of a blanket 20mph limit is a lazy way of dealing with a limited problem.

	Brize Norton 30mph speed limit – Object Carterton and Brize Norton are quickly merging into a conurbation like entity and therefore it is sensible to make Carterton Road limited to 30mph which better prepares drivers for the 20mph limit and associated traffic calming chicane as you enter Brize Travel change: No
(o925) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – Partially support 20mph is OK for residential side streets but I feel strongly that through routes (A & B roads) should remain 30 zones. Shilton Road would however benefit from a speed camera (please no more speed humps!) as I've seen cars passing our house at 80+ Brize Norton 30mph speed limit – Object It's a through route and there are already roundabouts and traffic lights to slow traffic. Travel change: No
(o926) Local resident, (Carterton, Tumbler Way)	Carterton 20mph speed limit – Partially support I agree that estate roads should go to 20, but arterial routes (especially feeding traffic to/from RAF base and town centre need to have a reasonable rate of flow (which is not evident in Witney) Brize Norton 30mph speed limit – Object The current 40 areas are not in populated areas, and already have adequate separation between road and pedestrians Travel change: No
(o927) Member of public, (Alvescot, Lower End)	Carterton 20mph speed limit – Partially support Support the proposal within housing estates but not on main through roads due to lack of observance in neighbouring villages potentially creating a greater accident risk. Brize Norton 30mph speed limit – Partially support

	As previously Travel change: No
(o928) Local resident, (Bampton, Bampton)	Carterton 20mph speed limit – Partially support All side roads should be 20, all main roads should be 30 except for outside shops/schools/doctors. Currently, for instance in Bampton, the side roads remain at 30 and the main roads 20. Crazy! Brize Norton 30mph speed limit – Partially support As before Travel change: No
(o929) Member of public, (bampton, new road)	Carterton 20mph speed limit – Partially support there are certain places where i agree that they should be used, residential estates included, but places with appropriate pedestrian crossings shouldn't need to be a 20. there are traffic light controlled crossings, the opportunity for zebra crossings which pedestrians simply ignore and will cross without taking the time to properly look. many of these being teens or young-er children who should have been taught better by their parents and carers. maybe taking a leaf out of brize nortons roads where the roads outside of schools are a 20 during peak school drop off and pick up times but i think that 20mph on a lot of the roads proposed is a joke Brize Norton 30mph speed limit – Partially support exact same as previous, there are areas they're appropriate and areas they're not. the road that goes past the brize meadows estate and shilton park has plenty of pedestrian crossings, bus stops, round abouts, where at 40mph should be safe to cross if the Travel change: No
(o930) Local resident, (Carterton, Bluebell Way)	Carterton 20mph speed limit – Partially support The shilton road 20mph limit needs to go all the way to the crossroads as both lorry's and cars drive dangerously fast along this stretch of road

	Brize Norton 30mph speed limit – Partially support No further comment Travel change: No
(o931) Local resident, (Carterton, Edgeworth Drive)	Carterton 20mph speed limit – Partially support 20mph outside the schools I have no problem with. However we don't have police officers or enough ANPR vans to police this initiative. This hasn't worked in Witney people still speed and overtake. By going to 20 you see people getting frustrated and tailgating causing drivers to panic and then this potentially causes accidents, and the driver then speeding. It's very distracting for the driver constantly looking at the speedometer and not concentrating on the driving, and what's going on in the road or their surroundings. . Some drivers struggle to stay at 30 in Carterton and you often see people driving out of town or into town. At more than 30. So 20 isn't going to slow them down. And how environmentally friendly is it to have a vehicle struggling in 2/3rd gears with emissions no matter how 'clean' your car is. The extra wear and tear on the car adds extra cost. And have you tried to overtake a cyclist at 20mph. It's almost impossible without breaking the speed limit. It's very frustrating to have 20 mph where there is no need for a 20 limit. Brize Norton 30mph speed limit – Partially support 30 mph is fine where it's going. Travel change: Other Not going into town I walk but I do drive when going out of town will it make a difference no. But to be honest I would be happier if you fixed our roads properly first before spend money on this
(o932) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Partially support Certainly support 20 mph where the roads are within housing estates or residential built up areas / heavy footfall areas alongside the main roads. Please please flood the area with speed / anpr cameras as there is so much anti social driving behaviour and nothing is dealt with by the police due to their presence being non existent. Police take forever to arrive as the resource is based so far away. With cameras at least it provides some form of deterrent.

	The problem in this area is that people do not comply with the 30 & 40 limits as it is now so they certainly will not comply with speed limit reductions in the future. I would cycle more locally if there were more areas properly marked as cycle routes on the roads - the pavements are not geared up for cyclists and pedestrians to share. Brize Norton 30mph speed limit – Partially support The consultation mentions the speed reductions are there to improve road safety to pedestrians and cyclists and perhaps to encourage more to walk / cycle. To encourage cycling you need to introduce decent cycle routes and not utilise narrow footpaths as Travel change: No
(o933) Local resident, (Carterton, Hollybush road)	Carterton 20mph speed limit – Partially support I believe 20 mph speed limits have their place but initially through all villages and towns Brize Norton 30mph speed limit – Partially support Experiences around Oxfordshire seemed to have shown little thought. When speed limits seem pointless people ignore them. Travel change: No
(o934) Local resident, (Carterton, Oakfield Road)	Carterton 20mph speed limit – Partially support With the state of the roads currently it's diff to driver at the speed limit and often you need to drive at 20mph. I support lowering speed limits from a road safety perspective, but would much rather see Road improvements prioritised and perhaps push the speed limit changes back a budget year or two and use the funds to fix the roads Brize Norton 30mph speed limit – Partially support Same reasons as previous answer Travel change: No

(o935) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – Partially support Please can Swinbrook Road have some traffic calming and a reduced speed limit. Brize Norton 30mph speed limit – Partially support Brize Norton is an historical village with pre-existing traffic calming measures in place. Travel change: Yes - cycle more
(o936) Local resident, (Carterton, Bracken Close.)	Carterton 20mph speed limit – Partially support I understand it being 20mph outside schools and the town centre, but other places its not needed. Its an unnecessary cost in times where every penny counts. Spend the money on more important things that the town really needs. Brize Norton 30mph speed limit – Partially support This needs to be implemented in areas that its needed in. There are some roads that can stay at their current speed limit. Its another way of wasting money where it could be spent elsewhere. Travel change: No
(o937) Local resident, (Carterton, Cherry tree way)	Carterton 20mph speed limit – Partially support Should be by schools in term time Brize Norton 30mph speed limit – Partially support During term times on roads near schools. Travel change: No
(o938) Local resident, (Carterton, Davis Close)	Carterton 20mph speed limit – Partially support I oppose a blanket 20mph limit but believe it should be imposed selectively in areas of high risk such as near schools. Brize Norton 30mph speed limit – Partially support

	The main road through the centre of town should be 30mph to avoid congestion but 20mph in housing areas is appropriate . Travel change: No
(o939) Local resident, (Carterton, Davis close)	Carterton 20mph speed limit – Partially support The limit should only be the roads into the centre Carterton, Brize Norton Road, Wycombe way, Alvescot Rd & Black Bourton Rd. Upavon way should remain 30MPH. Brize Norton 30mph speed limit – Partially support Brize Norton already has 20MPH I live in Carterton. Travel change: No
(o940) Local resident, (Carterton, Hollybush)	Carterton 20mph speed limit – Partially support Needs to be 20 in built up areas or by schools or busy paths only Brize Norton 30mph speed limit – Partially support Support in built up areas and schools Travel change: No
(o941) Local resident, (Carterton, Lavender Place)	Carterton 20mph speed limit – Partially support I can understand the areas in the town crossroads and outside schools but not across the whole town. Often people are so confused about what speed they should be doing around here they are not paying attention to the roads or just drive at one speed so if you are doing the speed limits as advertised they career off in to the distance or overtake you! I have found since the reduction in speed limits in Witney and surrounding areas the walking and cycling public have become like lemmings and just step out or cycle in to your path with no regards to anyone's safety. I feel actually repairing the atrocious road surfaces would be money better spent. Brize Norton 30mph speed limit – Partially support

	By the school, village hall is a good idea Travel change: No
(o942) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Partially support Great in areas with schools and playgrounds, no need anywhere else Brize Norton 30mph speed limit – Partially support See previous answer Travel change: No
(o943) Local resident, (Carterton, Shilton park)	Carterton 20mph speed limit – Partially support Outside schools yes for that speed. The increased amount of traffic now in the town due to the ridiculous amount of housing that has been built recently will cause more congestion and there is absolutely no data to support the fact that dropping the speed limit will stop incidents occurring! Brize Norton 30mph speed limit – Partially support As previously around schools yes otherwise absolutely no data to support why a change would improve anything! Travel change: No
(o944) Local resident, (Carterton, Strathmore)	Carterton 20mph speed limit – Partially support Outskirt roads do not need to be 20mph. Roads within housing estates need to have yellow lines, speed.bumps and an enforced speed limit Brize Norton 30mph speed limit – Partially support Some 20mph need to be 30, and others need to be reduced but enforced. Travel change: No

(o945) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – Partially support Blanket coverage is overkill. Many of the roads are practically impossible to get to 30mph anyway, especially in cul-de-sacs. I would support 20mph in the immediate town centre from Aldi to Asda petrol station and from Morrisons roundabout to the police station going the other way. Variable speed limits outside schools during the start and end of the day would also be sensible. Brize Norton 30mph speed limit – Partially support 30 is sensible round town, though I would look at 40 on parts of Upavon Way Travel change: No
(o946) Local resident, (Carterton, Woodrush Gardens)	Carterton 20mph speed limit – Partially support A blanket 20 mph solves hardly anything. If it is targeted, say where front doors open onto a narrow footpath by a carriageway, it is warranted. Brize Norton 30mph speed limit – Partially support A change to 30mph on Monahan Way is justified, particularly when schools are in! Travel change: No
(o947) Member of public, (Ducklington, Beanhill Road)	Carterton 20mph speed limit – Partially support I strongly object to the reduction of the speed limit on arterial routes through towns and villages, I accept that 20 is a suitable speed in housing estates and school crossings etc Brize Norton 30mph speed limit – Partially support 30 is ok Travel change: Other My experience is that at least 90% of motorists ignore the 20 limit and drive at 30, I try to avoid 20 mph limits and do the majority of my shopping online, going into any town is becoming too much hassle

(o948) County Cllr, (Brize Norton, Wilkins Close)	Carterton 20mph speed limit – Partially support I don't have overly strong opinions about the 20mph zones. However, the Road Safety Working Group from the Carterton Town Council came up with the proposals after lots of research and collaboration e.g. with Thames Valley Police, so I trust that their recommendations are sensible and suitable. Brize Norton 30mph speed limit – Support The roads in question are currently 40mph, which was put in place before Brize Meadow was built, and now with the new estate there are many families who cross these roads in both directions to get to schools, shops and playparks, as well as elderly and di Travel change: No
(o949) Local resident, (Brize Norton, Chichester place)	Carterton 20mph speed limit – Partially support I can see the, since near shops and schools but if more wide spread people don't stick to them Brize Norton 30mph speed limit – Support People speed excessively in that area Travel change: No
(o950) Local resident, (Brize norton, Miles drive)	Carterton 20mph speed limit – Partially support I partially support it as the road by my house needs to be dropped from 40 to a 30 as there's too many near misses with people on the pedestrian crossing, I don't agree with the rest of carterton being a 20 as there's no need. That money needs to go to fixing the roads and for the good tax paying people of the area to stop having their cars destroyed. I've had my car 5 years and it's now ready for the scrap heap from all the damage from the roads around carterton and witney and who's going to help me buy a new car not the council that's for sure . Brize Norton 30mph speed limit – Support 4 times I've nearly been knocked down on a pedestrian crossing as people are speeding Travel change: No

(o951) Local resident, (Brize Norton, Station road)	Carterton 20mph speed limit – Partially support Outside schools certainly but no need for a blanket limit Brize Norton 30mph speed limit – Support 30 is a more realistic option Travel change: No
(o952) Local resident, (Brize Norton village, Station road)	Carterton 20mph speed limit – Partially support I don't think unilateral 20 mph speed limits throughout Carterton is necessary. Yes around schools and in built up areas but not on the main roads. It's just too slow and most cars struggle to maintain that speed easily in 4 th or 5 th gear. Also this is going to cost a lot of money. How about using that to fix the roads and getting rid of potholes. The roads are a disgrace Brize Norton 30mph speed limit – Support I support this as cars drive too fast in Brize Norton and it's dangerous especially walking along the footpath towards Carterton with cars speeding past. But I'm not convinced it's going to make much difference without deterrents like speed cameras. Cars a Travel change: No
(o953) Local resident, (Carterton, Arkell Gardens)	Carterton 20mph speed limit – Partially support 20mph outside schools are the only necessary areas Brize Norton 30mph speed limit – Support 30 is sensible through brize Travel change: No
(o954) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – Partially support Should be town centre and out side any schools but not the whole of Carterton

	Brize Norton 30mph speed limit – Support Very small village Travel change: No
(o955) Local resident, (Carterton, Barley Crescent)	Carterton 20mph speed limit – Partially support Some of the speed limits are too high. The 20mph speed limits can also be used to encourage motorists to not travel directly through the centre of town on through journeys. Keep Upavon Way at 30mph, with Alvescot Road and Brize Norton Road being 20mph, so motorists will be given a faster option around the town which avoids the centre. Monahan Way should also be 30mph, not 40mph. I object to 20mph limits on the main roads that are away from the busier areas, as it doesn't seem justifiable and there has to be a trade-off with the motorist somewhere. But all residential non-main roads should be 20mph at least. Brize Norton 30mph speed limit – Support It's perfectly logical to do this, and I like how the 30mph zones are focused on the areas where they are actually beneficial. I support the retention of the 40mph zone after Teasel Way roundabout going towards Brize Norton roundabout. Travel change: No
(o956) Local resident, (CARTERTON, Brize Norton Road)	Carterton 20mph speed limit – Partially support I am happy to support 20 miles an hour in residential areas, but would like to see the main roads of the town remain at 30. Where there are schools I would like to see lights installed which reduce the speed during the 32 weeks of term time only Brize Norton 30mph speed limit – Support Happy to support this so long as it's not 20 miles an hour as it's a good road out of town Travel change: No

(o957) Local resident, (Carterton, Bryony Gardens)	Carterton 20mph speed limit – Partially support No problem on estates or around schools but not necessary throughout town. Brize Norton 30mph speed limit – Support I am surprised these are 40 in some places such as Monaghan Way. Travel change: No
(o958) Local resident, (Carterton, Burford Road)	Carterton 20mph speed limit – Partially support I support lowering the current 30 mph zones to 20 in school zones Brize Norton 30mph speed limit – Support 30 mph seems a sensible speed through Brize village, although it is a waste of money to have changed all the speed limit signs to 20 to implement the 20 zone currently there just to change it back to a 30 Travel change: Other I live within the proposed new 20 mph zone I would have no choice but to continue to travel in this area
(o959) Local resident, (Carterton, Campion Close)	Carterton 20mph speed limit – Partially support Certain areas should have a 20mph limit, around every district school and the roads between aldi through the cross roads and down to the bottom Welsh way roundabout. And from the police station down and through to the round about of Welsh way. But a blanket 20mph no. Also every road proposed to be a 20mph road, should be striped and resurfaced to be defect free and pothole free and then the new road re signposted as 20mph. Put up signs saying that after the resurfacing works the road will be re limited and during the works spend the government money on new signs. Give to the motorists and get some of them respecting the council first. Brize Norton 30mph speed limit – Support 40mph in the proposed areas was ok previously before the town developments but now they are inappropriate Travel change: No

(o960) Local resident, (Carterton, Elmhurst Way)	Carterton 20mph speed limit – Partially support How will this be enforced? Alternative methods of traffic calming don't need enforcement but slower speed limits are more likely to cause driver frustration. I agree with reducing the speed limit nearer schools but compliance is likely to be higher if it's focused on areas that could benefit the most. Living in Swinbrook Park, we already have to drive further to get into town given the bollards on in Swinbrook Road. This is already an incredibly divisive issue - making the estate feel like lesser citizens of the community and increasing pollution given the additional distance required to get to Carterton centre. The implementation of reduced speed limits will only exacerbate this issue. Again, residents argued for traffic calming measures, not blocking of access. Now, more traffic is forced through the already congested Shilton Park - past family homes, play areas, a school and community centre, just to spare traffic on one road. Appreciate this isn't about the bollards and traffic calming is not an option, but the issues in Carterton do not seem to be speed limits so it feels like a missed opportunity here to assess what is actually required and where money could be better spent. Brize Norton 30mph speed limit – Support No issues with this proposal. Travel change: No
(o961) Local resident, (Carterton, Gaydon Close)	Carterton 20mph speed limit – Partially support Partially support a 20mph zone in the centre of Carterton. I.e. the crossroads by The Golden Eagle pub. Brize Norton 30mph speed limit – Support With the exception of the cross road area by The Golden Eagle pub, I believe a 30mph speed limit is suitable for Carterton. Travel change: No
(o962) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Partially support I ONLY support a 20mph limit near schools. Money could be better spent elsewhere. There is no need to change speed limits in Carterton as the pot holes do that. Brize Norton 30mph speed limit – Support

	30mph is justified and understandable. Travel change: No
(o963) Local resident, (Carterton, Glenmore Road)	Carterton 20mph speed limit – Partially support I oppose the blanket 20 being applied in the plans. My preference would be 20 on all side streets, but to retain 30 on the two main roads which cross through the town, with suitable traffic calming by CPS and CCC. I feel the biggest risk from cars on the road isn't the existing limit but the number of people willing and happy to drive carelessly, including above the limit. I don't believe a 20 limit will solve that problem as driving standards are not enforced. I cycle for fitness and pleasure at weekends and would say the current state of the roads around the county is a bigger risk to me than cars. I regularly have to avoid holes that would tip me off the bike. We have also sustained tyre damage from the poorly maintained roads. I feel this sends the wrong message to people. If the roads were better maintained I think I'd support this more. Brize Norton 30mph speed limit – Support I support the reduction to 30 on the B4477. The pavement on the Carterton road between the base and new estate should be widened and include a cycle lane. Travel change: No
(o964) Local resident, (CARTERTON, Oakfield Rd.)	Carterton 20mph speed limit – Partially support The main thoroughfares should keep the current speed limits. Any road off those or any estate should be designated as equal to pedestrians and any other road user, as in Germany. Brize Norton 30mph speed limit – Support Cars are taking short cuts through the estates to miss the crossroads in town. Travel change: No
(o965) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – Partially support In. Built up areas yes 20 miles. Route around Carterton yes 30.

	Brize Norton 30mph speed limit – Support 30 around Carterton Travel change: Yes – walk/wheel more
(o966) Local resident, (Carterton, The Crescent)	Carterton 20mph speed limit – Partially support Not all roads should be reduced to 30mph, Upavon way is the main trunk road through town, is wide, has good visibility and several sets of traffic lights - this should remain at 30mph. Burford road and Shilton road north of Upavon way should also remain at 30mph for similar reasons alongside Monahan way, Carterton road and Norton road remaining at 30mph. Brize Norton 30mph speed limit – Support With both sides of the road now having large housing estates and buses stopping regularly on the road due to a lack of lay-bys 40mph is too fast. Travel change: No
(o967) Local resident, (Carterton, Alverscot road)	Carterton 20mph speed limit – Partially support 30 mph is the right speed 20 mph in school zones I agree with but only for the morning and afternoon when the kids will be getting to school or leaving school Brize Norton 30mph speed limit – Support 30 mph is a safe and good speed Travel change: No
(o968) Local resident, (Carterton, Ashfield)	Carterton 20mph speed limit – Partially support I support this around the middle where the shops are and outside the schools. Brize Norton 30mph speed limit – Support This is an acceptable speed to maintain safety when driving

	Travel change: No
(o969) Local resident, (Carterton, Carter's Close)	Carterton 20mph speed limit – Partially support 20mph near schools during school times then 30mph has I do a lot of walking Brize Norton 30mph speed limit – Support 30mph will keep traffic moving Travel change: No
(o970) Member of public, (Carterton, Empire drive)	Carterton 20mph speed limit – Partially support I agree around schools ect but not the main roads the amount of people that have over taken me on a 20 is ridiculous its going to cause accidents not prevent accidents. Brize Norton 30mph speed limit – Support I dont see any issues in 30 zones they have been around for years and never been an issue why change what already works Travel change: No
(o971) Local resident, (Carterton, Finchdale Close)	Carterton 20mph speed limit – Partially support I believe that around schools it should be 20 miles and around small streets of houses but not main roads where child should not be playing Brize Norton 30mph speed limit – Support possibly 20 by the school but the main roads should go back to 30 , side road of street 20 Travel change: No
(o972) Local resident, (Carterton, Glenmore)	Carterton 20mph speed limit – Partially support 20mph in centre of Carterton but not on outskirts

	Brize Norton 30mph speed limit – Support 30mph enough Travel change: No
(o973) Local resident, (Carterton, Not disclosed)	Carterton 20mph speed limit – Partially support Support outside schools. I would request we have 30 mph as average speeds. Traffic calming methods such as speed humps and give way islands control speed and filter traffic Brize Norton 30mph speed limit – Support 30 mph reasonable and relatively safe speed Travel change: No
(o974) Local resident, (Carterton, Saffron Crescent)	Carterton 20mph speed limit – Partially support I would agree that 20mph speed limits around schools but do not think it is needed anywhere else in the town. If the worry is around speeding put in more speed bumps is cameras Brize Norton 30mph speed limit – Support It should be 30min in built up areas Travel change: No
(o975) Local resident, (Carterton, Shilton Park)	Carterton 20mph speed limit – Partially support Support 20mph limit in certain areas but against blanket coverage Brize Norton 30mph speed limit – Support 30 mph speed limit is sufficient and traffic flows better Travel change: No

(o976) Local resident, (Carterton, Shilton road)	Carterton 20mph speed limit – Partially support I do not agree with B roads being 20 mph so I hope I am interpreting this plan correctly and it is the sides roads which will mostly change to 20 mph? Brize Norton 30mph speed limit – Support I think major roads like B roads should be 30 mph and side roads 20 mph Travel change: No
(o977) Local resident, (Carterton, Swinbroom road)	Carterton 20mph speed limit – Partially support 20mph in town centre and housing estates 30mph everywhere else Brize Norton 30mph speed limit – Support Same as last Travel change: No
(o978) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – Partially support Unnecessary unless by schools. Waste of public money - should be spent on repairing the roads Brize Norton 30mph speed limit – Support 30 mph is a suitable speed for the area Travel change: No
(o979) Member of public, (Langford, The elms)	Carterton 20mph speed limit – Partially support Around schools only Brize Norton 30mph speed limit – Support Sensible limit for a small village

	Travel change: No
(o980) Local resident, (Witney, Corn St)	Carterton 20mph speed limit – Partially support Not necessary on all roads. Brize Norton 30mph speed limit – Support 40 seems a bit fast for such a short stretch Travel change: No
(o981) Local Cllr (i.e. Town/Parish/District), (WODC Witney, Wood Green, Witney)	Carterton 20mph speed limit – Partially support I am the District councillor for Brize Norton, and am responding mainly to the Brize Norton proposals. I think I am in favour of 20mph in Carterton, but I am not fully qualified to judge. Brize Norton 30mph speed limit – Support Brize Norton suffers from drivers speeding through all of its roads. The pavements are narrow in many areas. It is really important that people can cycle and walk safely, and not use Brize Norton as a shortcut Travel change: Yes – walk/wheel more
(o982) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Partially support Don't think the main cross roads or the outer ring should be 20. Especially the outer ring. on the side streets this is fine, but the risky areas of the main cross roads and the ring element already have speed controls (humps and Traffic lights) at the most dangerous points. Brize Norton 30mph speed limit – No opinion/objection Was only aware of proposed changes in Carterton, have not seen locations of proposed changes, however, I thought most of Brize Norton village was already 20mph Travel change: No

(o983) Local resident, (Carterton, Queens Road)	Carterton 20mph speed limit – Partially support Schools and OAP homes are supported. Brize Norton 30mph speed limit – No opinion/objection Through towns it sensible Travel change: No
(o984) Local resident, (Carterton, Saffron Crescent)	Carterton 20mph speed limit – Partially support I do not believe a 'blanket' restriction is the answer and more thought should be given, yes 20 around the town centre and where there are schools, health centres and retirement accommodation. Monahan way should 30. who is going to police this? Brize Norton 30mph speed limit – No opinion/objection As far as I am aware Brize Norton is already 20 Travel change: No
(o985) Local resident, (Carterton, Saffron Crescent)	Carterton 20mph speed limit – Partially support 20mph outside schools and in the town centre and on housing estates the main roads keep at 30mph. Brize Norton 30mph speed limit – No opinion/objection It doesn't encourage people out of cars hasn't anywhere else just causes traffic jams and mor pollution. Travel change: No
(o986) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – Partially support I am concerned that the plans do not include the areas where speeding is at its worst, namely Shilton Road where you enter Carterton. Cars are frequently coming down this road well in excess of the speed limit. There needs to be traffic calming measures on the entrance to Carterton, speed bumps along the Shilton Road AND a reduction to 20mph.

	Brize Norton 30mph speed limit – No opinion/objection I don't live in Brize Norton so it's not my place to say. Travel change: No
(o987) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – Partially support I fully support a 20mph speed limit in the areas around local schools but a 30mph speed limit is sufficient in other areas. Brize Norton 30mph speed limit – No opinion/objection 30mph speed limit is sensible in this area. Travel change: No
(o988) Rather not say, (Carterton, Arlington Close)	Carterton 20mph speed limit – Partially support On housing estates where the roads have residents cars parked on the road, around schools and play areas/parks the speed should be reduced. Brize Norton 30mph speed limit – No opinion/objection 30mph speed limit should be kept where the roads are reasonably wide, and not too heavily populated, e.g. main roads where houses are set back from the roads. Travel change: No
(o989) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – Partially support 20mph is only good if enforced. Cars are already exceeding the 30 with no enforcement, especially on the Burford / Shilton Road Brize Norton 30mph speed limit – No opinion/objection Not an area I live in or travel through often Travel change: No

(o990) Local resident, (Carterton, Hibiscus Way)	Carterton 20mph speed limit – Partially support 20 mph around schools wise. Not wise elsewhere. Comment is made of reduced chance of har if hit by vehicles at 20 mph - better education of pedestrians needed. I have seen people cross roads within 50 metres of a crossing, also crossing against the 'red man' at crossings! Brize Norton 30mph speed limit – No opinion/objection I don't live there so not for me to comment! Travel change: No
(o991) Local resident, (Carterton, Magnolia Way)	Carterton 20mph speed limit – Partially support I totally support around schools Brize Norton 30mph speed limit – No opinion/objection Waste of money won't be enforced Travel change: No
(o992) Local resident, (Carterton, Shilton Road)	Carterton 20mph speed limit – Partially support I think it makes sense in the built up areas but no mention of Shilton Road which is horrendous for speeding vehicles Brize Norton 30mph speed limit – No opinion/objection I live in Carterton! Travel change: No
(o993) Member of public, (The school, Upavon Way)	Carterton 20mph speed limit – Partially support 20mph only needed near the schools, not everywhere and 30mph on the B road to the A40 is stupid

	Brize Norton 30mph speed limit – No opinion/objection This is up to the residents of Brize Travel change: No
(o994) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – Support I live on Brizewood which is used as a cut-through by many motorists avoiding the traffic lights on Upavon Way, and the speed at which a lot of people drive past our house is concerning. Lots of children walk up and down the street with their parents on their way to and from school, as well as there being children who live on the street, and I'm concerned about the risk of an accident. I know one of our neighbours lost his dog to a speeding motorist down Brizewood in the last year or two. Brize Norton 30mph speed limit – No opinion/objection I don't travel through Brize Norton, so this has no impact on me. Travel change: Other I only drive to Swindon and back for work a couple of days per week and don't drive around town, so it doesn't really have an impact on my journeys.
(o995) Local resident, (Carterton, Shillbrook)	Carterton 20mph speed limit – Support The speed Limit in Shelton Road should be 20 mph not 30 mph as traffic goes for too fast on this road. Brize Norton 30mph speed limit – No opinion/objection I do not live in Brize Norton Travel change: No
(o996) Local resident, (Bampton, Chetwynd Mead)	Carterton 20mph speed limit – Support Speed kills. Brize Norton 30mph speed limit – Object

	Speed kills, at 30mph a pedestrian has a 15% chance of survival, at 20 mph he/she has an 85% chance. Government figures. Travel change: No
(o997) Local resident, (Brize Norton, Millis Road)	Carterton 20mph speed limit – Support 20mph with the town of Carterton itself feels appropriate. Brize Norton 30mph speed limit – Object These areas have large pavements either side of the road and currently experience a large volume of traffic due to this being a main route of access for a large number of new homes. Reducing the limit to 20mph would negatively add to congestion in this ar Travel change: No
(o998) Local resident, (Carterton, Birchwood)	Carterton 20mph speed limit – Support Cause 20 mph is stupid for Carterton and pollution will be higher Brize Norton 30mph speed limit – Object Cause 20mph is stupid and silly. Fix the potholes first Travel change: Other No I will still drive and will still drive at 30
(o999) Local resident, (Carterton, Stanmore Crescent)	Carterton 20mph speed limit – Support The speed that vehicles tear down Upavon way then cut through Stanmore crescent is ridiculous. Lots of pets and children residing in buildings on the roadside. If you can't take the speed limit down here then speed bumps need to be put in place at least. Brize Norton 30mph speed limit – Object Needs to be 20mph but enforced.

	Travel change: Yes – walk/wheel more
(o1000) Local resident, (Carterton, Burford road)	Carterton 20mph speed limit – Support Home backs on to main road burford Carterton Road. Used as race track hourly. Motor bikes in particular love love love the long road revving up by lights. Speed noise unreal. Anything that helps. But save money on signage etc. install speed cameras. Not rocket science. Hit motorists in pocket. Get message out there. So dangerous too speeds. Yes I am motorist too. The excessive speeders won't care about speed restrictions. Brize Norton 30mph speed limit – Partially support Hard to say as don't live right by it. If same issues as Carterton speed camera Travel change: No
(o1001) Local resident, (Carterton, Upavon Way)	Carterton 20mph speed limit – Support It will make cycling and walking safer and more enjoyable. Brize Norton 30mph speed limit – Partially support I would prefer 20mph for Brize Norton. Travel change: Yes – walk/wheel more
(o1002) Local resident, (Carterton, Brizewood)	Carterton 20mph speed limit – Support Will help for cyclists and pedestrians. Less cats killed Brize Norton 30mph speed limit – Partially support I support but feel 30 would be ok on main roads Travel change: Yes - cycle more
(o1003) As part of a group/organisation,	Carterton 20mph speed limit – Support This response is on behalf of CoHSAT, the Coalition for Healthy Streets and Active Travel.

(Abingdon, Bostock Road)	We support the proposed 20mph speed limits for Carterton, which are proposed for the area covering its highest residential density, schools and shopping areas. 20mph speed limits are proven to reduce road casualties by 25 to 30% based on several tens of implementations and studies, even with no change in enforcement, and it is appropriate to bring these benefits to all residents of Oxfordshire. Lower speed limits also improve quality of life, by reducing noise levels, making it easier to cross the road - particularly for disabled people, and by enabling people to travel independently by walking wheeling and cycling. Brize Norton 30mph speed limit – Support The Brize Norton proposed changes bring a small stretch of road on the edge of Carterton from 40mph to 30mph. This will have three main advantages. 1) It will reduce casualties on this road. 2) It will reduce air and noise pollution from this road - a be Travel change: Yes - cycle more
(o1004) Local resident, (Brize Meadow, Miles Drive)	Carterton 20mph speed limit – Support Much safer. Brize Norton 30mph speed limit – Support Safer and quieter Travel change: Yes - cycle more
(o1005) Local resident, (Brize norton, Bellenger way)	Carterton 20mph speed limit – Support Road is treated as a race track, cars and motor bikes speed excessively, the noise is terrible, worst thing is back firing cars Brize Norton 30mph speed limit – Support Hopefully it will stop speeding, need cameras and noise detection devices as well Travel change: No

(o1006) Local resident, (Brize Norton, Faulkner Place)	Carterton 20mph speed limit – Support I support the proposals for safety reason. It is sensible to leave some of the main roads, such as large sections of Upavon Way as 30mph limit Brize Norton 30mph speed limit – Support I think changing Monahan Way from 40 mph to 30mph is entirely sensible. However. I think that the transition to 40 mph should be further north than the current proposal: Definitely beyond the two junctions with the Burford Road and possibly just leave it Travel change: No
(o1007) Local resident, (Brize Norton, Chapel Hill)	Carterton 20mph speed limit – Support The disregard by many drivers and motorcyclists to abide by the speed limit Brize Norton 30mph speed limit – Support Safety Travel change: No
(o1008) Local resident, (Brize Norton, Moat Close)	Carterton 20mph speed limit – Support People drive like maniacs and it's hard to cross the roads particularly for the elderly Pavements are very narrow in Brize village. It's really unpleasant walking between Brize and carterton Brize Norton 30mph speed limit – Support Narrow pavements. There have been lots of accidents in Brize where drivers have mounted the pavement. Only a matter of time before someone is seriously injured or killed. Difficult to cross the roads due to the amount of traffic and how fast the are trave Travel change: No

(o1009) Local resident, (Carterton, Alvescot road)	Carterton 20mph speed limit – Support Should also make Alvescot Road hgv only for access Brize Norton 30mph speed limit – Support 20 Travel change: Yes – walk/wheel more
(o1010) Local resident, (Carterton, Bellenger Way)	Carterton 20mph speed limit – Support You also need to enforce the limits. Some drivers race around, particularly at night. Brize Norton 30mph speed limit – Support Move the pedestrian traffic light to where the bus station is. That place is a tragedy waiting to happen. People get off the bus and cross the road in front of it, using the island in the middle of the road. But impatient drivers overtake the bus with no Travel change: No
(o1011) Local resident, (Carterton, Beverley Crescent)	Carterton 20mph speed limit – Support Whilst I don't believe people will necessarily stick to 20, they are more likely to drive slower, which is safer for myself and my children when using our bikes on the road. Currently they drive closer to 40 than 30 and it feels really unsafe. Brize Norton 30mph speed limit – Support It isn't a hardship, it won't have a vast impact on a car journey. Travel change: Yes - cycle more
(o1012) Local resident, (Carterton, Black Bourton Road)	Carterton 20mph speed limit – Support 1. 20 mph speed limit will save lives 2. It will make for a safer environment for pedestrians ,retired people and disabled people throughout Carterton 3 On many occasions I have noticed the difficulty older people and families with children have crossing the road..

	4. Anti social behaviour shown by some drivers will decrease significantly. Brize Norton 30mph speed limit – Support The proposals for speed restrictions should have happened some years ago and this area would have already seen the undoubted benefits Travel change: Yes – walk/wheel more
(o1013) Local resident, (Carterton, Cedar Road)	Carterton 20mph speed limit – Support Agree that 20mph is safer for our communities Brize Norton 30mph speed limit – Support Having 40 zone into 20 zone means people go too fast into Brize Travel change: No
(o1014) Local resident, (Carterton, Cranwell Avenue)	Carterton 20mph speed limit – Support People continue to drive over 30mph throughout Carterton, I feel a 20mph speed limit will help to keep the children safer in my area. If 20mph isn't implemented on Wycombe Way, Please can I suggest speed bumps to slow the traffic. Brize Norton 30mph speed limit – Support It makes sense to change to a 30, considering there's a short distance between a 20mph from Brize Norton going into a 30 in Carterton. Travel change: No
(o1015) Local resident, (Carterton, Edgehill close)	Carterton 20mph speed limit – Support I don't understand why people are so opposed to this. I don't drive even though I'm 40 years old because I am afraid of how dangerous the roads are. I have little children and you never know 100% that they're not going to suddenly run into the road after their toy or something. And if they got hit at 20 mph, they'd stand a better chance of surviving than if they got hit at 30. So to me it's a no-brainer. Anywhere where little children are going to be walking along the side of

	the road. Cars should be going very slowly. I would really like it if you reduced the speed limit around residential areas so that our little people were safer. Brize Norton 30mph speed limit – Support I think the world needs to slow down and stop rushing around everywhere. Speed limits and residential areas should be low. Travel change: No
(o1016) As a business, (Carterton, Empire Drive)	Carterton 20mph speed limit – Support Reduces the risk of danger to pedestrians and other road users Brize Norton 30mph speed limit – Support Any measures to reduce injury or death on roads is supported by us Travel change: No
(o1017) Local resident, (Carterton, Garner close)	Carterton 20mph speed limit – Support I want my children and myself to be safe. If 20mph is put in place across UK then we need to benefit as well on all roads where there are houses so include Shilton Road and Upavon way which goes past a school and nursery Brize Norton 30mph speed limit – Support To make it safer for all. Travel change: Yes – walk/wheel more
(o1018) Local resident, (Carterton, Garner close)	Carterton 20mph speed limit – Support Need this to keep us all safe and make it a nicer environment for us all. Brize Norton 30mph speed limit – Support Make carterton and Brize safer. We all deserve to be safer. People drive so fast down Shilton road. Please make this 20mph as well

	Travel change: Yes – walk/wheel more
(o1019) Local resident, (Carterton, Hibiscus Way)	Carterton 20mph speed limit – Support A pedestrian is seven times more likely to survive being hit by a car at 20mph compared to 30mph. I have children therefore I support the changes. Yes people will still speed but average speeds will come down. Some 30mph roads in Carterton are intimidating when walking with children. Brize Norton 30mph speed limit – Support 40mph is too fast when pedestrians are around Travel change: Yes – walk/wheel more
(o1020) Local resident, (Carterton, Latimer Road)	Carterton 20mph speed limit – Support Walking around with a pram is a nightmare for crossing the roads safely. Especially on Wycombe way and where the flooded subway is Brize Norton 30mph speed limit – Support 40mph in a residential area is crazy. Travel change: No
(o1021) Local Cllr (i.e. Town/Parish/District), (Carterton, Lilac Way)	Carterton 20mph speed limit – Support I am a Town Councillor and long resident of 23 years of Carterton. I support the changes to the speed limits as proposed, with the majority of Upavon Way remaining 30mph, with 20mph outside Carterton Community College. I also support the drop from 40mph to 30mph on Monahan Way due to the proximity to housing and the proposed new Primary School. Brize Norton 30mph speed limit – Support

	I support the change from 40mph to 30mph on Monahan Way. Given the primary school is moving from Brize Village to Brize Meadow, and subsequently children will have to walk along that narrow path on Brize Norton Road, I also support this change. Travel change: No
(o1022) Local resident, (Carterton, Lupin Lane)	Carterton 20mph speed limit – Support Safety is my main concern. Too many people have no regard for the speed limits. As the town is getting bigger there needs to be more awareness around road safety and the speed which people drive through the town. Schools are spread through different areas so a blanket reduced speed limit would help protect youngsters on their way to and from school. Brize Norton 30mph speed limit – Support Safety as there are more parked cars around towns and villages now and pedestrians stand a better chance of being seen when trying to cross the roads if cars aren't travelling as quickly. Travel change: Yes – walk/wheel more
(o1023) Local Cllr (i.e. Town/Parish/District), (Carterton, Milestone Road)	Carterton 20mph speed limit – Support Reducing speeds in built-up areas reduces road noise and enables those living in these areas to enjoy their outdoor spaces in peace. It provides a safe and calm environment, slowing the pace of life. Brize Norton 30mph speed limit – Support Until the Carterton Road has work done to introduce a safe cycle lane it is important the road speed is reduced. It will make no difference to arrival times if this stretch of road is reduced to 30mph. With the increase of foot traffic on Monahan Way and Travel change: No
(o1024) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – Support Too many dead pets and other wildlife, and near misses with kids from idiot drivers.

	Brize Norton 30mph speed limit – Support I'm sick of hearing cars do a racing loop through Carterton and Brize Travel change: No
(o1025) Local resident, (Carterton, Upavon way)	Carterton 20mph speed limit – Support Speeding is a daily issue on Upavon Way, where vehicles often travel well above the current limit. This not only creates danger for those living nearby but also discourages walking, cycling, and outdoor activity. Reducing the speed limit to 20 mph, alongside appropriate enforcement, would help to calm traffic, reduce noise, and make the area safer and more pleasant. Brize Norton 30mph speed limit – Support Same as previously. Travel change: No
(o1026) Local resident, (Carterton, Alderley Close)	Carterton 20mph speed limit – Support I think slower speeds are safer for everyone. However I do not think they will make people walk more. Brize Norton 30mph speed limit – Support This will make it safer . However it will not encourage use of walking more or cycling. Cyclists around here do not use the cycle paths especially the military. You would need the use of cycling paths to be mandatory Travel change: No
(o1027) Local resident, (Carterton, Alvescot Road)	Carterton 20mph speed limit – Support I live on Alvescot Road and frequently see vehicles doing 50mph and more. Usually late evening. Brize Norton 30mph speed limit – Support It is much needef

	Travel change: Yes – walk/wheel more
(o1028) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – Support It is much safer for all residents. Brize Norton 30mph speed limit – Support Seems sensible Travel change: No
(o1029) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – Support The current situation is dangerous. I know the argument that people can't do 30 so they definitely won't do 20. But a lower speed limit may force people to at least drop their speed to lower than 30. Black Bourton Road is like a race track at 5pm when the industrial estate and RAF are turning out Brize Norton 30mph speed limit – Support Just makes sense. It's stupid having a 40 mph speed limit for a couple of hundred metres Travel change: No
(o1030) Local resident, (Carterton, Ashfield Road)	Carterton 20mph speed limit – Support In a lot of areas in Carterton cars drive 30MPH (which is the speed limit) but I believe it's too fast for residential areas. I think doing 20MPH and a little more care will reduce the risk of any accidents. Brize Norton 30mph speed limit – Support For the same reasons given before. Travel change: No
(o1031) Local resident, (Carterton, Bovingdon Road)	Carterton 20mph speed limit – Support People drive so fast past the houses and I fear the kids will get hurt.

	Brize Norton 30mph speed limit – Support A low speed is always safer Travel change: No
(o1032) Local resident, (Carterton, Halton Road)	Carterton 20mph speed limit – Support I have seen far too many near misses on the roads around Carterton. So many people speed. It's ok changing the speed limit to 20Mph however you need to tackle the speeding by either placing speed bumps in situ or even better speed cameras. Especially on the main roads. Brize Norton 30mph speed limit – Support I agree as children walk around that area Travel change: No
(o1033) Local resident, (Carterton, Mayfield close)	Carterton 20mph speed limit – Support Slower,safer traffic..also I have witnessed many vehicles speeding well above 30mph! Brize Norton 30mph speed limit – Support Too many speeding vehicles..hopefully even people speeding will still be 30mph..not 40mph+ Travel change: No
(o1034) Local resident, (Carterton, Milestone road)	Carterton 20mph speed limit – Support Big problem in Milestone Road. As it is a straight road people using it as a racing strip Brize Norton 30mph speed limit – Support Big problem in Milestone road. People using it as a short cut a flying through here Travel change: Yes - cycle more

(o1035) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – Support Please can Swinbrook Road also have a 20MPH Limit ? Brize Norton 30mph speed limit – Support Please can Swinbrook Road also have a 20MPH Limit or some traffic calming measures? Travel change: Yes - cycle more
(o1036) Local resident, (Carterton, Teasel Way)	Carterton 20mph speed limit – Support To improve road safety and reduce both the risk and the potential impacts of traffic accidents Brize Norton 30mph speed limit – Support To improve safety and promote active travel Travel change: Yes - cycle more
(o1037) Local resident, (Witney, Gloucester Place)	Carterton 20mph speed limit – Support It's safer for road users particularly pedestrians and cyclists. Brize Norton 30mph speed limit – Support Safety Travel change: Yes - cycle more
(o1038) Local resident, (Witney, Corn street)	Carterton 20mph speed limit – Support Safety Brize Norton 30mph speed limit – Support Safety Travel change: No

(o1039) Local resident, (Carterton, Home Close)	Carterton 20mph speed limit – No opinion/objection It's too slow Brize Norton 30mph speed limit – No opinion/objection Doesn't need it Travel change: No
(o1040) Local resident, (Carterton, Swinbrook Road)	Carterton 20mph speed limit – No opinion/objection Rather than the council spending vast amounts of tax payers money on new road signs, maybe they could look to invest in the road network around Carterton to ensure it is fit and safe for bikes and cars to use. The roads highlighted are all small roads on estates, the majority of which are unsuitable for vehicles to reach speeds of 30mph anyway. Speed limits do not affect how people choose to travel. I travel by car because that is the most suitable means of transport for the journeys and distance I need to travel. Brize Norton 30mph speed limit – No opinion/objection As a Carterton resident I have no option on the proposed speed limit in Brize Norton. However, I refer back to my previous response. Travel change: No
(o1041) Local resident, (,)	Carterton 20mph speed limit – No opinion/objection Load of rubbish, spend the money on fixing the local roads rather than putting up speed limits. The fact the road by the community college would still be a 30 shows this is nothing to do with safety for residents! Absolute waste of money ! Brize Norton 30mph speed limit – No opinion/objection Same as before, a waste of money ! Travel change: No

(o1042) Local resident, (Brize Norton, Faulkner)	Carterton 20mph speed limit – No opinion/objection Won't make a difference Brize Norton 30mph speed limit – Support Works fine Travel change: No
(o1043) Local Cllr (i.e. Town/Parish/District), (Brize Norton Parish Council, The Parish of Brize Norton)	Carterton 20mph speed limit – No opinion/objection I am responding to this consultation on behalf of Brize Norton Parish Council. Brize Norton 30mph speed limit – Support Brize Norton Parish Council supports these reduced speed limits. However, we would question why the 30 mph speed limit does not go as far as the Burford Roads/Monahan Way cross roads. This junction has a record of previous accidents and there is currently Travel change: No
(o1044) Local resident, (Brize Norton, Oxford, Station Road)	Carterton 20mph speed limit – No opinion/objection I'm a Brize Norton resident so don't feel that I have any strong opinion of what happens in Carterton Brize Norton 30mph speed limit – Support Monahan Way - with two roundabouts either end, two pedestrian crossings and a busy entrance/exit into/out of the Brize Meadow development means that there is a lot of traffic and pedestrians using this road, especially at peak times. Pedestrians need more Travel change: No

(o1045) Local resident, (Carterton, Bracken close)	Carterton 20mph speed limit – No opinion/objection How will it be enforced Brize Norton 30mph speed limit – Support No other comments Travel change: No
(o1046) Local resident, (Carterton, Trinder Way)	Carterton 20mph speed limit – No opinion/objection Make roads safer then there wouldn't need to be reduced speeds. Brize Norton 30mph speed limit – Support Its never been a problem. Dont fix something that isnt broken Travel change: No

ANNEX 3

Further to the recent discussions regarding the proposed 20mph speed limit changes in Carterton, I am writing to confirm the outcome of Carterton Town Council's consideration of Oxfordshire County Council's amended proposals.

As you will be aware, the Town Council's Road Safety Working Group has been engaging with yourselves on this matter over the past 18 months. During this period, the Town Council has sought to work constructively with the County Council to review the proposals and provide local feedback where possible.

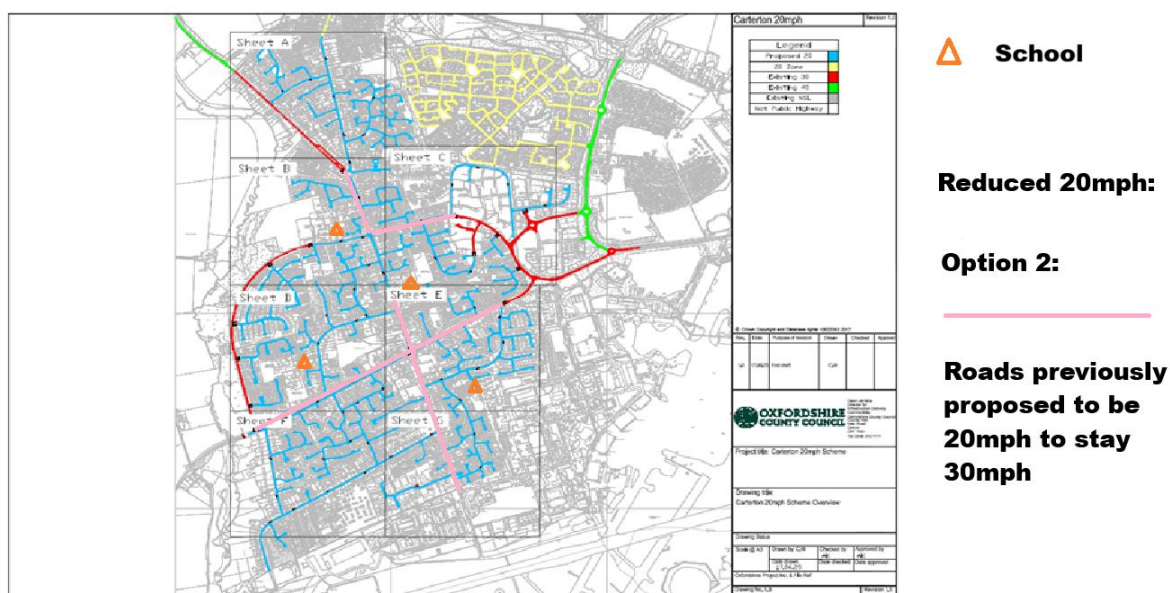
Following the initial consultation, the Town Council noted the significant level of public opposition expressed by residents, with approximately 87% of respondents objecting to the scheme. In light of this, the Town Council requested a further meeting with OCC officers in order to discuss the concerns raised locally and to better understand the revised options being considered by the County Council.

The amended proposals were subsequently considered by the Economic Regeneration and Environment Committee and then by Full Council in March 2026.

The following motion was approved by Council:

"To consider the recommendation of the Economic Regeneration and Environment Committee that the Town Council respond to Oxfordshire County Council's amended proposals confirming that Option 2 is the Council's preferred option, with the additional request that further safety measures be considered on Alvescot Road outside the side entrance to Edith Moorhouse Primary School, such as: (a) a barrier to prevent children running from the path into the road; and/or (b) a zebra crossing; and/or (c) an advisory or permanent 20mph speed limit for that section of road.

IT WAS RESOLVED that Council support Option 2 of Oxfordshire County Council proposals, with additional safety measures requested on Alvescot Road near Edith Moorhouse Primary School (barrier, crossing, and/or 20mph limit)."



In particular, the Town Council gave detailed consideration to Alvescot Road and the area surrounding the side entrance to Edith Moorhouse Primary School.

Members recognised that Alvescot Road is a long, relatively straight section of road with good forward visibility, wide verges and properties generally set well back from the highway. As a result, there was concern that introducing a 20mph limit along the road may be inappropriate for the character of the road environment and could potentially lead to issues with driver frustration and reduced compliance.

However, the Town Council also acknowledged the legitimate safety concerns associated with the well-used side entrance to Edith Moorhouse Primary School, particularly at school drop-off and pick-up times.

For this reason, rather than seeking a reduction of Alvescot Road to 20mph, the Council's preferred approach is to retain the existing 30mph limit on the main stretch of road whilst exploring targeted additional safety measures in the vicinity of the school entrance. This is why the Council requested that Oxfordshire County Council consider measures such as a pedestrian barrier, zebra crossing, and/or an advisory 20mph restriction in that specific location.

For clarity, the Town Council recognises that road safety and the implementation of highway speed limits are matters for Oxfordshire County Council as the Highway Authority, and understands that these proposals sit within the wider context of the County Council's Vision Zero approach to road safety.

Whilst acknowledging the strength of local feeling regarding blanket 20mph measures, the Town Council has sought to engage positively with the process and to help shape a pragmatic local solution which, where possible, retains 30mph limits on key through-routes whilst prioritising lower speeds within residential areas and near schools and other sensitive locations.

Division(s) affected: *Cropredy & Hook Norton, Chipping Norton, Charlbury & Wychwood, Burford & Carterton West, Bampton & Carterton South*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

A361: BETWEEN WILLIAMSCOT & BRADWELL – PROPOSED 40MPH & 50MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following speed limit amendments on the A361 between Williamscot & Bradwell, as advertised:

- (a) **New 40mph speed limits:**
 - i. at Williamscot Hill, between its junction with the access to 'Earlswood' at Thatchems Farm, and a point northeast of its junction with Thorpe Road,
 - ii. at Shipton-under-Wychwood, between a point south of its junction with Dog Kennel Lane, and a point south of its junction with Upper End,
 - iii. at Bradwell Grove, between a point north of Woodside Drive at Bradwell Grove, and a point south of the Kencot junction.
- (b) **A new 50mph speed limit between Chipping Norton & Shipton-under-Wychwood.**

Executive Summary

- 2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce lower speed limits on the 'A361 corridor' between Williamscot (near Banbury) & Bradwell (near Burford) – as shown in **Annexes 1 to 4**.
- 3. At Williamscot Hill, a new 40mph speed limit will be introduced, replacing a section of the existing 50mph speed limit between Wardington and the M40 motorway (**Annex 1**); thereafter a new 50mph speed limit will be introduced (replacing the existing 60mph National speed limit) between Chipping Norton & Shipton-under-Wychwood (**Annex 2**).

4. At Shipton-under-Wychwood, a new 40mph speed limit will be introduced south of the village in place of part of the existing 60mph National speed limit (**Annex 3**), and finally at Bradwell Grove, the existing 50mph speed limit will be replaced in its entirety with a new 40mph speed limit (**Annex 4**).
5. The proposals have been put forward following investigations by Officers and key stake-holders as part of the Councils 'Vision Zero' strategy to work on a safe system approach to reducing fatal and severe injuries on roads, the Council proposes to reduce vehicle speeds to safer levels where appropriate for all road users, including pedestrians, cyclists, equestrians, motorcyclists, and motorists.
6. 'Vision Zero' focuses on a whole safe system approach that starts with a simple premise - no one should be killed or seriously injured due to a road collision, whichever mode of transport you are using, and the whole system approach encompasses the following five aspects: safer roads and roadside, safer vehicles, safer speeds, safer users, and a holistic post-collision response.

Corporate Policies and Priorities

7. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*
 - (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*
 - (3) Healthier Oxfordshire – *"We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices."*

Financial Implications

8. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.

9. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

Legal Implications

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
11. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Regulatory).

Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

13. The proposals have been put forward for road safety reasons and aim to reduce vehicle speeds to safer levels for all motorists and road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

14. No potential significant health and safety or service provision risks have been identified in these proposals.

Formal Consultation

15. Formal consultation was carried out between 29 April and 29 May 2026. A notice was published in the Witney & West Oxfordshire Gazette and Banbury Guardian newspapers.
16. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, West Oxfordshire District Council, relevant local District Councillors, Wardington Parish Council, Chipping Norton Town Council, Chadlington Parish Council, Chilson Parish Meeting, Ascott-under-Wychwood Parish Council, Churchill & Sarsden Parish Council, Lyneham Parish Meeting, Shipton-under-Wychwood Parish Council, Shilton Parish Council, and Broadwell Parish Meeting.
17. The local County Councillors representing the Cropredy & Hook Norton, Chipping Norton, Charlbury & Wychwood, Burford & Carterton West, and Bampton & Carterton South divisions were also informed via email.
18. During the course of the formal consultation, 43 responses were received via the online survey, and these are summarised in the table below:

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
40mph speed limit at Williamscot Hill	12 (28%)	-	23 (54%)	8
40mph speed limit at Shipton-u-Wych	16 (37%)	1	24 (56%)	2
40mph speed limit at Bradwell Grove	14 (33%)	1	22 (51%)	6
50mph speed limit south of Chipping N	10 (23%)	1	24 (56%)	8

19. Additionally, a further seven emails were received directly – with Thames Valley Police, Stagecoach (albeit requesting the consideration of complementary bus priority measures along affected sections of the corridor), and Cherwell District Council not objecting. Oxford Bus Company raised concerns about the potential negative impacts on rural public transport connectivity, and Oxfordshire Liveable Streets (a not-for-profit campaign organisation) submitting their support.

20. Two detailed responses were received from members of the public, both objecting to the proposals., on the basis that lowering speed limits won't have the desired effects on road safety.
21. The full responses are shown in **Annex 5** (with one detailed response shown in **Annex 6**), and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

22. An informal stakeholder consultation was carried out in September 2025. There was general support for the proposals, with one Parish Council and one County Councillor being opposed. Thames Valley Police requested a northward extension at Williamscoth Hill which was incorporated into the final proposals.
23. Officers have examined the full length of the A361 and have proposed amendments to the speed limit at three relatively short lengths (865m to 2.0km) and one longer length (8.0km). These targeted changes have considered the existing speeds and collision history, as well as the Department for Transport guidance. The table below is an extract from the DfT guidance 'Setting local speed limits' (<https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>)

Table 2: speed limits for single carriageway roads with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply
60	Recommended for most high-quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

24. Comments on the compliance of the proposals with national guidance, and other factors, are set out in the table below:

Proposal	Officer comments in respect of compliance with DfT guidance
Williamscot Hill 50mph to 40mph (Annex 1)	The horizontal and vertical alignment of this stretch is poor, with a significant proportion marked with double white centre lines, prohibiting overtaking. Although VAS warning signs have recently been installed at the more hazardous bends, the road is considered to fall into the Table 2 category for 40mph speed limit. This section of the A361 has a poor injury collision history, with 15 casualties (one fatal, four serious and 10 slight) in the five years and three months since January 2021. Actual mean speeds are typically 38 to 44mph.
South of Chipping Norton NSL to 50mph (Annex 2)	This section is considered to have a relatively high number of bends and accesses, so falls into the 50mph Table 2 speed limit category. There have been 28 reported casualties (12 serious and 16 slight) since January 2021. Actual mean speeds are typically 45 to 50mph.
Shipton-under-Wychwood NSL to 40mph (Annex 3)	At present, the National Speed Limit terminates at a right-angled bend where the 20mph limit begins, at the edge of Shipton-under-Wychwood. The proposal would, therefore, provide a buffer between the two limits. The junction with Upper End, and the accesses to properties on either side of this junction, place the length of road within the 40mph Table 2 category. Actual mean speeds vary along the length, being approx. 45mph at the southern end and reducing to approx. 32mph before reaching the village. There have not been any reported injury collisions on this stretch in the period from January 2021, but officers are aware of near-misses reported by residents.
Bradwell 50mph to 40mph (Annex 4)	This length incorporates the junction with Hen N Chick Lane / Hardwick Lane, adjacent to the Cotswold Wildlife Park and Gardens, which has a poor collision history (one serious and three slight collisions/casualties since January 2021). Safety would be improved at this junction if A361 through traffic speeds were to be reduced. There has been one other collision in this section, with three slight casualties. Mean speeds along the length typically increase from approx. 40mph at the northern end to approx. 45mph to the south. It is considered that the nature of the section, particularly at the northern end, places it in the 40mph Table 2 category. It is appropriate to change the full length of the 50mph limit (1.65km) to 40mph, rather than changing part of the length and introducing another terminal point.

25. Accepting that the slight majority of the opinions received from members of the public are objections, the detailed responses for the most part raise generic concerns rather than ones focussed on the individual proposals.
26. Generally, Officers consider objections along the lines of proposals being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant consideration to make amendments to a proposal.
27. Given that the actual mean speeds are at or below the proposed speed limits over the majority of the affected lengths, the new limits will not need to alter the behaviour of most drivers, and while noting the concerns and observations of Stagecoach bus company in respect of any impact on bus journey times, this is very likely to be also true for bus operators.
28. The primary intention is to reduce the speeds of the fastest vehicles; those which are more likely to be involved in a collision than the slower vehicles. VAS bend warning signs have been placed at specific high-risk bends at Williamscot Hill, and improved signage is planned for the Hen N Chick Lane junction, but further VAS or engineering measures are not considered to be cost-effective or appropriate along the rest of the route.

Paul Fermer
Director of Environment and Highways

Annex(es): Annexes 1-4: Consultation plans
 Annex 5: Consultation responses
 Annex 6: Detailed consultation response

Background papers: n/a
 Other Documents: n/a

Contact Officer(s): Anthony Kirkwood (Team Leader – Vision Zero)
 Daron Mizen (Operational Manager – Highway Schemes)

July 2026

Drawing No. 0

- Proposed 40MPH Speed Limit
- Existing 20MPH Speed Limit (to remain)
- Existing 50MPH Speed Limit (to remain)

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	(ENTER 'NONE' IF APPLICABLE)			
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)			
USE	(ENTER 'NONE' IF APPLICABLE)			
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)			

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE
COUNTY COUNCIL**

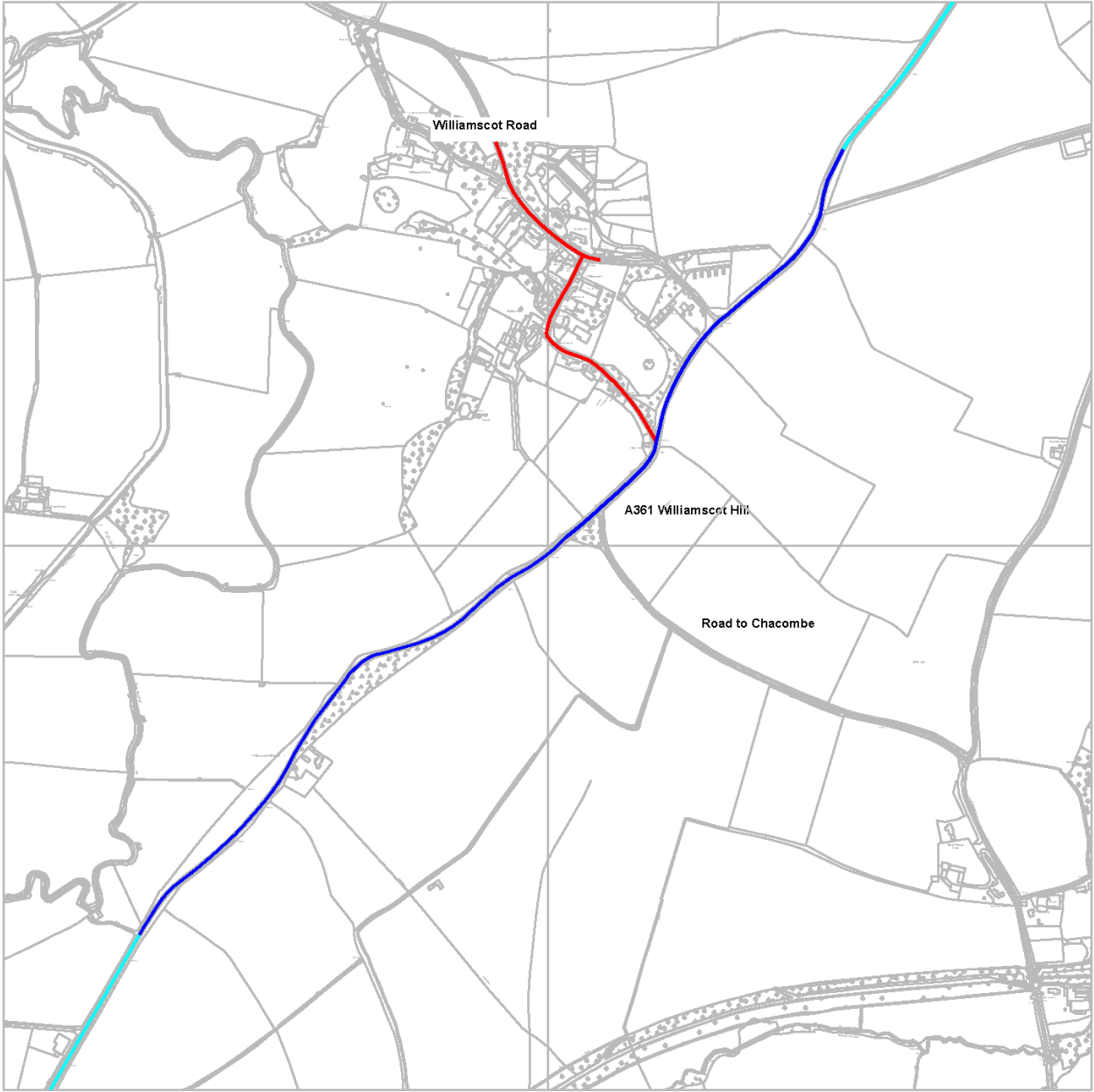
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
A361 Corridor
Speed Limits

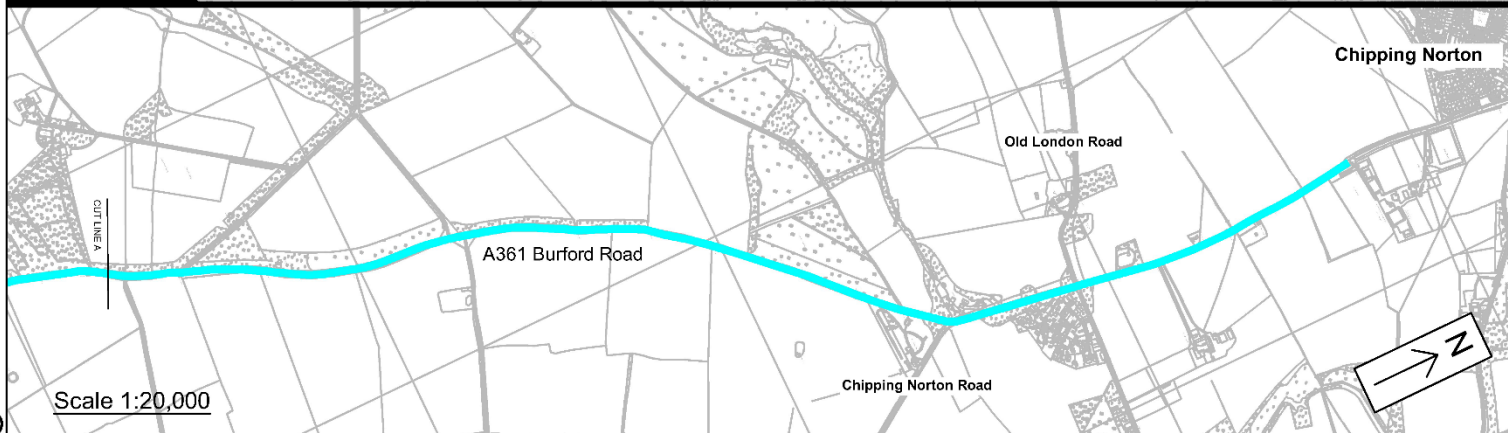
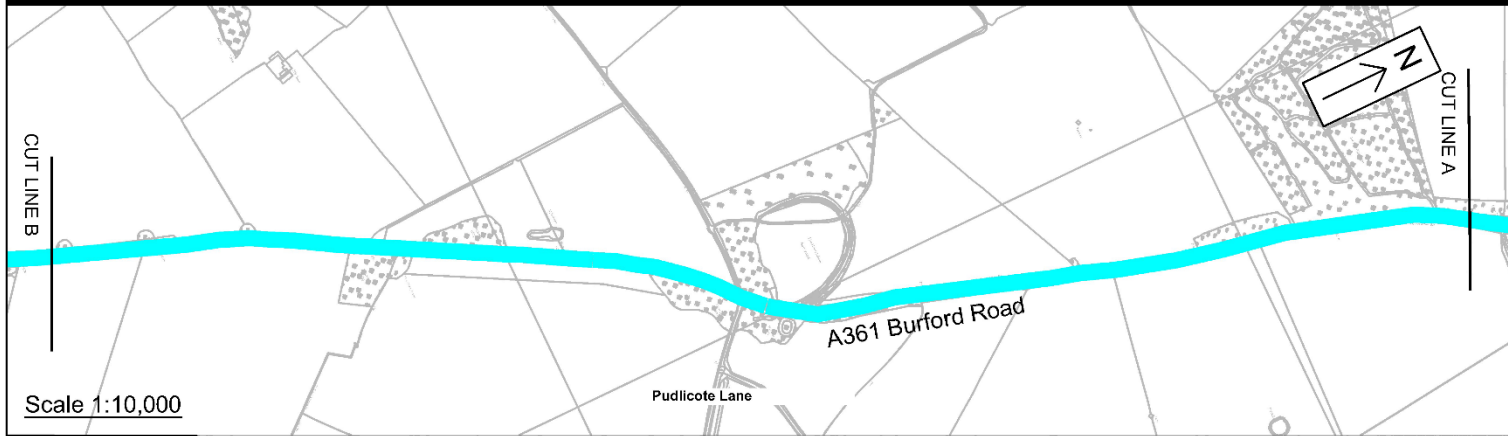
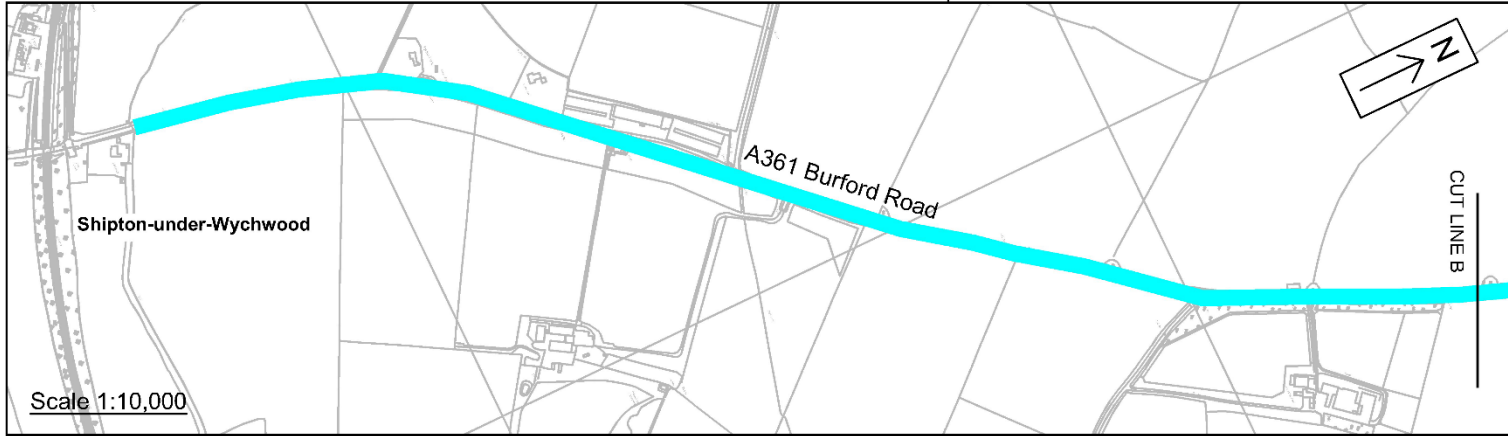
Drawing title
Plan 1
Williamscott Hill

Drawing Status			
Scale @ A4	Drawn by AC	Checked by CJM	Approved by
	Date drawn 16/03/2026	Date checked 29/04/2026	Date approved

Oxfordshire Project No. & File Ref.
Drawing No. Revision 0



Drawing No.		0	
Proposed 50mph speed limit			
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CONSTRUCTION			
(ENTER 'NONE' IF APPLICABLE)			
MAINTENANCE/ CLEANING			
(ENTER 'NONE' IF APPLICABLE)			
USE			
(ENTER 'NONE' IF APPLICABLE)			
DECOMMISSIONING/DEMOLITION			
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Rev.	Date	Purpose of revision	Drawn/Checked/Approved
OXFORDSHIRE COUNTY COUNCIL Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
Project title		A361 Corridor Speed Limits	
Drawing title		Plan 2 South of Chipping Norton	
Drawing Status			
Scale @ A:	Drawn by	Checked by	Approved by
	AC	CJM	
Date drawn	Date checked	Date approved	
13/03/2026	26/04/2026		
Oxfordshire Project No. & File Ref.			Revision
			0



Drawing No. 0

- Proposed 40MPH Speed Limit
- Existing 20MPH Speed Limit (to remain)

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				
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MAINTENANCE/CLEANING				
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Rev.	Date	Purpose of revision	Drawn	Checked/Approved



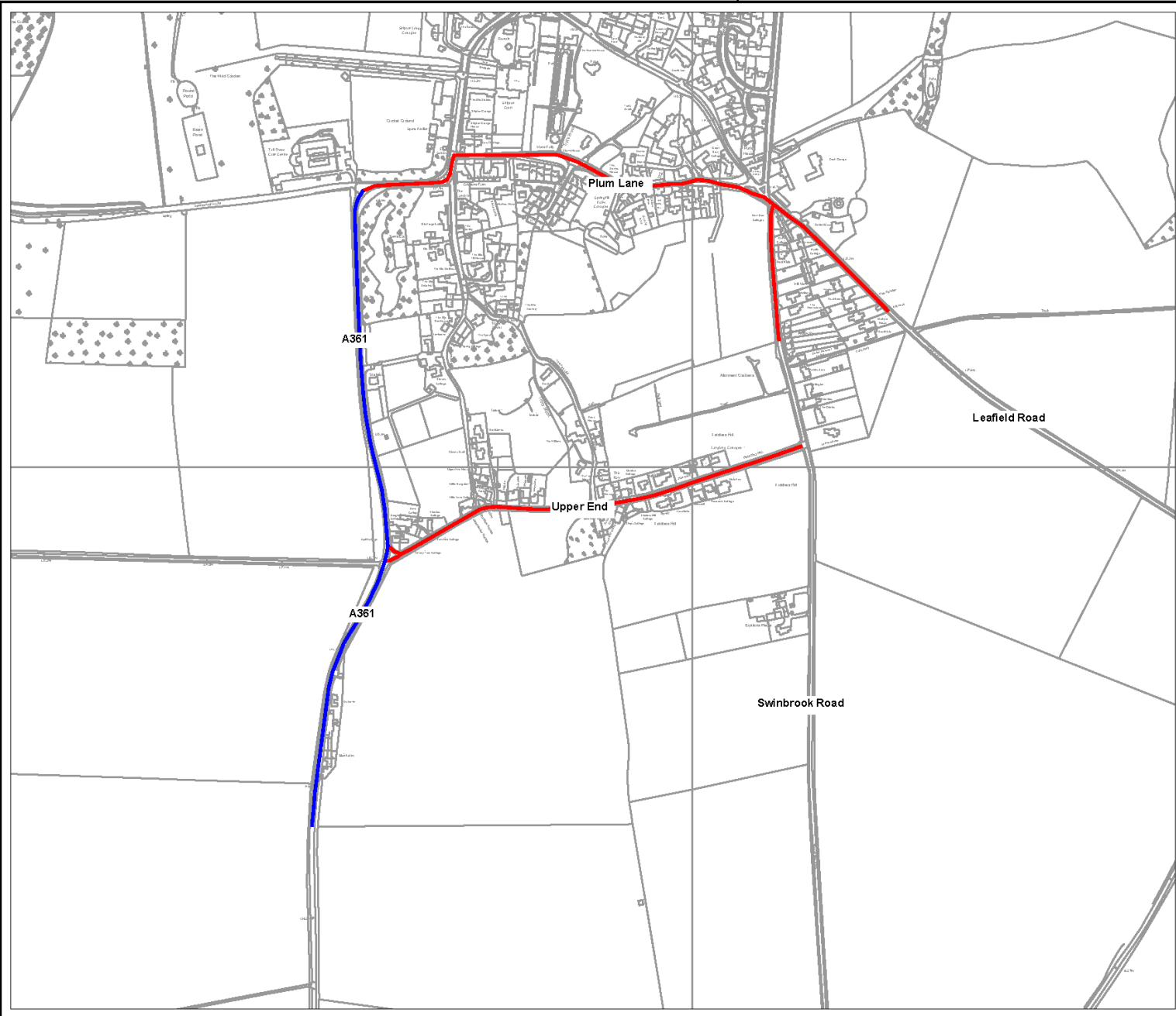
OXFORDSHIRE COUNTY COUNCIL
Oxfordshire County Council
County Hall
New Road
Oxford
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Project title
A361 Corridor Speed Limits

Drawing title
Plan 3
Shipton-under-Wychwood

Drawing Status			
Scale @ A4	Drawn by AC	Checked by CJM	Approved by
	Date drawn 20/03/2026	Date checked 28/04/2026	Date approved

Oxfordshire Project No. & File Ref.
Drawing No. Revision 0



Drawing No. 0

Proposed 40MPH speed limit
(replacing existing 50MPH)

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
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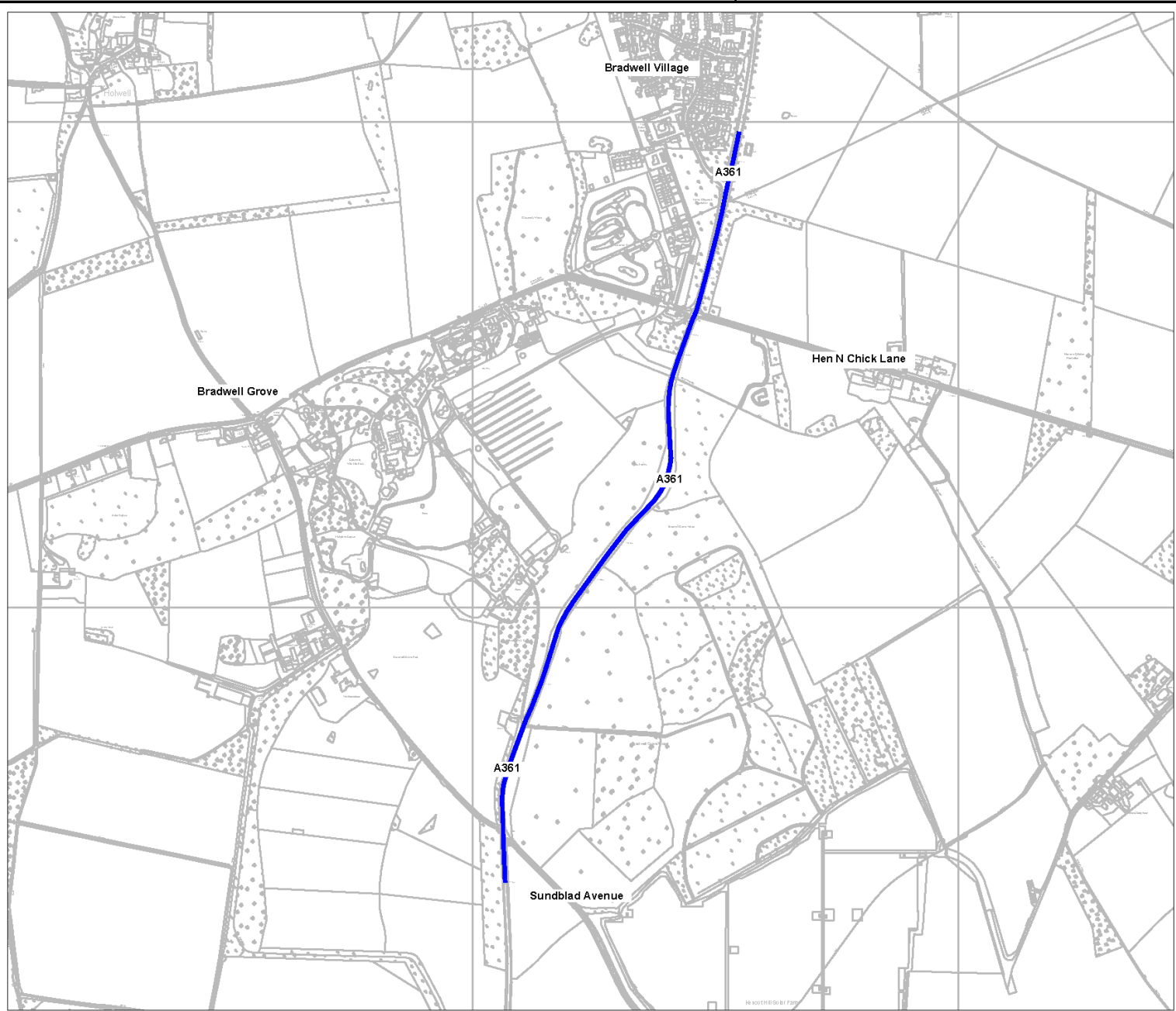
Project title
A361 Corridor
Speed Limits

Drawing title
Plan 4
Bradwell

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
		CJM	
	Date drawn	Date checked	Date approved
		29/04/2026	

Oxfordshire Project
No. & File Ref.
Drawing No. Revision 0



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	Concerns – This is a very extensive set of proposals on a classified A road which is a major cross-county corridor. Notwithstanding, its use by bus services is quite variable reflecting deep rural geography north and south of Banbury. Where it is, between Banbury and the West Northants boundary at Williamscoate, and for key sections between Banbury, Bloxham and the Milcombe Turn, toward Chipping Norton, these are key regular inter-urban links including the 200 between Banbury and Daventry, 500 between Banbury and Brackley and 488 between Banbury and Chipping Norton. Maintaining the viability of the 200 in particular, has been a challenge for nearly 20 years, for both West Northants and its predecessor, and this authority. Like the 488 and 500 it is the only meaningful public transport offer serving a very extensive rural area, and some substantial villages en- route. The Council's passenger transport officers will be well aware that these routes are tightly timed - and this is simply a product of the specific distances and operating conditions on the routes concerned. Extending running times end to end by even 3 minutes to reflect extensive speed limit reductions could be expected to have significant negative impacts on on-time operability. Opening up frequency simply makes the routes less attractive to the public, where they are already commercially challenging. Adding a bus to the cycle, the other logical remedy, creates huge added costs and inefficiencies. We trust that Stagecoach - the operator of the services concerned - has been approached prior to this consultation, as of all the stakeholders involved they are likely to be one of the most directly and materially impacted. We have made strong cautionary representations, and on occasions, objected, where analogous corridors along which we operate have been subject to similar proposals. We urge officers to give particular attention and weight to representations from Stagecoach, not least because the commercial context around Banbury is obviously less likely to be able to absorb substantial reductions in bus productivity than corridors in and out of Oxford.

	While it would be inappropriate for us to raise a formal objection in this case, we are nevertheless concerned that officers still appear to be discounting the potential negative impacts on rural public transport connectivity in a context where substituting cycling for most bus journeys is manifestly not credible.
(e3) Head of Commercial, (Stagecoach)	No objection – Stagecoach takes road safety extremely seriously and we fully recognise and support the Council's ambitions to reduce the risk of fatal and serious injury on the road network. We welcome evidence led interventions, including reduced speed limits, where they are targeted at locations where speed has been identified as a contributing factor in historical collisions. Safer roads are in everyone's interest, including bus passengers, pedestrians, cyclists and our own drivers, and there is also a clear benefit in reducing the risk of our vehicles being involved in road traffic collisions, with the consequential safety, operational and financial impacts that such incidents can bring for passengers, staff and the operator alike. However, we would also like to highlight the operational impacts that widespread reductions in speed limits can have on bus services operating along this corridor. Bus timetables on inter urban and rural routes are typically tightly planned, reflecting distance, existing traffic conditions and the need to provide reliable connections. Reduced average running speeds can materially affect punctuality and overall journey times. In some cases, even small increases in end to end running time can necessitate the introduction of an additional vehicle simply to maintain existing frequencies, which brings significant cost implications and can undermine the long term viability of services in more rural areas. Given this, while we have no specific objections to this consultation and support the overarching road safety objectives, we would strongly welcome consideration of complementary bus priority measures along affected sections of the corridor. Measures that help buses to maintain progress – such as targeted junction improvements, signal priority or other forms of priority where appropriate – can play an important role in offsetting the impacts of lower speed limits. This would help to protect punctuality, maintain journey times for passengers, and ensure that public transport remains a credible and attractive option alongside the Council's active travel and Vision Zero objectives.
(e4) Cherwell District Council, (Development Management)	No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.

(e5) Local group/organisation, (Oxfordshire Liveable Streets)	Support – As we have said before, a key motivation for these schemes - in addition to road danger reduction - should be reducing noise pollution.
(e6) Member of public, (Burford)	Object – Reducing KSIs on the A361 corridor is important; the Road Safety Foundation ranks it among the fifty highest-risk A-class road sections in England. However, this response objects to speed limit reductions imposed on a road where its geometry is often inconsistent with the new limits. Established road safety thinking on limit credibility, driver frustration, and the behavioural consequences of non-compliance points to a net deterioration in safety, not an improvement. I ask the Council to address the questions at the end of this document before confirming any of the four proposed Orders, and to commission independent assessment of the specific risk scenarios outlined below. <i>(Full response shown in Annex 6)</i> I want to set out why vehicle activated signs (VAS) would be more effective than limits on the corridor. TRL 548 is pretty useful here - Norfolk, Kent, West Sussex and Wiltshire used them across 62 installations on mainly rural single carriageway roads - like the A361. VAS - the type that warn of specific hazards like the junctions that are causing accident clusters on the A361 - reduced injury accidents by 31% to 34%. At the speed roundel sites specifically, personal injury accidents fell by 58%. On rural roads, inappropriate speed for the conditions is a more common factor in accidents than simply exceeding the limit. A VAS flags up hazards for those running too fast for conditions yet leaves the compliant majority untouched. The issue I have with straight limit reduction as proposed is that it's likely to be ineffective and actually counter-productive through tailgating, frustration overtakes, aggression and disengagement from task. Even the DfT's own review, New Directions in Speed Management, makes it clear that a lower limit on its own relies on drivers changing their attitudes for any general reduction to follow. In other words, a blanket limit

	depends on behavioural shift, while VAS has measured, statistically significant accident reductions. They also avoid the limit-credibility and frustration-export problems I raised previously, since it does not ask the safe majority to slow for a hazard that, for them, is not there. There's also no demonstrated habituation even after three years and the public support them - 92 and 99% describing them as a good idea. My suggestion is simply that the corridor's bends and junctions are assessed for VAS on this evidence before any reduction in the limit is considered.
(e7) Email response, (unknown)	Object – Currently this rural road is set at 60 the national speed limit for the most part with long sections sandwiched between 20/30 settlements. For the most part it is unlit with no provision for pedestrians. The road is a major artery for HGV's / trade but has mixed use with occasional cyclists. Background: There have been a number of accidents which are costly and justify expenditure. The question is ON WHAT? Current issues: Junction collisions at various points have occurred but only one the turn to Chadlington is challenged by geometry being so close to a bend. The remainder are hazardous due to the obstruction of sight lines from hedge and verge vegetation - a maintenance issue. Poor road markings- a maintenance issue Poor layout- a design issue Poor pedestrian access - a design issue Poor road surface conditions- a maintenance issue It seems to me that might be the starting point to reduce risks especially taking account of the mixed use includes cyclists. Speed limits: None of the above hazards will disappear. The comparison County data from Surrey shows fewer accidents occurred in the 60 sections rather than 50 counter intuitive as that may be. I would have expected data from the A424 which OCC capped at 50 to be comparable with the A361 , analysis against the Gloucester unrestricted section would be evidential.

	I don't believe the point to point data can be that useful other than journey time analysis. Highway assessment should be looking at the 85 percentile to provide a characteristic speed. Enforcement: Currently most traffic I observe seems to hover around 50-55 that may be a new phenomena due to fuel prices. Is there ANY evidence speed doesn't follow the normal distribution? Conclusion: Posted speed limits will not provide a solution and are a lazy approach to "Safer roads"
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B. Online responses:

RESPONDENT	COMMENTS
(o1) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Support We support these proposals because they will reduce road danger for all users on the A361, which a road that sees a high number of casualties. This is a strong benefits to people while they are using motor vehicles, and also has benefits to people using active travel. 1. On the Williamscot Hill section, there are two sections where people cycling between Cropredy and Chacombe or Upper Wardington must use the A361 for a few hundred metres due to non-aligned junctions (One of the junctions in Williamscot has been closed to cycles as well as other vehicles, making the dangerous A361 section longer - perhaps this should be re-opened for cycles only?) From Chacombe, a regular quiet road and then a filtered quiet lane matching the concept of recently approved Quiet Lanes connects to Banbury. Lowering the speed limit on this section would make these unfortunately necessary cycling links much safer.

	2. The short stretch of 40mph proposed at Shipton-under-Wychwood is essentially along the village edge, where there is significant traffic. 3. The section at Bradwell Grove covers an area near Cotswold Wildlife Park, where there is significant traffic, potential for queues and drivers can be distracted by families and route finding, so this is a valuable danger reduction proposal. 4. The A361 between Chipping Norton and Ascott-under-Wychwood is a road with a poor casualty record, and many serious casualties recorded even in the last 5 years. Reducing the speed limit to 50mph will reduce the incidence and severity of collisions. We are not able to tell whether a reduction to 50mph is a sufficient step towards the Council's commitment to Vision Zero, but the impact on the casualty rate should be monitored.
(o2) Local resident, (Banbury, A361)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object I'm opposed to all reduction in speed limits. Why should I be penalised for all those idiot drivers who don't know how to read the road. I used to teach and assess advanced driving. What has happened to drivers in this country. No lane discipline, no idea of approaching junctions and hanging in the middle or outside lanes on motorways and dual carriageways. If drivers can't even comprehend the concept of keep left and give way to on coming traffic on hills why bother setting a speed limit at an artificially low limit to help them master the basics! Many cars have autonomous driving systems including emergency braking surely this is enough. We don't need the over reaching nanny state going even further. Perhaps highways should focus on ensuring white lining is correct at roundabouts such as the gateway, Banbury and potholes across the country before wasting even more money on spurious schemes and ideas.
(o3) Local resident, (Bloxham, Carter Drive)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object

	The combined detrimental impact to journey times and most importantly lost productivity (which is already a huge issue for the UK) will be significant for no benefit (other than for the council's ideologically driven goal), frustrating drivers and attempting to force them onto non-existent or even slower, expensive public transport. If the council act as they should and why they have been voted to (listening and representing their constituents), they will read what I suspect will be overwhelming opposition and ditch these idiotic plans that nobody wants - that is why you are there, to act in our interests and affect change we want (not what a limited minority of councillors want).
(o4) Member of public, (Burford, High Street)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object Disproportionate
(o5) Local resident, (Chacombe, A361)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object I dont see why it should be changed. Changing speed limits does not make it any safer perhaps fixing the roads would be a good start.
(o6) Local resident, (Chacombe, Chacombe Road)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object Do not think it is necessary.

(o7) Local resident, (Chadlington, Chipping Norton Road)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – No objection/No opinion Reducing the speed limit on country roads seems to have very little impact on driver behaviour.
(o8) Member of public, (Chipping Norton, Albion)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object Stupidly slow. Unnecessary. Makes normal driving miserable.
(o9) Local resident, (Chipping Norton, Lords Piece Road)	40mph at Williamscot Hill – No objection/No opinion 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – No objection/No opinion 50mph between Chipping Norton & Ascott-under-Wychwood – Object I travel the route between chipping Norton and burford every day & see no reason for speed restrictions. Road conditions and visibility are good & reducing speed seems incongruous & overtly risk adverse. I can agree that the junction of A361 Burford Road to Chadlington (Diddly Squat) needs addressing but continuing this to Ascot under Wychwood is excessive. I also find it strange that the crossroads of the A361 (beteeen Shipton under Wychwood & Fulbrook) & B4437 heading towards Charlbury hasn't been included
(o10) Member of public, (Hook Norton, East End)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object Just fix the pot holes. Either the state of these roads, you cannot go faster than 30mph

(o11) Local resident, (Hook Norton, High Street)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object Like the useless 20mph installed in our village, this money NEEDS to be spent on far more urgent road repairs not virtue signalling green projects barely disguised as safety. But like the outcome from our village 20mph consultation, you will ignore and continue regardless
(o12) Local resident, (Hook Norton, Hollybush Road)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object I object to this consultation, on several grounds. Firstly, the 'Statement of Reasons' is woefully inadequate. If you want to change speed limits for specific sections of roads, then state why these particular sections of roads have been selected. Do you have statistics for the number of accidents in these regions that justify the changes? If not, then how is anyone supposed to form a meaningful opinion? You state that you've formed the plan "following investigations by Officers and informal consultation with key stake-holders". This is vague to the point of uselessness. What did the investigations find? And what "key stakeholders" ? Did these stake-holders include a valid cross section of road users? Or were they a biased set of special interests? Secondly, will the results of this consultation actually be acted upon, or is this just another 'fig leaf' for the anti-car policies of the Oxfordshire county council?

	We've seen with consultations before where despite overwhelming negative responses, the council(s) push forward with plans anyway. If you're going to ignore the results, then having the consultations is a waste of public funds (and arguably misconduct in a public office). Can you assure people that the council will honour the results of the consultation?
(o13) Member of public, (Hook Norton, A361)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – No objection/No opinion It will be too slow for the road . Instead spend the Mon on filling the pot holes properly . Then people would be driving all over the road far more important.
(o14) Local resident, (Hook Norton, East End)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Support All makes sense to me.
(o15) Local resident, (Hook Norton, Ironstone Hollow)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object I do not support the reduction in existing speed limits along these sections of road

(o16) Local resident, (Hook Norton, Park)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object I object to more attempts to lower speed limits in Oxfordshire. One fatal accident is not a reason to reduce speed limits. Stop applying these unnecessary controls over your residents. Fix the roads and stop reducing perfectly suitable speed limits.
(o17) Local resident, (Hook Norton, Park Road)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object The current speed limits for sensible drivers are absolutely fine
(o18) Local resident, (Lechlade, Mount Pleasant)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object There is no possible justification and not enough data points to support these restrictions. How many fatal accidents have there been? How many do those weee caused at a speed between the current limit and the new proposed limit? How many non fatal with the same follow up question? What does your data say this will decrease accidents by? Over what timeframe? And what happens if the projected decrease isn't achieved?

	I travel one of these roads most days - it is a wide clear road with great visibility and I haven't seen a single accident on it in 15 years, but you are proposing inconveniencing thousands of drivers a week and decreasing productivity of locals without appropriate data to justify it. It's a disgrace, and just anti-car.
(o19) Member of public, (Lechlade, St.Lawrence Road)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object How is anyone supposed to get anywhere when you keep lowering speed limits on important A Roads? A roads that are perfectly safe to use at 60mph. This allows for a 'mile-a-minute' driving enabling one to accurately estimate the time it will take to drive between two points, and also allows for the safe overtaking of slower vehicles. An A Road that has a lower speed limit imposed on it will lead to long tailbacks of traffic due to people being too scared to overtake in case they get prosecuted for doing so, either by fixed speed camera or by dashcam footage being passed on. This inevitably leads to long queues of slow moving traffic forming as they're having to now do 40mph especially when a stuck behind some drivers who won't do more than 45mph. Lower speed limits on crucial Trunk A Roads is not the answer. Personally, I now tend to stay away from Oxfordshire's roads unless I have to use them to get to a station in order to use public transport. Take the A40, A420 & A361 for instance. Do I want to sit behind a truck or a bus, or some caravan towing tourist, all the way to Oxford or Banbury at 45mph? No I do not. To now get to Birmingham or elsewhere in the midlands, it is preferable as a driver to head to Cheltenham and use the M5 because trying to get to the M40 is nigh on impossible because of your relentless campaign to lower the speed limits on A roads that connect rural people to the towns and transport networks.
(o20) Member of public, (London, St.Mark's)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object

	OK
(o21) Local resident, (North Leigh, Common Road)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object These roads are adequate for the current limits and there is no road safety justification for more of these idiotic changes. Use the funding to repair our roads appropriately to make them safe and you will actually reduce noise, vehicle damage and accidents caused by swerving to avoid the craters you have allowed to develop!
(o22) Local resident, (Sandford St Martin, Manor Rd)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – No objection/No opinion Previous dangerous situations when driving through Shipton
(o23) As a business, (Scotech Limited, Scotech Limited)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object Are the proposed reductions in speed limits backed up by data showing an increase in accidents, or are they ideological? If backed up by data, would it not be more sensible to enforce the current speed limits and prosecute the minority of consistent offenders, as opposed to increasing journey times for the majority?
(o24) Local resident, (Shilton, Ladburn Lane)	40mph at Williamscot Hill – No objection/No opinion 40mph at Shipton-u-Wychwood –No objection/No opinion 40mph at Bradwell Grove – Partially support/concerns

	50mph between Chipping Norton & Ascott-under-Wychwood – No objection/No opinion Living in Shilton and /or Bradwell Village the traffic queues generated by the tailback of the Cotswold Wildlife Park traffic, as well as cut through from Carterton Burford road via Shilton dip to the A361 is making travel for residents to and from the village increasingly dangerous and difficult. Sometimes there are queues on Hen ad Chick lane as well tailing back - it feels like residents are trapped- and often have to make long detours around to avoid traffic. A361 junction at wildlife park also dangerous as pulling out causes confusion and mixed messages from traffic on A3621. The system of entry to the wildlife park needs to be sorted before any changes - the road tailback sometimes reaches burford a40 roundabout. The wildlife park in effect is using the roads as an additional car parking space until its slow entry system trickles through
(o25) Local Cllr (Shipton under Wychwood, A361 Station Road)	40mph at Williamscot Hill – No objection/No opinion 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Support A361 at Shipton-Under-Wychwood Shipton-Under-Wychwood Parish Council has supported and campaigned for a reduction in the speed limit at this location for at least 15 years. According to Oxfordshire County Council's guidelines, 40mph rather than 60mph is the appropriate speed limit for the edges of large villages and the basis of our campaign has always been that these guidelines should be correctly applied. Further, this section of road is residential with eight dwellings housing several families. There have been a number of dangerous accidents over the years with several incidences of cars hitting and penetrating properties, as well as near misses with cars and vans entering and leaving driveways. Many residents rely on the sound rather than the sight of oncoming traffic to safely exit their properties onto the carriageway and with increasing numbers of quieter electric vehicles this is becoming increasingly unreliable. Further, the Parish Council has always been opposed to the speed limit transition of 60mph to 20mph at the corner near Tall Trees residential care home, well aware that sudden braking on this downhill bend in slippery conditions would result in accidents. Those foreseen accidents have already begun to occur, with at least two incidents taking place in the past 24 months - one car hitting a residential wall, the other crossing a pedestrian footpath to hit the perimeter wall of the care facility. The proximity to the Wychwood Wild Garden and the Residential Care Home makes this an area of considerable pedestrian foot traffic. The proposed 40mph transition

	- which was requested when the 20mph limit was installed in the centre of the village - will mitigate these proven risks to the public. It is therefore the Parish Council's view that this change is essential, both in the interests of the residents directly on this stretch of highway and as well as for the wider safety of road users and pedestrians. A361 Between Ascott-Under-Wychwood & Chipping Norton Shipton-Under-Wychwood Parish Council is in favour of the proposed speed limit reduction and fully supports and seconds the consultation response made by Ascott-Under-Wychwood Parish Council
(o26) Local resident, (Shipton Under Wychwood, Burford Road)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Partially support/concerns The speed limit should be lower! These are residential places and we have already had property damage and someone taken to hospital because of a road accident when someone tried to carefully and slowly pull out of our neighbours driveway. Please please lower the speed limit and put a responsive sign so that all drivers are clear on the changes. Thank you for making these changes before more people are hurt or worse.
(o27) Local resident, (Shipton under Wychwood, Burford Road)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Support I am in particular support of the 40mph introduction at Shipton under Wychwood. There are several residences very close the road which make it incredibly dangerous for pedestrians, cars entering and exiting the driveways and delivery drivers. A car broke down out in front of Blenheim Cottages and when the recovery vehicle was attending, another car was driving so fast it hit the car into the side of the garden wall. This will happen again if the speed is not reduced.

	I would also like there to be some consideration as to how the speed reduction will be notified to drivers from the south coming into Shipton on the Burford Road. I would like to see warnings signs that the speed limit is approaching and an electronic sign as the speed limit is enforced, telling drivers they are going too fast.
(o28) Local resident, (Shipton under Wychwood, Burford Road)	40mph at Williamscot Hill – No objection/No opinion 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – No objection/No opinion 50mph between Chipping Norton & Ascott-under-Wychwood – No objection/No opinion A361 Shipton under Wychwood reduction of speed limit to 40 mph. I fully support the reduction of the speed to 40 mph. Having lived on this stretch of road for a number of years the current speed limit makes access to and from any of the properties extremely dangerous. This has also been exacerbated by the excess of new housing along the A361 generally and as a result a higher volume of vehicles using the A361. Indeed I have witnessed accidents immediately outside my property. A361 Chipping Norton to Ascott under Wychwood reduction of speed limit to 50 mph. Although I feel that the current speed limit on this road is relatively safe and is pleasant to drive I am not opposed to the reduction of the speed limit. I would request, however that the remaining potholes are fixed to prevent drivers swerving to avoid them, and I would also suggest that perhaps some signage is displayed to make drivers aware of the likelihood of deer suddenly appearing on the road causing braking/swerving or the death of the animal and severe damage to any vehicles involved. As an equestrian myself who rides on the roads regularly I am always very supportive of any proposed action to alleviate drivers passing horses too fast and too close.
(o29) Local resident, (Shipton under Wychwood, Burford Road)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Object I support the 40 mph speed limit - currently its 60 down to the corner next to the care home - seen quite a few crashes since I have lived here due to people coming down the road to fast - this is a sleepy cotswold village and the speed limit should reflect that

(o30) Local resident, (Shipton under Wychwood, Fiddlers Hill)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Support Road is too fast and too dangerous. Especially for pedestrians and runners.
(o31) Member of public, (Shipton under Wychwood, A361)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Support Fully support to allow safer movement of vehicles in and out of driveways / safety for children and animals.
(o32) Local resident, (Shipton under Wychwood, A361)	40mph at Williamscot Hill – No objection/No opinion 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – No objection/No opinion 50mph between Chipping Norton & Ascott-under-Wychwood – Object We have waited over 25 years for changes to be implemented to the A361 Shipton under Wychwood and have been totally exasperated by the ease in which certain pubs and farmers have been accommodated with changes to the road system with little or no consultation and yet, we have been ignored for this extended period of time. We have had numerous accidents over the years including a car crashing into my kitchen and all we were offered was some bollards that are now dirty and worn out. This change needs to be implemented to avoid a possible death occurring which is something that we have feared for all the time we have been waiting.

(o33) Local resident, (Shipton under Wychwood, Fiddlers Hill)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Support Yes I support all. But personally feel it should be lower.
(o34) Local resident, (Shipton under Wychwood, High Street)	40mph at Williamscot Hill – No objection/No opinion 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Object There are no issues with the speed limit on the A361, the issue is the lack of awareness of drivers. On the junction to the B4437 on the A361 where majority of the accidents occur, this just needs to be redesigned so you have a turning box and trees cut back to improve visibility.
(o35) Local resident, (Shipton-Under- Wychwood, A361 Burford Road)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Support I have particular strength of feeling about the Shipton-Under-Wychwood proposal as I live on this stretch of road. Having consulted OCC's guidelines on speed limits I believe that this section of highway is actually incorrectly classified at 60mph, given the edges of villages are supposed to be 40mph. We are well inside the village boundary and there are 8 or 9 dwellings with around 30 occupants on this section of road. With respect to all involved, I see this very welcome reduction as a correction of a misapplied policy rather than an improvement. Several homes on this stretch of road have been struck by cars. People pulling out of driveways are at constant risk of being hit by speeding vehicles on blind corners. We rely on sound to get out of our driveway, and with electric cars making traffic quieter, that is no longer a reliable method. I urge the Shipton Under Wychwood proposal to progress.

(o36) Local resident, (Shipton-under-Wychwood, A361 Burford Road)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Support As a resident of Shipton-under-Wychwood, I fully support all of the proposals as they positively impact the safety of the roads around my neighbourhood. I'm directly affected by the change in Shipton under Wychwood, as I live on the A361, and I have to deal with the 60 mph traffic and the dangers that come with it every time I enter and exit my drive. Having it decreased to 40 mph will make driving safer and give me better peace of mind.
(o37) Local resident, (Shipton-under-Wychwood, Tothil)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object Historically, limits are set near the speed at which 85% of drivers naturally travel. If a road looks and feels like a 60mph zone (wide lanes, good visibility), a 40mph limit is often ignored. Safety Paradox: When a limit is perceived as artificially low, it leads to a higher variance in speeds some drivers strictly follow the 40mph rule while others stick to 60mph. This speed differential increases the risk of tailgating and dangerous overtaking maneuvers. Totally unnecessary change. Spend the money fixing the roads to make them safer for all road users.
(o38) Local resident, (Shipton-under-Wychwood, West Oxfordshire, Burford Road)	40mph at Williamscot Hill – Support 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – Support 50mph between Chipping Norton & Ascott-under-Wychwood – Support I support this proposal because we are and so many others live on the 361 and cars tare past at stupid speeds and this needs to be stopped asap

(o39) Local Cllr (Wardington and Williamscot)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –No objection/No opinion 40mph at Bradwell Grove – No objection/No opinion 50mph between Chipping Norton & Ascott-under-Wychwood – No objection/No opinion Wardington Parish Council objects to the proposal to reduce the speed limit near Williamscot for the following reasons: • While Oxfordshire County Council suggests that a lower speed limit will improve safety for cyclists, Wardington Parish Council remains deeply concerned. Given the road's history of significant accidents, we believe it remains inherently unsafe for cycling even at 40 mph. Our primary fear is that a reduced limit may create a 'false sense of security,' encouraging cyclists to use a high-risk route and potentially leading to an increase in serious incidents. • The recently installed Vehicle Activated Signs (VAS) are already proving effective. By providing real-time 'slow down' warnings at key approach points, these signs successfully moderate driver speed exactly where it is needed most. We believe this targeted intervention is a more than sufficient solution for managing safety through the bends. • Local precedents, such as the B4525 junction near Helmdon, demonstrate that lowering speed limits to 40 mph does not inherently prevent accidents. In practice, these changes often incite driver frustration; motorists accustomed to the previous 50 mph limit frequently engage in tailgating or dangerous overtaking when encountering slower traffic. While we do not condone such aggression, we must account for human psychology. A lower speed limit alone cannot override established driving habits, and ignoring this behavioural reality may inadvertently increase the risk of collisions. • Research into driver behaviour indicates that compliance is highest when speed limits are perceived as credible and consistent with road conditions. When limits are viewed as arbitrary or disconnected from the reality of the environment, motorists often default to their own 'comfortable' speed. Local sentiment already reflects this disconnect; many regular users believe the current proposals ignore personal accountability and road geometry. Implementing a limit that lacks local buy-in risks eroding general respect for traffic regulations, leading to lower compliance and increased safety risks for all road users.
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(o40) Local resident, (Witney, Curbridge Road)	40mph at Williamscot Hill – No objection/No opinion 40mph at Shipton-u-Wychwood –Partially support/concerns 40mph at Bradwell Grove – No objection/No opinion 50mph between Chipping Norton & Ascott-under-Wychwood – No objection/No opinion The cars use the A361 south of Shipton under Wychwood as a race track! Having exited the 20 mph area in Shipton, drivers put their foot down. The house which is owned by my son and his wife is part of Blenheim Cottages. The cottages lie along a curvature in the road which means that there is limited visibility to the north (probably less than 100 metres) when one attempts to drive onto the road from the cottage driveway. It is very dangerous as cars suddenly appear at high speed and have to break very quickly when they see a car emerging from the cottages.. It is equally as bad for cars coming from the South (from Burford direction). Having driven up the long hill coming out of Fulbrook the road bends at the summit and before them is a long downhill stretch that looks completely empty. They drive downhill at high speed and I have observed some almost losing control where the road slightly bends just as it reaches Blenheim Cottages and they just manage to adjust their speed in time. I support the 40 mph limit but think it should actually be 30 mph at the approach to the Cottages from either direction. Traffic calming measures should also be considered such as the road bumps like those at Dry Lane, Crawley or when entering Leafield from the south.
(o41) Member of public, (Witney, Curbridge Road)	40mph at Williamscot Hill – No objection/No opinion 40mph at Shipton-u-Wychwood –Support 40mph at Bradwell Grove – No objection/No opinion 50mph between Chipping Norton & Ascott-under-Wychwood – No objection/No opinion I am supporting the proposal, although I believe 30 mph would make it safer still. Our son, with 4 children, purchased 3 Blenheim Cottages last year and we have real concerns for their safety. Currently you take your life in your hands when exiting the property either as a pedestrian or in a car. There has already been an accident since my son bought the property when his front wall was demolished and unless the speed limit is brought down, there will be more, perhaps involving a child. The cars race past the row of cottages, making no allowances for the fact this is a residential area so a speed limit of 40, preferably 30, is a must to ensure the safety of the residents.

(o42) Member of public, (Woodcote, Reading Road)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object A361 is an important A road that connects A40, A44 and the villages along the way. Reducing speed limit will significantly affect many road users. Meanwhile, most of the road sections are well designed with good visibility. There are very limited residential and business properties along the road. The existing setting already fits the safety requirements. The officers seem to having been distorting the DfT guidelines.
(o43) Local resident, (Woodford Halse, A361)	40mph at Williamscot Hill – Object 40mph at Shipton-u-Wychwood –Object 40mph at Bradwell Grove – Object 50mph between Chipping Norton & Ascott-under-Wychwood – Object I object to the proposed reduction in speed limits on the basis that it fails to address the actual causes of unsafe driving conditions on this road. Drivers are frequently forced to move partially or fully onto the opposite side of the carriageway due to poor road conditions, surface deterioration, potholes, parked vehicles, or inadequate maintenance. These manoeuvres are not caused by excessive speed, but by the condition and layout of the road itself. Lowering the speed limit does not resolve the underlying hazards and risks unfairly penalising motorists while ignoring the infrastructure problems that require attention. Any road safety review should take into account the reality that drivers may need to position their vehicles differently for safety reasons unrelated to speed. Priority should instead be given to repairing road defects, improving maintenance, and addressing the specific conditions forcing drivers out of their lane. Introducing lower speed limits without resolving these underlying issues is unlikely to improve safety in a meaningful way and may distract from the real causes of danger on the road.

Proposed speed limit reductions: A361 Corridor

Oxfordshire County Council Traffic Regulation Orders 1–4 (2026)

Williamscot Hill (40mph) | A361 Chipping Norton–Ascott-under-Wychwood (50mph) | Shipton-under-Wychwood south (40mph) | Bradwell Grove (40mph)

Introduction

Reducing KSIs on the A361 corridor is important; the Road Safety Foundation ranks it among the fifty highest-risk A-class road sections in England. However, this response objects to speed limit reductions imposed on a road where its geometry is often inconsistent with the new limits.

Established road safety thinking on limit credibility, driver frustration, and the behavioural consequences of non-compliance points to a net deterioration in safety, not an improvement.

I ask the Council to address the questions at the end of this document before confirming any of the four proposed Orders, and to commission independent assessment of the specific risk scenarios outlined below.

Roads as systems

Speed limit credibility

Vision Zero's own theoretical foundations - and the safe systems approach in the Council's Statement of Reasons - rest on the concept of self-explaining roads: environments whose physical character communicates the appropriate speed to drivers. When the posted limit is inconsistent with what the road looks like and feels like to drive, the limit loses credibility.

The revision to DfT 01/2013 states “Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.” These limits are not – as far as I can see – evidence-led (hence Qs 1-3 below) and are certainly not self-explaining and will not encourage self-compliance.

Where drivers perceive a limit as inappropriate for the road geometry, compliance falls and the speed distribution widens. A road with vehicles complying at 40mph mixed with others doing 55mph is considerably more dangerous than one where 85% of traffic runs between 48 and 56mph.

For most of its length between Chipping Norton and Burford, the A361 is a well-engineered, wide rural A-road with open sight lines and good horizontal alignment. Drivers will correctly perceive it as safe at or near the national speed limit. Reducing to 40mph at Bradwell Grove or 50mph across the open section south of Chipping Norton changes nothing about how the road looks — it adds signage that many will disregard, and frustrates those who do not.

Frustration

Driver frustration is a documented causal pathway to increased crash risk, not merely an inconvenience. The mechanisms are well-established:

- Frustrated drivers attempt riskier overtakes, accepting shorter gaps and reduced visibility to clear slower cars in front. We are already seeing this extensively in 20 limits where the road alignment indicates a faster safe speed.
- Frustration degrades attention: a driver held below a safe speed has reduced mental bandwidth for hazard perception.
- Tailgating - the direct behavioural expression of frustration at a slower vehicle - dramatically reduces stopping distance and is a major contributor to rear-end and overtaking collisions on single-carriageway A-roads.

The effect does not stop at the end of the lower-limit section. Research on emotional carryover in driving shows that held-up drivers carry elevated risk-tolerance further down the road. The dangerous overtake often does not happen at the 40mph sign but further down the road, when the frustrated driver sees a straight and commits to passing at a point they would not otherwise have chosen.

‘Frustration export’ is particularly significant on the A361 corridor. It is a primary through-route between Banbury, Chipping Norton, and Burford, carrying substantial longer-distance traffic for which no credible alternative exists. Drivers cannot reroute. On a single-carriageway road, the frustration goes into gap-acceptance for overtaking.

HGV differential speeds

HGVs on single-carriageway roads are already limited to 50mph. The Council's proposals would, in the case of the Chipping Norton–Ascott section, set the car limit at 50mph - eliminating the differential for that section - but at Bradwell Grove and Williamscoth Hill, car limits would reduce to 40mph.

In practice, HGVs will run at 40–50mph while cars queue behind them, their legal maximum now matching or below the lorry's limit. This recreates precisely the frustration scenario the 2015 HGV speed limit increase was designed to reverse: the Government explicitly cited eliminating dangerous overtaking as its primary safety rationale for closing that differential. These proposals recreate it in the opposite direction.

Location-specific problems

Williamscot Hill: 40mph (replacing 50mph)

Williamscot Hill is a known challenge on the corridor, but 40mph applies a single limit to a road with varied alignment — some sections are considerably more open than the limit implies.

A credible 40mph limit requires either that the road feels like a 40mph road, or continuous, robust enforcement. Neither condition is met — or is likely to be — on a rural A-road in Oxfordshire. The Council should state its enforcement mechanism and baseline compliance estimate for the new limit.

A361 Chipping Norton to Ascott-under-Wychwood: 50mph (replacing 60mph NSL)

This is the longest proposed change and the one most likely to generate widespread non-compliance.

Between Chipping Norton and Ascott-under-Wychwood, sections with good forward visibility, wide verges, and alignment any reasonable driver would assess as safe at the national limit make a 50mph imposition without physical modification appear arbitrary.

The Council should identify which collision records, sight-line constraints, or surface conditions justify 50mph on each sub-section, rather than apply a single limit across 10 kilometres of varying character. At Swerford, where the road is more constrained, a targeted limit may carry real credibility.

On open, well-aligned sections, a 50mph limit without supporting engineering will generate the frustration and non-compliance described above.

Shipton-under-Wychwood South: 40mph (replacing 60mph NSL)

This section adjoins an existing extended 20mph limit at the village boundary — a 20-to-40mph transition is rational at a village exit. The concern is the open road beyond: drivers accelerating away from the village and encountering a 40mph limit where the geometry signals 60mph are likely to accelerate through the zone rather than moderate speed.

Overtaking on exit from a slower zone is a known high-casualty scenario on rural A-roads. The Council should provide collision type data for this location: if rear-end and overtaking incidents dominate, a 40mph limit without physical traffic management will not help and may worsen them. If the casualty record centres on the junction itself, junction treatment addresses the problem more directly than a limit reduction on the approach.

Bradwell Grove: 40mph (replacing 50mph)

Bradwell Grove is the site of a recorded fatal collision, but causation is the critical question. If the collisions involve vehicles leaving the carriageway on bends, or junction conflicts at the Bradwell Grove access, the response should be engineering — improved delineation, junction geometry review, surface treatment, or bend warning systems. A 40mph limit does not address departure angle, friction coefficients, or junction sight distances.

If overtaking on the approaches caused the collisions, the current limit may already be too low for the road alignment.

Key questions not in consultation docs

The Council needs substantive answers to the following before proceeding — otherwise the proposals apply limits where they will not work and may worsen safety:

Collision causation:

Q1. What is the 5-year collision record for each of the four proposed sections, broken down by collision type (overtaking, rear-end, departure, junction, pedestrian/cyclist)? Speed limit reductions may reduce departure incidents but have no direct effect on junction conflicts, and may worsen overtaking incidents through frustration.

Q2. At what speed were at-fault vehicles travelling at the point of collision at each location? If collisions are predominantly occurring well above the existing limit (indicating existing non-compliance), what is the evidence that a lower limit - similarly non-complied with - will produce different outcomes?

Q3. For the fatal collision at Bradwell Grove, what was the causation finding, and how does a 40mph limit directly address it?

Limit credibility and compliance:

Q4. What is the Council's baseline compliance estimate for the proposed limits, and what is the currently observed 85th percentile speed at each location? If the 85th percentile on the Chipping Norton–Ascott section exceeds 55mph, a 50mph limit without enforcement or engineering support is likely to achieve single-figure percentage compliance – as 20mph limits already demonstrate.

Q5. What physical engineering measures accompany the proposed limit changes? Speed limit reductions without supporting road geometry modification or consistent, active enforcement are well-documented as ineffective on rural A-roads.

Q6. Has a road safety audit been conducted on the proposed limits specifically considering the speed distribution effects - i.e., the risk created by the differential between compliant and non-compliant vehicles - rather than solely the risk from average speed?

Frustration and displacement effects:

Q7. Has the Council assessed the increased overtaking risk immediately downstream of the proposed reduced-limit zones, where frustrated drivers take risks they would not otherwise take? The frustration-export phenomenon is well-documented: the dangerous manoeuvre typically does not occur at the sign but several hundred metres later when an opportunity presents itself.

Q8. What is the Council's assessment of the HGV–car speed differential risk at the 40mph sections? The Government's own rationale for the 2015 HGV limit increase was to reduce dangerous overtaking caused by speed differential. These proposals recreate that dynamic in reverse on a road with limited overtaking opportunities.

On the whole-system approach:

Q9. The Council's own Vision Zero strategy commits to a whole safe system approach. The proposed TROs address only the safer speeds element. What interventions does the Council plan under the other four system components for the A361 corridor, and what is the evidence for prioritising speed limits over road surface treatment, delineation improvement, or junction geometry review?

Q10. What monitoring and review mechanism will be established, and when, following implementation, will the Council assess whether the new limits are achieving compliance and reducing casualties? If compliance is below 50% at 12 months, what is the Council's proposed response?

Alternatives

These measures would address the safety concerns on the A361 corridor without the credibility and frustration problems inherent in the current proposals:

- Targeted limit reductions supported by physical engineering: where bend geometry, junction proximity, or surface condition genuinely constrains safe speed, reduce the limit and modify the road to match. A 40mph limit with appropriate signing, surface texture change, and advance warning is credible. A sign alone is not.
- Junction treatment at specific locations where collision records show junction conflicts: Bradwell Grove access, the Swerford junction, and the Shipton-under-Wychwood approaches all warrant geometry review independently of the speed limit question.
- Overtaking review: identification of sections where overtaking is both common and high-risk, with targeted physical deterrence (hatching, advance signing) rather than speed limit reduction across the whole route.
- Improved road surface and delineation: the 2019 £4.135m DfT-funded A361 improvement scheme (Banbury to Chipping Norton) demonstrated that surface, drainage, visibility, and junction improvements reduce casualties. A similar programme on the southern section would address the physical risk factors directly.

Conclusion

The A361 corridor has a genuine casualty problem. Speed limit reductions - without supporting engineering and without analysis of the frustration and compliance effects - will not reduce the casualty toll and may add new risks where none currently exist.

The Council should commission an independent road safety audit examining frustration displacement and the compliant/non-compliant speed differential, and reframe the A361 safety programme around the full safe system rather than the speed limit element alone.

26 May 2026

Sources:

Road Safety Foundation identification of A361 (Banbury–Chipping Norton) as high-risk corridor; Oxfordshire County Council Vision Zero strategy ([oxfordshire.gov.uk](https://www.oxfordshire.gov.uk)); Goldenbeld & van Schagen (2007), credibility of 80km/h rural road limits; Lee et al. (2017), effect of speed limit credibility on speed choice, Transportation Research Part F; Yao, Carsten & Hibberd (2020), predicting compliance via credibility and risk perception; Transport Scotland evaluation of A9 HGV speed limit trial; UK Department for Transport, 2014 HGV speed limit consultation and 2015 implementation; BBC Oxfordshire, fatal collision A361 near Burford (reported); Parliamentary written evidence RSA0039, speed limit frustration effects.

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Division(s) affected: *Didcot Ladygrove*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

DIDCOT: A4130 ABINGDON ROAD & HADDEN HILL – PROPOSED 30MPH SPEED LIMIT & TRAFFIC/HIGHWAY IMPROVEMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following traffic/highway improvements in Didcot, as advertised:

- (a) **A4130 Hadden Hill:**
 - i. **Extend the existing 30mph speed limit eastwards for approximately 130 metres,**
 - ii. **Two new Toucan crossings (a signal-controlled crossing for use by pedestrians and cyclists) either side of the roundabout junction with the access to the ‘Hadden Hill’ retail park,**
 - iii. **Four new bus stop clearways, with ‘No stopping except local buses’ restrictions,**
 - iv. **New sections of segregated foot/cycleway (5 metres wide) on the North side,**
 - v. **New section of shared foot/cycleway (3 metres wide) on the south side.**
- (b) **A4130 Abingdon Road:**
 - i. **Two new Toucan crossings (a signal-controlled crossing for use by pedestrians and cyclists) either side of the junction with Tamar Way,**
 - ii. **Two new bus stop clearways, with ‘No stopping except local buses’ restrictions,**
 - iii. **New section of segregated foot/cycleway (5 metres wide) on the East side, and**
 - iv. **New section of shared foot/cycleway (3 metres wide) on the west side, south of Tamar Way.**

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals

to introduce various highway & traffic improvements on the A4130 Hadden Hill & Abingdon Road in Didcot – as shown in **Annexes 1 & 2**.

3. The proposals have been put forward as a result of the development of adjacent land for residential purposes, which are required in the immediate vicinity related to the associated supporting infrastructure, and are in accordance with the approved S.106 agreement/planning obligations
4. The development will see additions & improvements to the pedestrian, pedal-cycle, and motor vehicular access infrastructure to the new residential development – from both the A4130/Hadden Hill retail park roundabout, and Abingdon Road. The subsequent proposals will see an extension of the existing 30mph speed limit on the A4130 Hadden Hill, and also the provision of new toucan crossings (signal-controlled crossings for use by both pedestrians and pedal cyclists), new bus stop facilities with clearway restrictions, & the widening of existing sections of footway to create both segregated & shared cycleway/footways.

Corporate Policies and Priorities

5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
 - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

6. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.

7. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements and validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

Legal Implications

8. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
9. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Highway Agreements (South)', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

11. The measures are aimed at increasing safety and convenience for vehicles as, well as improved facilities for buses, pedestrians and cycles, and with the segregation of the more vulnerable highway users, which will encourage more confident use of alternative means of transport.

Risk Management

12. No potential significant health and safety or service provision risks have been identified in these proposals.

Formal Consultation

13. Formal consultation was carried out between 20 May and 19 June 2026. A notice was published in the Oxfordshire Herald Series newspaper. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, South Oxfordshire District Council, relevant local District Councillors, Didcot Town Council, and the local County Councillors representing the Didcot Ladygrove, Didcot South, Didcot West, and Cholsey & The Hagbournes divisions.
14. During the course of the formal consultation, 11 responses were received via the online survey, and these are summarised in the tables below:

table1. A4130 Hadden Hill:

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
30mph speed limit	9	1	1	-
Toucan crossings	10	1	-	-
Bus stop clearways	10	1	-	-
Segregated foot/cycleway	10	-	1	-
Shared foot/cycleway	10	-	1	-

table2. A4130 Abingdon Road:

Proposal	Support	Partially support / concerns	Object	No objection / No opinion
Toucan crossings	10	1	-	-
Bus stop clearways	11	-	-	-
Segregated foot/cycleway	10	-	1	-
Shared foot/cycleway	9	-	2	-

15. Additionally, a further four emails were received directly – with Thames Valley Police not objecting, although raising some concerns about the proximity of the bus stops to the crossing facilities. Thames Travel (local bus operator) submitting their support – in light of the approval from the Local Planning

Authority for the residential development at Ladygrove East. The Oxfordshire Cycling Network submitted an objection to the proposed Abingdon Road shared foot & cycleway, and the local County Cllr representing the Didcot Ladygrove division offered partial support, outlining disappointment regarding the lack of wider route-based improvements for the Abingdon Road.

16. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

17. The responses to these objections/concerns have been contributed to by a combination of both Highway Agreements and Transport Development Management Engineers/Officers
18. With reference to response e1, it has been checked and confirmed that pedestrian visibility splays will not be obscured by a stationary bus.
19. Referring to the objections raised in responses e3 & o3 – when developments come forward, they all must be considered on their individual merits and any mitigation that is sought must meet the Regulation 122 CIL tests (necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind).
20. Highway Officers must ensure the development will mitigate its own impact, however, this sometimes means that we are not able to justify seeking larger or more wider mitigations, given their scale or the impact the developer has evidenced in their transport assessment.
21. The proposals provide the necessary mitigation for the site, to ensure residents of the site can access existing walking and cycling infrastructure, as well as public transport and local facilities. It was not justified to seek further works heading north along Abingdon Road, given the connections that could be made to existing links through Ladygrove and the provision along Hadden Hill up towards the Broadway roundabout provide these connections.
22. Specifically, with respect to response o3 - the proposals are also set to provide safe links to the existing cycling infrastructure for the future residents of the development, and these proposals are fully funded by the developer at no cost to the County Council.
23. In response to the various concerns raised in response e4:
 - 1) The space constraints of the highway cross section in this location meant that a wider than 2m footway could not be achieved. Providing a wider shared use path along this section was OCC's preference, however, this relied upon using land outside of the developer's

control. Consideration was given to reducing the carriageway width to achieve the 3m shared use path, however, given the gradients to the east of the highway, more width would have been required to provide the necessary buffer widths/safety mitigations. The Abingdon Road is also a bus route and therefore, this limits the width you can take from the carriageway to provide the adequate width for any shared use path.

2) There are two 'strategic' cycle routes - one further north and one that runs along the southern boundary linking to NPR3 - being provided as part of the site, which will provide an east-west segregated connection for cyclists to the Abingdon Road. It is acknowledged that 3m is adequate for the facility to be shared use, however, it will not be possible to enforce against cyclists who choose to use this route to reach the Abingdon Road.

3) I acknowledge the concerns raised here, however, LTN 1/20 Table 6.1 states that a 0.5m buffer is desirable for 30mph roads, however, absolute minimum horizontal separation of 0m. We would not support narrowing of the carriageway to achieve this and the land beyond this point is not within the developer's control, therefore, whilst I acknowledge this point, it complies with LTN 1/20.

4) – It would not be safe to have a continuous raised priority crossing across Tamar Way without reducing the width, by tightening the radius of the junction. This is one of the main access points into the Ladygrove estate and therefore, tightening the radius is not favourable, given the traffic volumes. This is also outside of the scope of the developers works obligations and this consultation. We have managed to secure tactile paving across this junction (Tamar Way) which is a betterment on the existing arrangement, however, no further works to this junction will be undertaken.

5) The Marsh Bridge roundabout works proposed were costed up and have been provided as part of a contribution towards the Didcot Central Corridor scheme, given the roundabout makes up part of that scheme area. The Tesco roundabout walking and cycling provision has been improved, especially on the northern side at the site access and the splitter islands have been upgraded.

24. Officers agree that response o1 makes a valid point, however, the confirmed S106 stated that

"improvement works along the eastern side of the Abingdon Road to provide a minimum of 2m footway linking the northern pedestrian site access to the Abingdon Road/Hadden Hill Roundabout. A shared facility must be provided where possible in accordance with LTN/120".

25. During the technical approval stage, considerable efforts were made to get the entire length of proposed footway on the eastern side of the Abingdon Road

upgraded to a shared facility (minimum of 3m). However, this could not be achieved as the land beyond this section falls outside of the developer's control, and is owned by South Oxfordshire District Council (SODC). Meetings were held with SODC, and they were put in contact with the developer to explore a potential solution, however, the developer did not wish to pursue this option. Due to the wording in the S106 agreement Officers could not make them upgrade this route, as the provision of a 2m footway in this location satisfies the developer's obligations.

26. It is envisaged that cyclists would use the toucan crossing from either direction to access the existing cycle facilities to the west or use the proposed cycling facility to the east, before reaching the 2m footway to the south of the toucan crossing on the eastern side. Appropriate signage will be provided advising cyclists to dismount, and should they wish to use this footway, they may do so by walking their bicycle.
27. With regards to the objection raised to the extension of the 30mph speed limit in response o2 – the relocation of the speed limit terminal signs was recommended by the Council's Traffic & Road Safety Department and the Road Safety Audit Team, to position them further from the proposed crossing point. Therefore, it has suitably been relocated. It is proposed to extend the 30mph speed limit by approximately 130m out of Didcot to ensure that all associated works fall within a consistent speed limit, avoiding a transition between 30mph and 40mph limits in close proximity to the toucan crossing, which could otherwise distract or confuse approaching drivers.
28. Finally, in response to o4 – extending the speed limit further east cannot be justified and is outside the scope of these works. The location of the crossings is in accordance with what was approved at planning and form key elements of infrastructure required to enable residents of the future development to access the wider walking and cycling network.
29. The siting of the crossings and bus stops has been subject to a technical review and independently assessed through a Road Safety Audit, which raised no safety concerns in relation to the proposed arrangement.

Paul Fermer
Director of Environment and Highways

Annex(es): Annexes 1-2: Consultation plans
 Annex 3: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Aaron Morton (Senior Engineer – Highway Agreements South)
Ryan Moore (Technical Lead Engineer – Highway Agreements South)

July 2026

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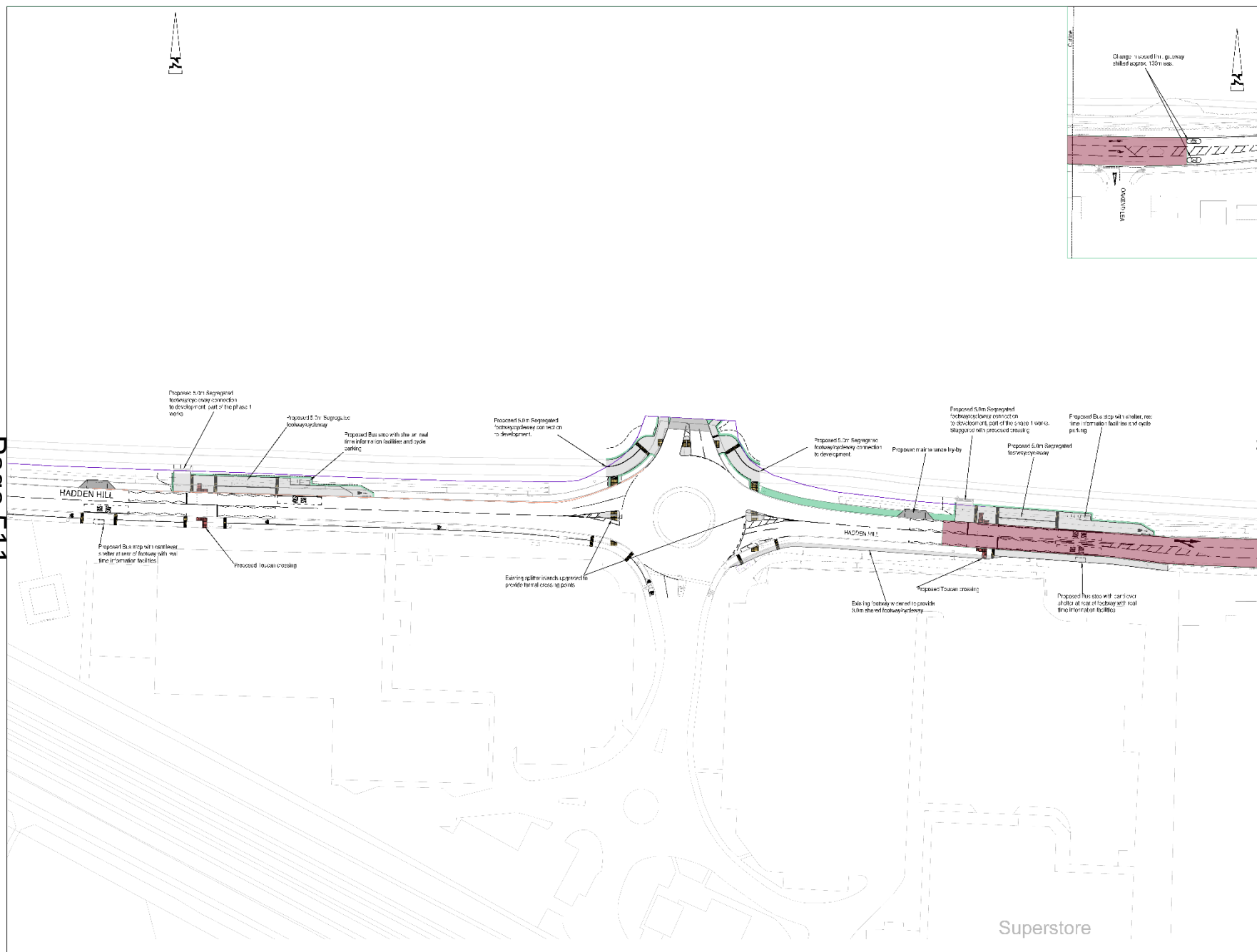
NOTES:

NOTES

- [illegible]

555

-  Proposed Carriageway
 Proposed Footway/Cycleway
 Proposed Minimum 500mm Flat Verge
 New 30mph zone
 Proposed Tactile/Corncob Paving



P5	5/20	CHALK LINE ROAD MARKING PROJECT PLAN	N/A	
P5	5/20	ONE-WAY MARKING WORK WEST OF HIGHWAY	RF	S
P4	5/20	NEW 200' x 60' ASPH. DRIVE IN LOT 10 - 20' CONCRETE AS DR. FAVOR OF LOT 10 - NEW DRIVE	RF	U
P3	5/18	PAN GRILL PITS AND 200' DRAIN TOWER CONNECTIONS IN LOCAL	RF	CR
P2	5/20	NEW IMPROVEMENTS X-BOX LOCAL SITE OFFICE CHANGING	RF	S
P1	5/20	1 NEW DRIVE	RF	U



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**BLOOR HOMES
SOUTH WEST**

Project
LADYGROVE SOUTH
DIDCOT
S278 WORKS

**TRAFFIC REGULATION ORDER
PUBLIC CONSULTATION
SHEET 1**

12

Rate 1.500 @ A1	Date FEB 2026	Drawn RP	Checked S
Drawing No A204-S278-TRO-01			Revision P6

[illegible]

 Proposed Carriageway
 Proposed Footway/Cycleway
 Proposed Minimum 500mm Flare
 Proposed Buff Tactile Paving
 Proposed Buff Core Lay Paving
 Proposed Red Tactile Paving

P1	04/08	RECEIVED 90 CPM AND NORTH CHANDLER TO TO NOT EXCEED 5000	PP	PP
P2	03/08	UPDATING A LINE WITH OOC COMMENTS	PP	PP
P3	03/08	CHANDLER, B-WARD NORTH TO RECEIVED	PP	PP
P4	03/08	RECEIVED C	PP	PP
P5	03/08	RECEIVED	PP	PP



**BLOOR HOMES
SOUTH WEST**

**LADYGROVE SOUTH
DIDCOT
S278 WORKS**

TRAFFIC REGULATION ORDER
PUBLIC CONSULTATION
SHEET 2

[illegible]

1-500 @ AL	FEB 2026	RP	SI
A204-S278-TRO-02			P4

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle the Police do not object, however raise concern about the positioning of the two Bus Stops shown in the drawing, specifically the inbound stop. I appreciate they are outside of the controlled area of the crossing, but feel they may still obscure visibly of pedestrian when the Bus stops.
(e2) Head of Built Environment and Infrastructure, (Thames Travel)	Support – We write to offer formal support for the proposals under consultation. In doing so, we recognise that this should be considered a formality, as the measures concerned arise from the consent duly made by the Local Planning Authority for residential development at Ladygrove East, (LPA Reference P19/S0720/O et alia.) now being lawfully implemented. This site is a formal allocation in the Statutory Development Plan being the South Oxfordshire Local Plan 2035. However, it bears recalling that the principle of residential development on this site, of the kind broadly now consented, has been in successive adopted development plans since 1983. Not only that but the current consent and these specific elements within it, have been the subject of exhaustive due process through the planning and highways consenting regimes. This has included copious public consultation. It is appropriate for us to signal our view that it is in all ways appropriate for the technical details to progress without delay. The proposals consist of the following measures: • extension of the existing 30mph speed limit on the A4130 Hadden Hill, • the provision of new toucan crossings (signal-controlled crossings for use by both pedestrians and pedal cyclists), • new bus stop facilities with clearway restrictions, and • the widening of existing sections of footway to create both segregated & shared cycleway/footways. Naturally these all will facilitate safe and convenient access from the development site to bus services on both Hadden Hill and on Abingdon Road, as well as wider provision for active travel modes. This site represents an

	extremely compact form of development and as such walking and cycling will present a highly relevant choice with the implementation of these measures. Without them, the fundamental locational benefits of this site would not be realised; neither, the achievement of Local Plan Policy CP33, and much less so, the County Council's own transport and development management policies. We also wish to strongly emphasise the positive benefits that arise for existing parts of Ladygrove, west of Abingdon Road. Development commenced here in 1987, and most of these homes have been occupied, with very limited public transport, ever since about 1989. More recently, despite the presence of the X36 service running every 30 minutes, there are no bus stops anywhere on the road. The current situation therefore has a long history but now, appears to be quite intolerable in the light of ambitious County Council policies to radically increase bus use, not just from new development but from existing neighbourhoods. We have been urging the County Council for some time to accelerate as far as possible the delivery of such stops, whether through the progression of agreed measures under s278 of the Highways Act 1980 such as this, or on its own account. We also confirm that we previously have been approached by officers to consider these proposals in more technical detail. We trust that the foregoing is of assistance and that these legalities can be swiftly confirmed. Notwithstanding, as ever, officers should not hesitate to contact me if they have any question to raise.
(e3) Local County Cllr, (Didcot Ladygrove division)	Partially support – Firstly I want the road crossings delivered as soon as possible. There are a number of residents who need to cross the roads - one person has already suffered a broken femur when doing so in recent weeks. Proper cycling provision is essential. I support the comments made by Liveable Streets and Cohsat, with the exception of the comment about Tamar Way. This is a very busy junction, and side road treatment is not appropriate at all. And finally, it is disappointing that a study has been produced for a very small part of my division, rather than looking holistically at the whole route through on the Abingdon Road.
(e4) Local group/organisation,	Concerns – These plans should come with an explanation of how the measures proposed fit into the broader walking and cycling network. As often happens, these schemes seem only partially integrated into that, which we

(Oxfordshire Liveable Streets)	recognise is an unfortunate result of the way the development planning process is connected to strategic transport planning. 1) The southernmost toucan crossing on Abingdon Rd appears to connect on its eastern end with a 2m wide footway with no cycling provision. The cycle route further north needs to be extended (30m?) to connect to this crossing (as shown in orange on the plan below). If space constraints make separate foot and cycle provision here impossible, space for a three metre wide shared path should be found by taking a metre and a half off the carriageway. Abingdon Rd is a primary cycling route in the Local Cycling and Walking Infrastructure Plan. 2) The entry to the development marked as "Proposed 3.0m footway connection to development" (in light green on the plan above) should provide for cycle access, if necessary as a shared path (which a good quality three metre wide path will support). This is likely be used for cycling, regardless of designation, especially as this will be on the desire line from the development to the southern toucan crossing (and via that to the off-road path along the railway line). 3) The cycle track along Abingdon Rd should have a buffer to the carriageway OR the speed limit on Abingdon Rd should be reduced to 20mph. (See _Cycle Infrastructure Design_ LTN 1/20, Table 6-1.) Any kind of physical barrier - even a 0.2m raised kerb - would hugely enhance comfort and perceived safety for people cycling. Space for this could be obtained by reducing the carriageway width. 4) The Tamar Way entry should be tightened up and, if traffic volumes are low enough, provided with a continuous footway (Side Road Entry Treatment). Otherwise a zebra crossing as close as possible to the desire line as is allowed (5 metres) from the junction. 5) The provision at neither of the Hadden Hill roundabouts is really satisfactory for either walking or cycling. We realise these were outside the development boundaries, but feel this was a missed opportunity to upgrade at least one of these.
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B. Online responses:

RESPONDENT	COMMENTS
(o1) Local group/organisation, (Oxfordshire Cycling Network)	A4130 Hadden Hill proposals:
	30mph speed limit – Support
	Segregated foot/cycleway – Support
	Toucan crossings – Support
	Shared foot/cycleway – Support
	Bus stop clearways – Support
	A4130 Abindon Road proposals:
	Toucan crossings – Support
	Segregated foot/cycleway – Support
	Bus stop clearways – Support
	Shared foot/cycleway – Object
	We support almost all aspects of this scheme, which will facilitate walking, wheeling and cycling along these two sections of road. However, there is one section we object to strongly.
	We object to the footway only section on the east side of the south end of Abingdon Road A4130. This is a breach of OCC's policy and national guidance, and your Didcot LCWIP requires a better solution.
	This should be 5.0m segregated footway/cycleway, the same as sections to the north and the east on the A4130. There are no pre-existing physical constraints because the land was not previously developed, just an agricultural field, so this should be possible at minimal cost.
	This route is a key part of the Didcot LCWIP Network - Route 14 - published in 2023.
	If the current delivery intervention does not deliver it, it will be constrained by development and it is likely to be impossible to deliver. This will create a link that is forever broken into the cycling network, breaching the core design principle of 'coherence' of both national guidance (LTN 1/20) and Oxfordshire's own Active Travel Strategy (p18).

	In practice it gives anyone cycling a dilemma: cycle on a road that fails to meet safe standards, or cycle illegally on the pavement. You would in practice be asking cyclists to break the law to risk their lives. The very purpose of LCWIPs is to develop plans to avoid problems like this. So it is essential that this route is safeguarded now, and constructing it to the standard of the surrounding routes would avoid the incremental costs of safeguarding the land and widening the route later. There are other problems on this route and development, highlighted in the response by Oxfordshire Liveable Streets - we agree with those points. This is the one that we considered required a firm Objection.	
(o2) Local resident, (Didcot, Regent Gardens)	A4130 Hadden Hill proposals:	
	30mph speed limit – Object	Segregated foot/cycleway – Support
	Toucan crossings – Support	Shared foot/cycleway – Support
	Bus stop clearways – Support	
	A4130 Abindon Road proposals:	
	Toucan crossings – Support	Segregated foot/cycleway – Support
	Bus stop clearways – Support	Shared foot/cycleway – Support
	OCC blindly apply speed reductions across the county with no enforcement. No one will pay attention to this speed limit just as they don't on the A4130 to Wallingford. It'll lead to more dangerous driving such as road rage, tailgating and overtaking. The road is wide enough with enough visibility to maintain 40mph safely.	
(o3) Local resident, (Harwell, Reading Road)	A4130 Hadden Hill proposals:	
	30mph speed limit – Support	Segregated foot/cycleway – Object

	Toucan crossings – Support	Shared foot/cycleway – Object
	Bus stop clearways – Support	
A4130 Abindon Road proposals:		
	Toucan crossings – Support	Segregated foot/cycleway – Object
	Bus stop clearways – Support	Shared foot/cycleway – Object
1. What is the point of the proposed 5m segregated footway/cycle way opposite entrance to Tamar Way? Are you actually expecting anyone cycling on the Abingdon road to use it? Similarly, upgrading the footpath to 3m North bound; you go from footpath, brief shared path, footpath again. How does this aid any cyclist along the Abingdon road? Another extremely poor piece of infrastructure that appears from no where and disappears again and doesn't help any cyclist get around. for this short stretch do planners really think that cyclist should leave the road and then a few meters along join the carriageway again? You don't even have priority for the Tamar Way turning. Do the planners ever try to use the infrastructure they are proposing for their day-to-day activities. Completely pointless. Similar issues with Hadden road. On the southside of the road there will be s short stretch of cycle way before being left stranded again at the roundabout where you lose priority. How does that help a cyclist? Who are you expecting to use this? On the North side, what is the point of the short 5m shared footway/cycleway up to the bus stop? who are you expecting to use this? Where are these cyclists coming from that they will use it given you're just dumped onto the road again (and have to give way!) a short distance away? Who are the planners expecting to park their bike at the bus stop on hadden hill? Some decent cycle parking at the stores opposite would be much more beneficial (there isn't any currently for halfords/b&m/pet store) I'm very much in favour of cycle lanes but not when they are so poorly thought through like here. There is zero benefit that I can see. It does not aid any cyclist in getting around this area - so a complete waste of money. Please stop providing such piecemeal cycling infrastructure that appears and then disappears again. Another		

	example of a proposal from planners who never use the infrastructure they design. They should be embarrassed by these cycling proposals.	
(o4) Local resident, (Harwell, The Poplars)	A4130 Hadden Hill proposals:	
	30mph speed limit – Partially support/concerns	Segregated foot/cycleway – Support
	Toucan crossings – Partially support/concerns	Shared foot/cycleway – Support
	Bus stop clearways – Partially support/concerns	
	A4130 Abindon Road proposals:	
	Toucan crossings – Partially support/concerns	Segregated foot/cycleway – Support
	Bus stop clearways – Support	Shared foot/cycleway – Support
	30mph speed limit location change - should be further east to cover the junction with the road to South Moreton - limit would need to extend on this road as well.	
	A4130 Hadden Hill - Crossings: Two crossings in such close proximity to each other and round about seems high in number, concerns around traffic flow / sequencing of lights with two crossings and the roundabout. - Should an alternate scheme where one crossing is installed as part of the island arrangements for the roundabout be considered. - Also the eastern crossing prevents staggering of the bus stop clearways.	
	A4130 Hadden Hill - Bus Stops / Clearways: Two eastern sites would be better staggered - although cannot be achieved with the proposed crossing arrangements.	
A4130 Abingdon Road - Crossings: Again seems an excessive number in close proximity to each other. They are going to be within 100 meters of each other, with a junction being the only separation. Would propose a revision to a single crossing at the southern end, aligned to the proposed access to the new housing development indicated - would also suggest that is amended to be the 5m access vice 3m. As this provides the most direct link to travel and local services options.		

(o5) County Cllr, (Oxford, New Road)	A4130 Hadden Hill proposals: <table border="1"> <tr> <td>30mph speed limit – Support</td><td>Segregated foot/cycleway – Support</td></tr> <tr> <td>Toucan crossings – Support</td><td>Shared foot/cycleway – Support</td></tr> <tr> <td>Bus stop clearways – Support</td><td></td></tr> </table> A4130 Abindon Road proposals: <table border="1"> <tr> <td>Toucan crossings – Support</td><td>Segregated foot/cycleway – Support</td></tr> <tr> <td>Bus stop clearways – Support</td><td>Shared foot/cycleway – Support</td></tr> </table> Aligns with County goals around LTCP targets and also Vision Zero by improving walking and cycling and bus priority. Thank-you!	30mph speed limit – Support	Segregated foot/cycleway – Support	Toucan crossings – Support	Shared foot/cycleway – Support	Bus stop clearways – Support		Toucan crossings – Support	Segregated foot/cycleway – Support	Bus stop clearways – Support	Shared foot/cycleway – Support
30mph speed limit – Support	Segregated foot/cycleway – Support										
Toucan crossings – Support	Shared foot/cycleway – Support										
Bus stop clearways – Support											
Toucan crossings – Support	Segregated foot/cycleway – Support										
Bus stop clearways – Support	Shared foot/cycleway – Support										
(o6) Local resident, (Didcot, Ben More)	A4130 Hadden Hill proposals: <table border="1"> <tr> <td>30mph speed limit – Support</td><td>Segregated foot/cycleway – Support</td></tr> <tr> <td>Toucan crossings – Support</td><td>Shared foot/cycleway – Support</td></tr> <tr> <td>Bus stop clearways – Support</td><td></td></tr> </table> A4130 Abindon Road proposals: <table border="1"> <tr> <td>Toucan crossings – Support</td><td>Segregated foot/cycleway – Support</td></tr> <tr> <td>Bus stop clearways – Support</td><td>Shared foot/cycleway – Support</td></tr> </table>	30mph speed limit – Support	Segregated foot/cycleway – Support	Toucan crossings – Support	Shared foot/cycleway – Support	Bus stop clearways – Support		Toucan crossings – Support	Segregated foot/cycleway – Support	Bus stop clearways – Support	Shared foot/cycleway – Support
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Toucan crossings – Support	Shared foot/cycleway – Support										
Bus stop clearways – Support											
Toucan crossings – Support	Segregated foot/cycleway – Support										
Bus stop clearways – Support	Shared foot/cycleway – Support										

	People that live on the Furlong roads on Ladygrove are not able to cross the road very easily and there is no pavement on that side of the road.	
(o7) Local resident, (Didcot, Collingwood Avenue)	A4130 Hadden Hill proposals:	
	30mph speed limit – Support	Segregated foot/cycleway – Support
	Toucan crossings – Support	Shared foot/cycleway – Support
	Bus stop clearways – Support	
	A4130 Abindon Road proposals:	
	Toucan crossings – Support	Segregated foot/cycleway – Support
(o8) Local resident, (Didcot, North Bush Furlong)	Bus stop clearways – Support	Shared foot/cycleway – Support
	It should assist in better connectivity between east Didcot and the town centre, increase bus patronage (potentially) and provide a much better active travel connection into the town.	
	A4130 Hadden Hill proposals:	
	30mph speed limit – Support	Segregated foot/cycleway – Support
	Toucan crossings – Support	Shared foot/cycleway – Support
	Bus stop clearways – Support	
	A4130 Abindon Road proposals:	
	Toucan crossings – Support	Segregated foot/cycleway – Support

	<table border="1"> <tr> <td>Bus stop clearways – Support</td> <td>Shared foot/cycleway – Support</td> </tr> </table>		Bus stop clearways – Support	Shared foot/cycleway – Support								
Bus stop clearways – Support	Shared foot/cycleway – Support											
(o9) Local resident, (Didcot, Torride Drive)	RE: the more northerly of the two proposed new toucan crossings on the Abingdon Road. The installation of this crossing and the extension of the existing footway to provide pedestrian access from North Bush Furlong have been desperately needed by North Bush Furlong residents for years. Crossing the Abingdon Rd is difficult and dangerous especially for schoolchildren and people with prams/pushchairs/wheelchairs/dogs on lead. Under present conditions it is getting busier and more dangerous with the passage of time. We can't wait for this work to be undertaken. A4130 Hadden Hill proposals: <table border="1"> <tr> <td>30mph speed limit – Support</td> <td>Segregated foot/cycleway – Support</td> </tr> <tr> <td>Toucan crossings – Support</td> <td>Shared foot/cycleway – Support</td> </tr> <tr> <td>Bus stop clearways – Support</td> <td></td> </tr> </table> A4130 Abindon Road proposals: <table border="1"> <tr> <td>Toucan crossings – Support</td> <td>Segregated foot/cycleway – Support</td> </tr> <tr> <td>Bus stop clearways – Support</td> <td>Shared foot/cycleway – Support</td> </tr> </table> I live on the Ladygrove Estate, less than a mile from the Tesco store at Hadden Hill. In the 10 months since moving into my current home, I have been to that store 3 times, and instead have my shopping delivered. I do not drive, so my only way to get there is walk or cycle, or take two bus journeys. Neither walking nor cycling feels safe because most of the pavements feel narrow or require multiple road crossings, and from the Hadden Hill roundabout to Tesco, drivers are mainly concerned with how fast they can go regardless of the speed limit. If I do take the bus from Didcot, crossing to Tesco is not protected and I have never felt particularly safe crossing there. I am fully for all of the proposed improvements.		30mph speed limit – Support	Segregated foot/cycleway – Support	Toucan crossings – Support	Shared foot/cycleway – Support	Bus stop clearways – Support		Toucan crossings – Support	Segregated foot/cycleway – Support	Bus stop clearways – Support	Shared foot/cycleway – Support
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(o10) Local resident, (Didcot, Medina Close)	A4130 Hadden Hill proposals: <table border="1"> <tr> <td>30mph speed limit – Support</td><td>Segregated foot/cycleway – Support</td></tr> <tr> <td>Toucan crossings – Support</td><td>Shared foot/cycleway – Support</td></tr> <tr> <td>Bus stop clearways – Support</td><td></td></tr> </table> A4130 Abindon Road proposals: <table border="1"> <tr> <td>Toucan crossings – Support</td><td>Segregated foot/cycleway – Support</td></tr> <tr> <td>Bus stop clearways – Support</td><td>Shared foot/cycleway – Support</td></tr> </table> I generally support this application. With respect to the southern most toucan crossing on Abingdon road does not join up to any cycling infrastructure on the east side of the road. Ideally there would be a link as this is the quickest way to the station or town centre from much of the new houses. I would like the existing barriers removed as they prevent the free flow of people on bikes. In addition, there is no protected cycling infrastructure between this crossing and the proposed supermarket where the former gas works was. This would be beneficial.	30mph speed limit – Support	Segregated foot/cycleway – Support	Toucan crossings – Support	Shared foot/cycleway – Support	Bus stop clearways – Support		Toucan crossings – Support	Segregated foot/cycleway – Support	Bus stop clearways – Support	Shared foot/cycleway – Support
30mph speed limit – Support	Segregated foot/cycleway – Support										
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Bus stop clearways – Support											
Toucan crossings – Support	Segregated foot/cycleway – Support										
Bus stop clearways – Support	Shared foot/cycleway – Support										
(o11) Local resident, (Wallingford, Wantage Road)	A4130 Hadden Hill proposals: <table border="1"> <tr> <td>30mph speed limit – Support</td><td>Segregated foot/cycleway – Support</td></tr> <tr> <td>Toucan crossings – Support</td><td>Shared foot/cycleway – Support</td></tr> <tr> <td>Bus stop clearways – Support</td><td></td></tr> </table> A4130 Abindon Road proposals: <table border="1"> <tr> <td>Toucan crossings – Support</td><td>Segregated foot/cycleway – Support</td></tr> </table>	30mph speed limit – Support	Segregated foot/cycleway – Support	Toucan crossings – Support	Shared foot/cycleway – Support	Bus stop clearways – Support		Toucan crossings – Support	Segregated foot/cycleway – Support		
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Bus stop clearways – Support											
Toucan crossings – Support	Segregated foot/cycleway – Support										

	Bus stop clearways – Support	Shared foot/cycleway – Support
	Good proposals to improve bus user experience and active travel. However lack of pedestrian and cycle priority at road junctions is poor. With the bypass being extended this route should be quieter and suitable for a more non-car dominated design. The cycleway should have priority over the northern arm of the tesco roundabout - which is essentially an access road whilst the cycleway is a strategic route. Put a parallel crossing in here. Similarly the cycle way continue across the Hadden Hill road at the railway roundabout not giving up to prioritise motor traffic. Opportunity should also be taken to tightening corner radii at Tamar Way to improve safety. This road is 20mph now and doesn't need slip road entrances, this just encourages the rampant speeding along Tamar Way.	

Division(s) affected: *Jericho & Osney*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

OXFORD: BOTLEY ROAD & CRIPLEY ROAD – PROPOSED HEIGHT RESTRICTION & PARKING AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following:

- (a) Remove in its entirety the existing shared-use (Permit Holders or 2 hrs Limited Waiting, Mon-Sat, 8am-6.30pm) parking bay on the western side of Cripsey Road, as advertised.
- (b) Retain the initial 7.5 metres of the existing 'Permit Holders Only' parking bay on the western side of Cripsey Road to the north, as amended from advertised.
- (c) Introduction of a new 4.4m (14ft 6in) maximum height restriction to cover that area of Botley Road beneath the rail bridges, as advertised.

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to:
 - (a) Introduce a new 4.4m (14ft 6in) maximum height restriction to cover that area of Botley Road beneath the rail bridges which pass over the carriageway – as shown in **Annex 1**.
 - (b) Remove (in its entirety) the existing shared-use ('Permit Holders or 2 hrs Limited Waiting, Mon-Sat, 8am-6.30pm') parking bay on the western side of Cripsey Road north of its junction with Botley Road, and the initial 7.5 metres of the existing 'Permit Holders Only' parking bay to the north. With both to be replaced with new 'No Waiting at Any Time' restrictions (Double Yellow Lines) – as shown in **Annex 2**.

3. Network Rail is investing £161 million in expanding Oxford Station with a new platform and western entrance, as well as significant improvements to the area encompassing Botley Road bridge. The full replacement of the bridge over Botley Road will also help address:
 - the vehicle headroom issues below the bridges (by lowering Botley Road),
 - the historic local flooding incidents (by improving the drainage provisions),
 - the Active Travel issues (by providing new pedestrian paths and cycleways).

Corporate Policies and Priorities

4. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*
 - (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*
 - (3) Healthier Oxfordshire – *"We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices."*
5. The proposals form part of the County Councils 'Oxfordshire Connect – Oxford Rail Station and area upgrade' project, which aims to help facilitate the wider improvements, and they also help support the county council's vision for rail in Oxfordshire as set out in "OxRail 2040: Plan for Rail".

Sustainability Implications

6. The proposals aim to ensure that potential impact incidents at the bridge are minimised, thus helping to keep the flow of traffic moving.

Financial Implications

7. Funding for consultation on the proposals has been received directly from Network Rail, with the relevant agreements in place for them to also fund implementation if approved.
8. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Regulatory).

Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Highway Agreements North/Central', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

11. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, however it is considered that these are mitigated by the fact that blue badge holders can park with a valid badge on sections of single or double yellow lines (providing a loading/unloading

restriction is not in force) for a period of up to three hours, or in any adjacent time-limited or permit holders parking bay for an unlimited time.

12. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons' Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant and will provide additional parking capacity for any holder of an authorised current blue badge

Risk Management

13. No potential significant health and safety or service provision risks have been identified in these proposals.

Formal Consultation

14. Formal consultation was carried out between 07 May and 05 June 2026. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, business groups, Oxford City Council, relevant local City Councillors, and the local County Councillor representing the Jericho & Osney division.
15. During the course of the formal consultation, 20 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Concerns / Partial support	Support	No opinion / objection
Height restriction on Botley Road	1	1	11	7
Parking amendments on Cripsey Road	9	3	5	3

16. Additionally, a further five emails were received directly – with Thames Valley Police not objecting whilst highlighting the need for advanced warning signs, Oxford Bus Company supporting albeit wanting to know further details regarding the exemption for local buses, Oxfordshire Liveable Streets (a not-for-profit campaign organisation) submitting their support, and the local County Cllr raising concerns about the loss of parking provision for residents in the area, which was further echoed by a local resident.
17. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

18. In response concerns regarding the height limit, the Traffic Regulation Order (TRO) is not absolutely essential, this is because the restriction is visibly self-enforcing. However, both Network Rail and Oxfordshire County Council felt strongly that a mandatory limit would help add more 'weight' to the restriction to further reduce the risk of bridge strikes.
19. Officers have consulted with the local bus companies, and all have agreed on the exemption wording which will be written into the TRO should approval be given. This will allow local buses only up to 4.42m in height to pass legally under the new bridge. The exemption will not be signed but that is standard practice and not a necessary requirement.
20. Officers have questioned Network Rail further about the need for the loss of parking, and it has become clear that the two restricted time limit spaces on the western side of Cripsey Road will need to be lost in order for the proposed station access to operate safely. The stage 2 Road Safety Audit flagged this up and the 'swept path' analysis for all the vehicles likely to use the access and all the likely manoeuvres and potential conflicts also show that this is required.
21. There is also the need to keep that access area as clear as possible for cyclists to use it safely
22. However, Officers are of the opinion that for the time being the 7.5m of resident permit parking can remain as officers do not think that resident cars parked in that space will conflict with vehicles entering/leaving the station. But this should be reviewed once the entrance is operational.
23. While officers acknowledge that the proposed removal of parking may affect a small number of residents and are sympathetic to these concerns, alternative parking provision is available across the wider Controlled Parking Zone. When balanced against the benefits of improved highway safety and access, these considerations are considered to outweigh the loss of parking.
24. Officers can confirm that the potential for possible relocation of the lost restricted time limited spaces will be considered as part of any future review of the existing CPZ in the area, and additionally – as part of an upcoming Disabled Persons Parking Places (DPPP) review – Officers are likely to be proposing the removal of some redundant DPPP bays on East Street, and proposing them to be replaced with Permit Holders Only parking. Whilst not immediately adjacent to the parking we are removing, it will provide additional facilities in the wider area for residents and their visitors.

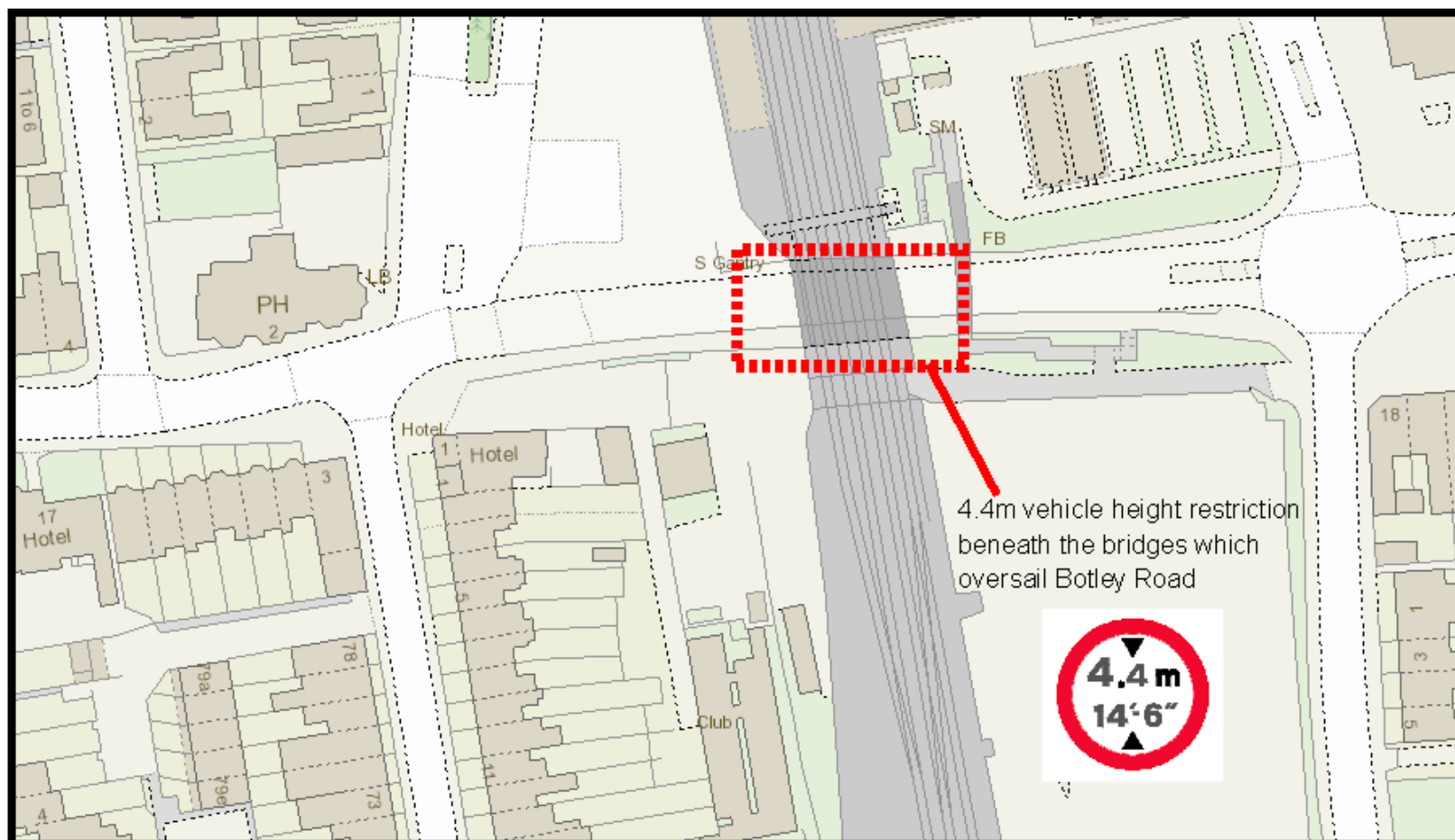
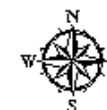
Paul Fermer
Director of Environment and Highways

Annex(es):	Annexes 1 & 2: Consultation plans Annex 3: Consultation responses
Background papers: Other Documents:	n/a n/a
Contact Officer(s):	Julian Richardson (Lead Engineer – Highway Agreements Central) Mike Smith (Team Leader – Highway Agreements North/Central)

July 2026



Highway Infrastructure and Assets



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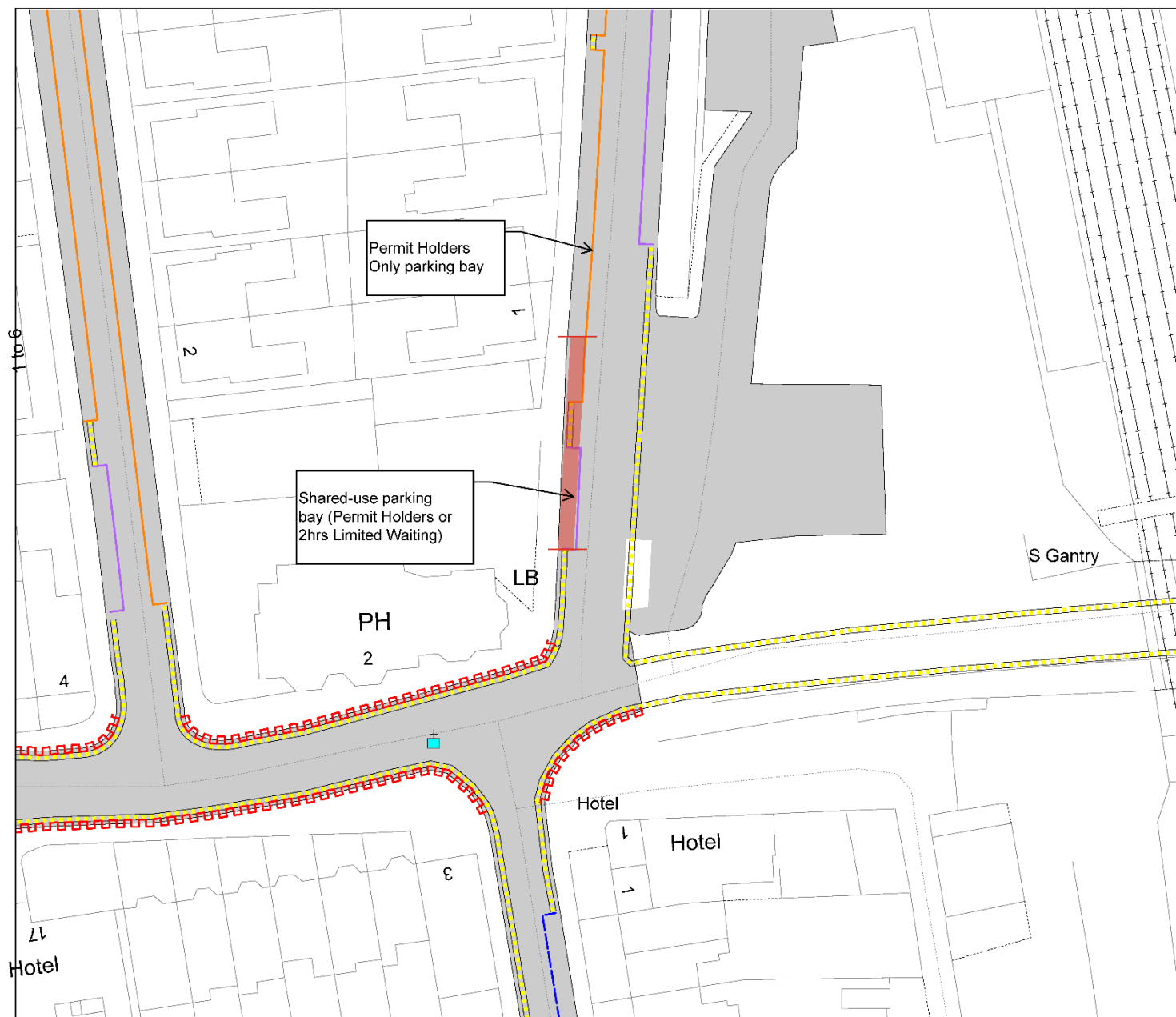
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450,461.9834 206,230.3140

Plot Date: 09/04/2025

Oxfordshire County Council

Author:



Area of parking to be removed

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Page
1 of 1

DRAWING TITLE

Oxford, Cripsey Road

SCALE	1 : 400
DATE	15/04/2026
DRAWING No.	1
DRAWN BY	CJM

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – The Police have no objection . I am sure it will be the case, but good warning signing in advance essential and try and make it clear the increase is only .4 of a metre. (Some may think with a new bridge the difference considerable, but having spent £161 million we don't want it broken)
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	Support – We note the proposals for a 4.4m height restriction on the new Botley Road bridge, with an exemption for local buses deemed suitable. While we welcome the proposed exemption for local buses, please can we request some details from the county council on how the process to deem specific buses will work? Given the dangers posed by bridge strikes, we will need to be very clear with our operational team on what is, and is not permitted to operate under the bridge, to avoid any risk of confusion - particularly if the bridge is to be signed at 4.4m, as these proposals show. Our full height double deck buses are 4.42m in height, and therefore unless specifically deemed suitable, will not be able to operate under the bridge, if signed at 4.4m.
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	Support – We support both these changes. These are simple measures necessary for the operation of the new station layout.
(e4) Local County Cllr, (Jericho & Osney division)	Concerns – The consultation on the height of the bridge seems absurd. How can anyone oppose it? The removal of the parking on the west side of Cripsey Road will be a very serious loss. The spaces must be replaced nearby. Can you, for instance, create more spaces for permit holders only on the east side of Cripsey Road a little further north? If not, please find another place.

	I feel that we don't need short-stay spaces. There used to be a couple of shops very nearby (one in Cripsey Road), but they are long gone. I'm writing this on behalf of hundreds of local residents, because I already get many complaints about the shortage of residents' parking spaces in this area.
(e5) Local resident, (Oxford, Abbey Road)	Object – Parking for residents is increasingly difficult. I would suggest these be reinstated but made use for residents only.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Oxford, Abbey road)	Height restriction – Support Parking amendments – Object Since day one, I understood that this project was to heighten the bridge to avoid having only specific buses access under the bridge, I have witnessed endlessly foreign plate high-end vehicles causing traffic havoc in Botley road by having to manouvre back to the ring road, bold lingual signage is vital from the ring road to stop this happening. To allow 2-hour parking iin Cripsey road is mindless, these spaces belong to residents with permits, it will allow shoppers to park to avoid the congestion charge and park and ride. Abbey road, Cripsey place and Cripsey road will turn into a rat-run for cars and taxis dropping off and pick-ups, it will cause havoc in that area along with the two-way traffic from the bridge so near. In depth thinking and future proof planning needs to be applied. Having suffered non-stop inconvenience in this area since March 2023, please consider the local residents who are entitled to return to the way of life we enjoyed, not to endure more traffic hassle.

(o2) Local resident, (Oxford, Cripsey Road)	Height restriction – No objection/No opinion Parking amendments – Object As a Cripsey Rd resident who has due to the incomptence of the station development and the Councils complete indifference to the intolerable conditions imposed on residents of Cripsey Rd for the last 3 years, the proposal to reduce the already inadequate parking is completely unreasonable. The failure to control illegal drop offs/unpermitted parking since the bus diversion suggests that residents will somply be unable to park as unpermitted vehicles will continue, as they currently do in high volumes, do station drop offs. Alternative spaces must be provided and better monitoring of illegal drop off instigated. After the intolerable conditions (heavy bus traffic, HGVs, damaged road surfaces) already imposed on residents it is extraordinary that the suggestion that more onerous, permanent impositions is even being made.
(o3) Local resident, (Oxford, Abbey Road)	Height restriction – No objection/No opinion Parking amendments – Object Current parking on abbey/Cripsey Road is a disaster due to removal of spaces for bus traffic. Losing further spaces would be a final blow from the council to this already beleaguered community
(o4) Local resident, (Oxford, Abbey Road)	Height restriction – No objection/No opinion Parking amendments – Object There would not be enough parking for residents if places are removed on Cripsey road. If they have to be removed it would make sense to replace the temporary stay places with residents only places. Why are there temporary stay places on Cripsey road?
(o5) Local resident, (Oxford, Maidcroft)	Height restriction – Object Parking amendments – Object I don't think these restrictions are necessary.

(o6) Local resident, (Oxford, Abbey Road)	Height restriction – Partially support/concerns Parking amendments – Object I've only just found out about this survey - 4 days isn't enough for an opinion. Why wasn't the bridge designed to allow any normal vehicle under it? A height limit restricts large lorries down the botley road, but I would have thought that the safest engineering option is to raise the clearance of the railway (or actually lower the road) so that normal sized vehicles can safely pass underneath. This way, there won't be any large articulated lorries trying to reverse around a corner onto Cripsey or Abbey roads.
(o7) Local resident, (Oxford, Spooner Close)	Height restriction – Support Parking amendments – Object I support the restricted height, it will cover all regular vehicles and buses while restricting travel on vehicles which should not be travelling this way (HGV etc.) I object to the removal of parking provision on Cripsey Road, short stay parking is essential for local residents picking up or dropping off train passengers with large amounts of luggage or who have disabilities, where buses or taxis are unfeasible. The limited drop off & pick up spots are always taken by taxis and buses, and short stay parking is required.
(o8) Local resident, (Oxford, Abbey Road)	Height restriction – Support Parking amendments – Object Cripsey road will be turned into a drop off zone following the opening of the new station. Any parking will exacerbate this. Also residents parking is already choked - more spaces are needed not fewer.
(o9) Local resident, (Oxford, Abbey Road)	Height restriction – Support Parking amendments – Object Removal of the parking on Cripsey Road is going to impede residents' ability to park on/near their homes, adding further unacceptable disruption to our lives.

	Further, the proposed parking changes it will essentially permit and encourage private motorists, commercial vehicles and taxi drivers to use our quiet residential cul-de-sac as an illegal drop-off point, short-term car park and turning circle. Cripsey Road, Cripsey Place and Abbey Road should be a clearly signed, closely monitored "Residents Only / No Turning / No Drop-Off" area, with strictly enforced penalties. If this is not done, then there will be increased traffic and disruption to all. This in turn will result in more work and expense for the council and Network Rail to fix in the future when your proposal is proven to have failed in its objectives.
(o10) Local resident, (Oxford, Abbey Road)	Height restriction – No objection/No opinion Parking amendments – Partially support/concerns Agree to removing parking spaces and adding the no waiting sign, but I'm concerned on the loss of residents parking spaces. Could these be kept?
(o11) Local resident, (Oxford, Abbey Road)	Height restriction – No objection/No opinion Parking amendments – Partially support/concerns There used to be lots of 2 hour parking on the east side of Cripsey Road north of Cripsey Place. This led to people using this as free parking for central Oxford. I think these 2 hour parking bays should be replaced by permit holder parking to replace the places lost. Also, is there the possibility of adding cycle parking on the road?
(o12) Local resident, (Oxford, Abbey Road)	Height restriction – Support Parking amendments – Partially support/concerns I support the removal of those few parking spaces on the assumption that this will contribute to the enforcement of no pick-up/set down in Cripsey Road for the station from the west at any time.

(o13) Local resident, (Oxford, Swan Street)	Height restriction – No objection/No opinion Parking amendments – Support
(o14) Member of public, (Oxford, Stratfield)	Height restriction – Support Parking amendments – Support These seem like straightforward changes necessary for operation of the new station and bridge layout.
(o15) Local group/organisation, (Coalition for Healthy Streets & Active Travel)	Height restriction – Support Parking amendments – Support 1. The height restriction matches the new height of the bridge, and it would seem foolish not to support this. We presume that the additional 2 centimetres for buses of a certain wheelbase limit enables certain buses and has been carefully tested, and so we also support this. 2. The reduction in parking opposite the west station entrance will reduce vehicle flow and turning at a key potential point of danger, where people are entering and exiting the station by foot, wheeled mobility aid, or cycle. Parking opposite would introduce hazards from moving and turning vehicles, and opening doors. We are pleased to see this removed for the safety of train passengers and other users of this area.
(o16) Local resident, (Oxford, Mill Street)	Height restriction – Support Parking amendments – Support The proposals seem appropriate for the situation.
(o17) Local resident, (Oxford, Abbey Road)	Height restriction – Support Parking amendments – Support Cripsey Road parking will become a station drop off if not removed.

(o18) Local resident, (Oxford, East Avenue)	Height restriction – No objection/No opinion Parking amendments – No objection/No opinion As long as this is high enough for any model of double decker bus to pass under, it seems sensible enough. In future, I would like to see the city invest in trams/light rail - but I suspect this will never be able to pass under the bridge due to steep grades.
(o19) Local resident, (Southmoor, Hanney Road)	Height restriction – Support Parking amendments – No objection/No opinion I am not in a position to know the impact
(o20) Local resident, (Oxford, Blenheim Drive)	Height restriction – Support Parking amendments – No objection/No opinion Interested citizen

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Division(s) affected: *Charlton, Ardington & Hendreds*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

WANTAGE: A338 MANOR ROAD – PROPOSED ‘NO WAITING AT ANY TIME’ PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the extension of the existing ‘No Waiting at Any Time’ parking restriction (double yellow lines) on the A338 Manor Road in Wantage, as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to extend the existing ‘No Waiting at Any Time’ parking restriction (double yellow lines) on both sides of the A338 Manor Road in Wantage, from south of its junction with Broadwater Place, southwards to its northern junction with the service road accessing Nos.1-17 – as shown in **Annex 1**.
2. The proposals have been put forward as a result of the development of land at the Wantage Town Football Club – where the existing grass pitch will be replaced with an artificial ‘3G’ pitch – adjacent to the A338 Manor Road.

Corporate Policies and Priorities

3. Of the three priorities identified within the newly adopted ‘Oxfordshire Strategic Plan 2025-2028’ which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*

- (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

4. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.
5. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, and validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Regulatory).

Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Highway Agreements (South)', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

9. The proposed parking restrictions either side of the site access will help ensure that vehicle movements would not compromise highway safety by ensuring clear visibility around the access junction at all times. Additionally – outside of these immediate proposals – measures are also planned to help promote the use of nearby off-site car parks, aimed at reducing traffic movements in the immediate vicinity.

Risk Management

10. No potential significant health and safety or service provision risks have been identified in these proposals.

Formal Consultation

11. Formal consultation was carried out between 20 May and 19 June 2026. A notice was published in the Oxfordshire Herald Series newspaper. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, Vale of White Horse District Council, relevant local District Councillors, Wantage Town Council, and the local County Councillors representing the Charlton, Ardington & Hendreds, and Wantage West divisions.
12. A letter was also sent directly to approx.75 properties in the immediate vicinity of the proposals, with a second follow-up letter also sent to clarify the situation regarding vehicle numbers and movements at the site following completion of the proposed development.
13. During the course of the formal consultation, 31 responses were received via the online survey, comprising of: two objections (7%), six raising concerns/partially supporting (19%), and 23 in support (74%).

14. Additionally, a further email was received directly – with Thames Valley Police not objecting.
15. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

16. Development of the football pitch has been projected to potentially cause an increase in both vehicular traffic and pedestrian footfall at certain times, however traffic 'permitted' to park at the site once developed wouldn't see a material change.
17. With the on-site parking at the football pitch being inadequate at certain times, overflow visitors will look at parking along Manor Road, as such – the proposed 'No Waiting at Any Time (double yellow lines) parking restrictions are being put forward in part to help further encourage any additional visitors to use the off-site Manor Road Recreational Park facilities – as opposed to attempting to park along Manor Road itself disrupting residents in the process.
18. It is important to note that the scheme is not providing any additional parking to the football pitch – but rather introducing parking restriction on Manor Road to enhance road user safety by enabling vehicles intending to join Manor Road to have clear visibility of vehicles driving on the carriageway. The clear view to be created by the parking restriction, which will provide adequate distance for vehicles driving on the carriageway to stop should a vehicle join Manor Road without giving way to traffic on the main road; a measure that seeks to reduce risk of accidents.
19. The proposed parking restrictions along Manor Road have also been put forward as a safety measure, which is expected to help reduce risk of accidents when cars park along the main road. Any potential extension of the proposed parking restrictions onto side roads is not considered appropriate.
20. Officers also note that as part of the planning approval process – a condition was placed confirming that no use of the new pitch should take place until the off-site highway works (i.e. the extension of the double yellow lines) have been implemented in full.

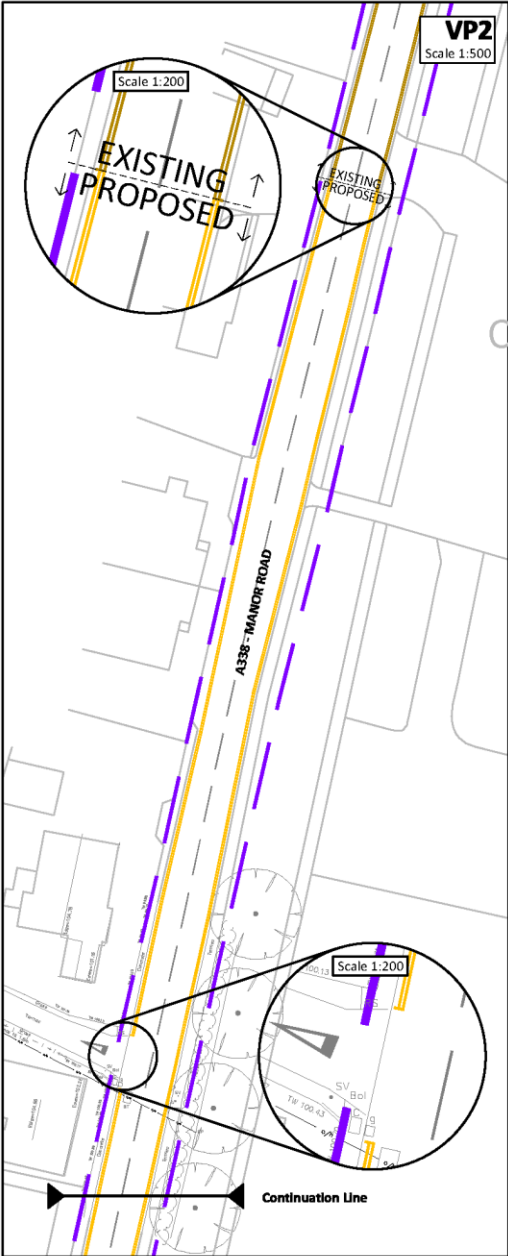
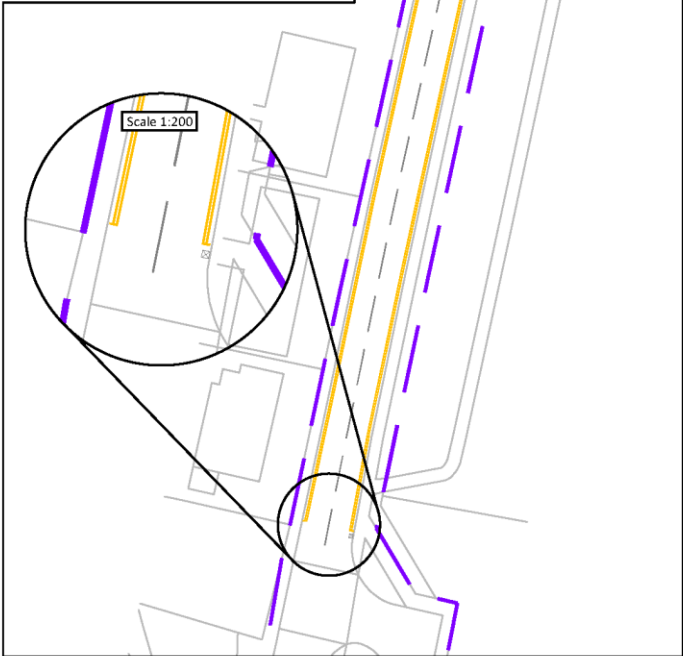
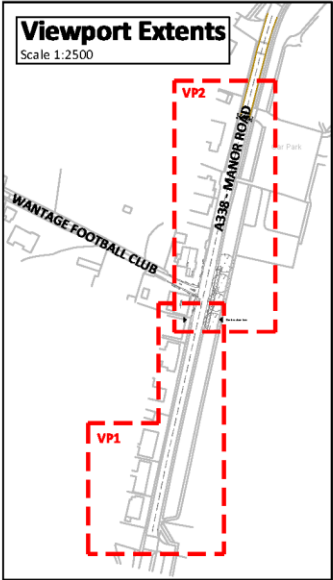
Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Clever Safurawu (Engineer – Highway Agreements South)
Ryan Moore (Technical Lead Engineer – Highway Agreements South)

July 2026



Health, safety & the environment

In accordance with the Construction (Design and Management) Regulations 2015, the designs and details on this drawing have been the subject of a Designers Risk Assessment, to identify risks in the construction, use, or demolition of the scheme.

It is not considered necessary for Designers to highlight obvious and/or common risks (such as deep excavations, manual handling and working around heavy plant) which Contractors should be familiar with, and be able to control by good management and site practice.

So far as is reasonably practicable, the risks inherent in the design have been eliminated. Where it has been considered that elimination of a risk (or part of a risk) is not reasonably practicable, it has been reduced.

Significant unusual residual risks are identified on the drawings by use of a yellow caution marker, beside the measures which have been adopted to eliminate them.

This drawing has been based/developed using the following external drawings					
Type	Company	Drawing date	Drawing title	Date received	Rev
OS Data	Promap	-	Promap 2816610-291985-4-720-0	-	-
Topographical Survey	JPP Surveying	24/4/25	Topographical Survey - 30069Y	-	-

General Notes

1. This drawing is to be used in conjunction with all relevant drawings, specifications and details.
2. All dimensions are in metres unless noted otherwise.
3. Do not scale from this drawing.
4. If any kerbs (existing or proposed) are damaged during construction they shall be replaced to the satisfactory of the Oxfordshire County Council Engineer.

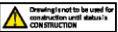


Drawing Key

- Highway boundary (Aligned from Oxfordshire County Council highway record map "REF: MI/101159/10.11.391" dated 02 May 2025)
- Proposed double yellow lining
- Existing double yellow lining

Rev A Drawing updated following comments from client By OT Checked JW 16.09.2025

jpp Northampton T: 01604 781811 Paul & Milton Rogers E: mail@jppuk.net W: jppuk.net	Client	McArdle Sport-Tec Ltd.				
	Project	Wantage Football Club Manor Road Wantage				
	Title	Section 278 Works TRO Plan				
	Scale at A3	As Shown				
Status	FOR APPROVAL	Projectref 28191	Drawn by RH	Checked by HS	Date May 2025	Revision A



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection

B. Online responses:

RESPONDENT	COMMENTS
(o1) Member of public, (Wantage, Hamfield)	Object – I object as this is a waste of money that could be much better spent in the vale of white horse. From reading that document of reasons. The football pitch hasn't even changed its surface and therefore it's unknown what the level of extra vehicles there will be. Plus it's only going to be at certain times of the day because anyone young and fit enough to play football is hardly going to find 10 mates to play with in the middle of peak traffic periods. Also. As anyone who lives in Wantage knows, there is no parking wardens. People park on double yellow lines and pavements all over the town centre and nothing is done. So why all this fuss over parking here. What will happen is. The council will approve this. Double yellow lines will be painted. Cars will park on them when visiting the site. Residents will get upset. They will complain to the council who will shrug their shoulders and at best say parking enforcement is a police matter and this whole endeavour will be a waste of time and money. If the highways team really want to paint some lines. Maybe you could paint some of that junctions around the vale of white horse that have had no markings for over 3 years despite being reported.
(o2) Local resident, (Wantage, Manor Road)	Object – The traffic management issues associated with the increased activity at Wantage Town FC are not unexpected and reflect a lack of foresight or inadequate/misleading planning considerations. These issues were raised by residents in previous planning consultation.

	It is a fact the Wantage Town FC facility has inadequate traffic access, egress and parking facilities for the level of increased activity at the Manor Road ground with the potential to cause major traffic disruption or accidents. It seems inevitable that more public green space will have to be sacrificed if the football club refuses to, or is unable to, use land surrounding it which should be the first option pursued. It seems fundamentally wrong to lose areas of a public park to provide parking for a disconnected leisure activity. The present car park “extension” in the park is a poorly finished sand/gravel construction which carves up badly especially during winter months (a time of most football activity). It also fills quickly causing drivers to park on grass which quickly becomes a muddy mess, destroying grass growth and looking unsightly. For large events the whole park is opened up for parking and again this quickly deteriorates as it is not designed for vehicular traffic. Further parking restrictions in Manor Road will drive vehicles further south along the road with parking in the service road causing congestion and difficulties for residents. This road currently also has a bad surface in places. Double yellow lines will also present a serious inconvenience for parents delivering and collecting children from Wantage CE Primary School who use roadside parking, especially given the above conditions and limited size of the current recreation ground parking. We are therefore opposed to any street parking changes until an adequate hard surface car park is created elsewhere at the expense of the football club who have provoked the issue and presumably now have increased revenue.
(o3) Local resident, (Wantage, Broadwater Place)	Partially support/concerns – Whilst I think the parking restrictions are a good idea, this will only work if implemented well. At present, there the parking on Broadwater Place stretches almost up to the junction with Manor Road, making it unsafe when two vehicles meet each other. When adding the double yellow lines, they should stretch round at least 10 metres onto Broadwater Place to ensure that there is sufficient space for vehicles to safely enter / exit the road.
(o4) Local resident, (Wantage, Broadwater Place)	Support – As there is already parking on manor road closer to wantage, but just around the bend from this area, it would be sensible to block parking so that it does not seize up. Particularly when there are issues on the A34 (not uncommon) you do get large lorries coming through. HOWEVER - this will put additional burden on Broadwater Place, where we already have dangerous and illegal parking within 10m of the junction... so it would be vital to include adding yellow lines to that junction area of Broadwater Place also. There are already yellow

	lines just round the corner for a stretch on Manor Road on the North West of Broadwater Place, which needs to be extended back into Broadwater Place.
(o5) Local resident, (Wantage, Manor Road)	Partially support/concerns – The installation of no waiting restrictions being implemented in this section of Manor Rd would be an inconvenience to the residents, but my biggest concern is that if this was implemented without any thought to additional calming measures this would exacerbate an already dangerous situation that exists. I refer to the fact that unfortunately a small section of motorbike riders feel it is their selfish and idiotic right, once reaching the school coming out of town going South, they see an open straight section of road and open their throttles to create as much noise and speed as they can gain before having to slow for the bends further on. This is sometimes prevented by parked vehicles. If they knew that stretch would have no parking it would only encourage them, and would be a recipe for a serious accident if anyone were to be trying to join Manor Rd from the football club. I strongly urge you to consider this situation before making any decisions.
(o6) Local resident, (Wantage, Manor Road)	Partially support/concerns – As a resident of Manor Road, within the ‘lay-by’ at the opposite end to the park, I have concerns around the instigation of further parking restrictions on Manor Road. Whilst I agree that members of and visitors to the football club should not be able to park along Manor Road. As residents of this area, we already have difficulties with cars ‘abandoned’ by visitors to football matches, various vans owned by residents who are not living nearby and all manner of other traffic. We have daily problems with random cars parked near or on our drop kerb and it can be a challenge for us (and visitors we may have) to park outside our house. I would worry that, without imposing a ‘residents only’ section in this service road area, we will see an increase in severity of an already tricky situation.
(o7) Local resident, (Wantage, Manor Road)	Partially support/concerns – While I think it is a good idea, it will not stop drivers from parking on the road. Every day during term time parents of children who attend the nearby Wantage CE Primary School park on the road in order to take their children to the school. The only way to stop people parking on the road would be to have a parking enforcement operative to attend every day.

(o8) Local resident, (Wantage, Manor Road)	Partially support/concerns – It will push parking up to the road which services 1 to 17 Manor road and there will be no space for residents and their visitors to park.
(o9) County Cllr, (Oxford, New Road)	Support – Improve sight lines and road safety - aligning with vision zero and other county goals.
(o10) Local resident, (Letcombe Regis, South Street)	Support – This is a main through road and for economic and environmental reasons traffic needs to be able to flow along it unhindered. Due to the narrowness of the road, parked cars significantly obstruct the flow, in one of the two lanes, particularly at busy times. The obstruction has been exacerbated by the imposition of a 20mph speed limit (which ought not to apply to through routes!!). Traffic observing the limit takes significantly longer to pass the lines of parked cars. That is causing greater congestion and undue delays not only on the part of other motorists waiting to pass the lines of parked cars, but also pedestrians waiting longer to cross the road, because of the reduced number of breaks in lines of passing traffic which have become much longer because of the unnecessarily reduced speed limit. That is leading to increased impatience and risky behaviour. Not long ago a pedestrian attempted a risky crossing in front of my car, setting off its emergency braking and causing irritation to the driver behind me. Eliminating the parking will remove much of the problem. However, the section of the road referred to in this consultation is not long enough. It needs to run all the way North to the junction with Portway. Nearer that junction there is also a line of parked cars that needs to be eliminated for the same reason and because it is close to a bend in the road,
(o11) Local resident, (Wantage, Broadwater Place)	Support – The turning into Broadwater Place has been hazardous for quite some time now. This is not only an issue at weekends, but more significantly during the week with the school traffic from Wantage C of E. Parents frequently park wherever they please, including on the existing double yellow lines, around the junction into Broadwater Place and the Broadwater Place car park entrance. This already creates a serious hazard without the addition of further traffic. At certain times of the day, visibility when pulling out of Broadwater Place onto Manor Road and vice versa is extremely poor and genuinely dangerous. Something urgently needs to be enforced before an accident occurs.

(o12) Member of public, (Wantage, Larkdown)	Support – I support the proposal. In my experience, vehicles parked along this section of Manor Road can create safety issues for both pedestrians and drivers. Parked vehicles can make it more difficult to cross the road safely and can restrict visibility for motorists, particularly when vehicles are required to pass each other and cannot clearly see oncoming traffic ahead. Similar issues are also evident during school drop-off and pick-up periods, when on-street parking can contribute to congestion and reduced visibility. Encouraging the use of off-road parking facilities rather than parking on the carriageway should help improve safety and traffic flow in this area. The proposed restrictions appear proportionate and should help reduce instances of inconsiderate or unsafe parking without preventing access to local facilities. The Manor Road Recreation Ground car park is only a short distance away and provides a reasonable alternative to on-street parking for most users.
(o13) Local resident, (Wantage, Manor Road)	Support – Support to reduce parking on road instead of in car park
(o14) Local resident, (Wantage, Manor Road)	Support – As a resident that lives along Manor Road I have noticed an increase in activity at Wantage Town Football Club already as more matches being held there due to them upgrading to an all weather pitch. It is not just the additional activity at the football club, there is also the issue of parents/guardians dropping off/picking up children from the primary school and parking on the road instead of using the car park. This has caused issues for residents, having difficulty accessing/leaving their properties. The road can become completely blocked due to parked cars in conjunction with a rise in traffic travelling along manor road, especially at school finish time or when a football match finishes. I have also noticed that cars exiting the Memorial Park carpark are having to exit blind due to vehicles blocking their view in both directions, this happens more so on weekdays when the school day finishes; this poses a risk to not only the vehicle occupants but also to pedestrians using the footpath running alongside Manor Road. The other thing I have noticed with the increased use of the football club is the amount of litter that is dropped from those going back to their vehicles.

(o15) Local resident, (Wantage, Manor Road)	Support – Living by the entrance to Football Club access lane I often see safety issues with the single track road, vehicles trying to enter having to reverse back on to the main carriageway to allow those exiting. When cars are parked near to the entrance this causes safety issues to other road users and pedestrians. This is not just about parked vehicles opposite the Club entrance but back towards Wantage Town centre (North of the junction). In addition parents park in the same area near to the Park entrance and exit when dropping off and picking up the children during term time, this is despite spaces available within the Memorial Park car park. When cars park outside my house on either side of the road and by adjacent properties it significantly reduces my visibility to exit my drive and likewise for motorists to see me as I try to enter the main carriageway. Which side of the carriageway vehicles park varies and is often dictated by the first vehicle to park in the proposed area, subsequent vehicles follow their lead. Therefore Double Yellow Lines are required on both sides of the road. When there are traffic jams/accidents on the A34 or M4, this is often a route used to divert around the issues (whether directed to do so or as a result of local knowledge or SatNav diversion guidance). This includes HGV'S which then cause considerable issues for Newbury Street and the parked cars that legitimately park outside their residencies in Newbury Street before the traffic lights at the junction of Portway. The point being that when vehicles park in the proposed area, this makes the situation significantly worse. I support the proposal, I am also aware that during the planning application you refer to Oxfordshire Highways listed the requirement of Double Yellow Lines (amongst other considerations) as part of their consultation. It was my belief that this was a condition of the application being approved, therefore I was surprised to receive your correspondence asking for views as I was under the impression it had already been agreed as a significant step to reducing risk of accident or injury. The entrance to the Football Club is narrow and restricted to single vehicle width, shared with pedestrians attending the Football Club and residents who live down the lane, this is not ideal but has been the case for many years before the Football Club expanded. To be clear I support the recreational facilities that have grown over time with the Football Club but do believe the implementation of Double Yellow lines will help mitigate the risk to safety.
(o16) Local resident, (Wantage, Manor Road)	Support – The uncontrolled parking along Manor Road during large events at WTFC creates a safety hazard for both road users and pedestrians trying to get across the road to WTFC. I live on the lane down to the club and vehicles parked directly opposite the entrance make it very difficult to drive in or out of the lane.

	However, if these parking restrictions are put in place, what provisions will be put in place by WTFC for the vehicles to park safely? Also to improve the safety for vehicles exiting the lane after events, would it be practical to install a pinch point on the north bound carriageway just south of the lane, with priority to vehicles travelling southbound? This would create a safe area for vehicles exiting to see if traffic is coming down the road as visibility at that junction is poor.
(o17) Local resident, (Wantage, Manor Road)	Support – Can be dangerous with school children and parked cars so close to the bend.
(o18) Local resident, (Wantage, Manor Road)	Support – Restriction certainly necessary on the busy A338 but will only transfer the problem elsewhere. Notably to the service road for nos. 1-17 Manor Road. Football ground visitors already regularly use this service road for parking causing congestion and on occasion preventing access to residents' driveways.
(o19) Local resident, (Wantage, Manor Road)	Support – This road already becomes congested and has recently resulted in damage to the road surface with the increase of traffic including HGV vehicles and tractors, and with cars already parked outside homes by the park this then leads to gridlocked traffic backing up the road from the traffic lights. This will also hopefully stop lazy parents parking along here when there is ample parking in the park at school drop off and pick up. If the A34 is closed for whatever reason then we can't even get out of our driveway due to traffic backing to Manor farm. So definitely it's a yes to support this. And make traffic lights work four way instead of having the filter to turn right down Ormond Road as it also causes congestion of trying to get out of Manor Road/Newbury Street and cars trying to come up it.
(o20) Local resident, (Wantage, Manor Road)	Support – Wantage Town Football Club face a serious safety risk. The substantial increase in the volume of cars, volume of children and adults everyday of the week during the day and night and given the poor visibility and single lane access to their all-weather pitch and facilities is causing poor driving behaviour along the main road and heightened risk to safety. The parties responsible for ensuring safety are facing significant liability should there be an accident. The double yellow lines were a sensible condition of the development - so this should not be up for debate and should not need our approval - but I very much support them. This form does provide an opportunity to reiterate the need for additional action beyond just the double yellow lines - the parking in the park is not adequate at peak times - there is not enough space for cars. Parts of it are grass which become a muddy puddled mess during wet weather as cars wanting to park are forced off the gravel onto the mud. Some cars don't park in the car park but stop/hover on the main road opposite the lane to drop their kids off and collect them. This

	holds up traffic and causes tail backs up and down the main road and along the single-track lane to the football club. Children of all ages and adults use the lane to get from the pitch to their cars and cross the road. The lane has no lighting. The A338 is a busy and fast road and its straight and downhill towards the football club entrance - cars, lorries, and tractors travel fast down the road and up the road as they speed out of Wantage. This shouldn't be a fast road but all traffic types break the speed limit and you now have volumes of children coming and going across the road during the day and in the dark at night and poor/lazy driving behaviour. Alternative measures must be taken beyond just the yellow lines. Hopefully, this is a warning that won't be ignored.
(o21) Local resident, (Wantage, Manor Road)	Support – We live opposite the exit to Manor Road park, and would note three things. 1. Double yellow line parking restrictions were a critical aspect of the updated highways report in support of the planning application intensification of use at the nearby football club, and subsequently a condition of the associated planning approval. 2. Without parking restrictions on this stretch of the highway, we have witnessed numerous occurrences where parking along the road - and unmanaged access down the single track lane to the football club - has led to chaos and lengthy blockages of this important road. Photos available and previously submitted to the planners during the planning application in support of the provision of parking restrictions. 3. We have also witnessed a number of occurrences of real risk to users of the car park arising from unrestricted parking on Manor Road, making exit from the carpark extremely dangerous as visibility is reduced from the exit - existing vehicles have to pull out blind (blocked by vehicles parked with side of the exit) and into what has become a single lane... This happens frequently as people park on the highway during school drop off times mornings and afternoons rather than use the car park itself. Dangerous for children and elderly users of the park also.
(o22) Local resident, (Wantage, Manor Road)	Support – I've already written with a number of reasons for supporting double yellow lines on Manor road as proposed. Two additional reasons: 1. With on street parking as we have witnessed children and parents crossing the road from the Park and car park (for instance accessing the football club), must do so from behind parked cars with limited visibility to/from traffic using the remaining carriageway. Very dangerous, with so many people making this crossing.

	2. With on street parking as currently experienced, residents of Manor Road have to inch out very carefully into the carriageway and simply hope there are no vehicles traveling southward on the wrong side of the road - there is for example next to no visibility from our driveway from vehicles leaving town if they are on the wrong side of the road as a result of parked vehicles on the far side. Again very dangerous for us.
(o23) Local resident, (Wantage, Manor Road)	Support – 1) Fully support the proposal. Cars pulling in, pulling out, and/or turning around in our drive or Broadwater PI are a constant hazard to pedestrians. 2) however, the cars parked along the road on the north side of Broadwater PI are often the only reasons cars slow down to 30, let alone 20. Cars often go past our house at about 45 mph unless there's oncoming traffic that forces them to slow. 3) With increased traffic, has the council considered putting a zebra crossing between the access road to the football club and either Manor Park or the C of E school? With the new houses at Broadwater and general traffic, it seems odd that there's no ability to safely cross the road there
(o24) Local resident, (Wantage, Manor Road)	Support – To stop the cars parking all the way up Manor Road, especially when schools out.
(o25) Local resident, (Wantage, Manor Road)	Support – The parking on the sides of manor road is both dangerous and a real problem with traffic flow, with the football pitch getting busier and busier it becomes completely gridlocked all along the road especially when a competition or tournament is playing then you might as well just stay at home. No one has any due care and attention and risky driving is happening, with only a matter of time before an accident happens both with the school, park and football pitch being nearby. Pothole parking must be sorted to get these cars off the side of the roads, they also block pavements so you can't even walk safely.
(o26) Local resident, (Wantage, Manor Road)	Support – I support the restrictions as the parking is getting ridiculous on Manor road especially at school pick up and drop off times and when the football club has an event... I feel that parking restrictions won't make any difference as there isn't anyone to enforce it.. You only have to look at the parking in the town to see that...

(o27) Local resident, (Wantage, Manor Road)	Support – We have had several situations where cars attending the football club are parked on Manor Road the whole length of the proposed section causing significant issues for cars trying to pass by the long line of cars safely and also making it dangerous for residents to exit their driveways. We also suggest this stretch of road is painted with 30 speed limit signs to remind drivers and improve safety of the pedestrians crossing Manor Road to and from the football club as speeding is common. Please see email with supporting photos
(o28) Local resident, (Wantage, Manor Road)	Support – After witnessing some near misses with pedestrians and cars after stupid parking all the way up Manor Road, and cars not being able to see clearly up or down the hill. It is becoming more frequent and there will be an accident
(o29) Local resident, (Wantage, Manor Road)	Support – To ensure there is clear visibility and traffic is able to pass (can get very built up during peak times or when there is a diversion in place).
(o30) Local resident, (Wantage, Manor Road)	Support – If there is a potential for increased traffic looking to park then it needs to be off of the main road. However for this to be of any benefit at all it needs to be enforced. On rare occasions there is increased traffic, particularly HGV's, if there is a section of M4 or A34 closed. This causes problems further down Manor Road and into Newbury Street. There is already inconsiderate parking by parents taking/collecting children at the local primary school. Most noticeably the area between Willow Lane and Broadwater Place where there are some areas of double yellow lines. Again as it's not enforced people feel they can park where they want making it incredibly difficult to see to get past due to the slight bend going into Newbury Street.
(o31) Member of public, (Wantage, Portway)	Support – We support the proposal. In our experience, vehicles parked along this section of Manor Road can create safety issues for both pedestrians and drivers. Parked vehicles can make it more difficult to cross the road safely and can restrict visibility for motorists, particularly when vehicles are required to pass each other and cannot clearly see oncoming traffic ahead. Similar issues are also evident during school drop-off and pick-up periods, when on-street parking can contribute to congestion and reduced visibility. Encouraging the use of off-road parking facilities rather than parking on the carriageway should help improve safety and traffic flow in this area.

	The proposed restrictions appear proportionate and should help reduce instances of inconsiderate or unsafe parking without preventing access to local facilities. The Manor Road Recreation Ground car park is only a short distance away and provides a reasonable alternative to on-street parking for most users.
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Division(s) affected: *Chesterton & Launton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

GODINGTON – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a 20mph speed limit on the unnamed road running through Godington (near Bicester), as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce a 20mph speed limit within Godington (near Bicester) on the unnamed road running through the village, between a point 145 metres southwest of public footpath no.225/1/20 and the end of the road at Holy Trinity Church, replacing the existing 60mph National speed limit in the process – as shown in **Annex 1**.
2. The proposals have been put forward for road safety reasons, following a request from the Parish meeting.
3. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
4. Streets are central to everyday life in Oxfordshire. They play a role in all transport journeys and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety

Corporate Policies and Priorities

5. The proposals form part of the County Council's 20mph transformation programme, as approved at Cabinet.
6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*
 - (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*
 - (3) Healthier Oxfordshire – *"We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices."*

Financial Implications

7. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
8. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the

Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Regulatory).

Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Vision Zero', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

12. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

13. No potential significant health and safety or service provision risks have been identified in these proposals.

Formal Consultation

14. Formal consultation was carried out between 30 April and 29 May 2026. A notice was published in the Bicester Advertiser newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, relevant local District Councillors, Godington Parish meeting, and the local County Councillor representing the Chesterton & Launton division.

15. During the course of the formal consultation, 10 responses were received via the online survey from members of the public, comprising of: five objections, one partially supporting/raising concerns, and four in support.
16. Additionally, responses by email were received from Thames Valley Police and Oxford Bus Company not objecting, the Coalition for Healthy Streets and Active Travel submitted a response via the online survey expressing support for the proposals.
17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

18. The five objections were received from members of the public, two being residents of the village. The grounds for objection cited the lack of need for a limit given the low traffic flows and that the road was a not a through road.
19. The Council considers objections along the lines of proposals being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant consideration to make amendments to a proposal.
20. A further response expressing partial support together with some concerns was received from a resident of the village; this noted that the extent of the limit did not include the bend by Godington Hall and adjacent accesses. Whilst noting this concern, measures here would be outside the scope of the current proposal which is limited to Godington village and also noting that there have been no reported injury collisions in the vicinity.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Background papers: n/a
 Other Documents: n/a

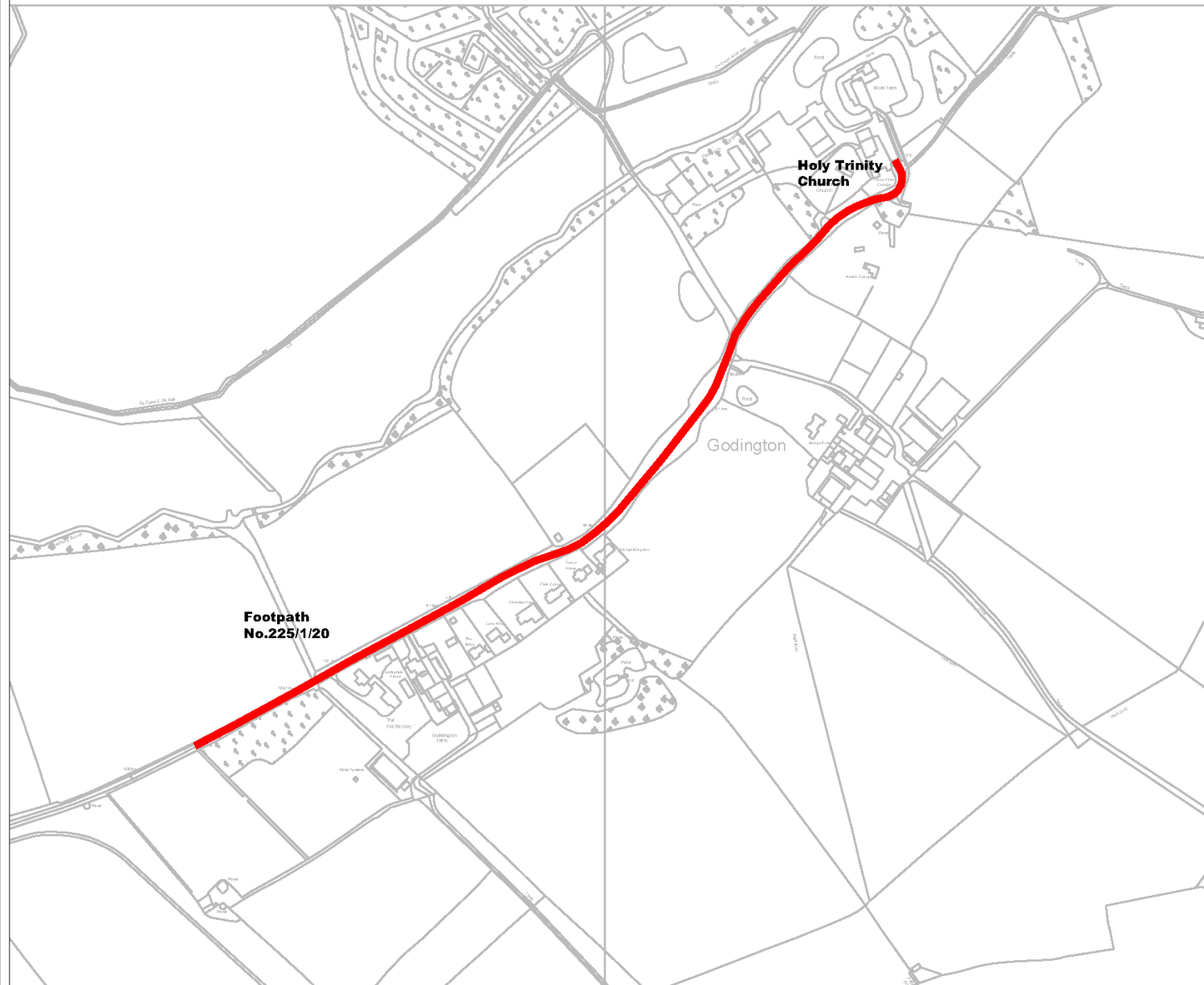
Contact Officer(s): Anthony Kirkwood (Team Leader – Vision Zero)
 Daron Mizen (Operational Manager – Highway Schemes)

July 2026



ANNEX 1

Drawing No.		0	
Proposed 20MPH speed limit			
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 (ENTER 'NONE' IF APPLICABLE) MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE) USE (ENTER 'NONE' IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE) © Crown copyright and database rights 2023 OS AC0000951987			
Rev.	Date	Purpose of revision	Drawn Checked Approved
OXFORDSHIRE COUNTY COUNCIL Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
Project title Godington (P0406)			
Drawing title Proposed 20mph speed limit			
Drawing Status			
Scale @ A4	Drawn by AC	Checked by CM	Approved by
	Date drawn 31/03/2026	Date checked 14/04/2026	Date approved
Oxfordshire Project No. & File Ref.			Revision
Drawing No.			0



ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – The Police have no objection.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Godington)	Object – Not necessary. A 30 zone might be reasonable.
(o2) Local resident, (Godington)	Object – We already had a vote. It feels like we were made to vote again until the right result was reached. With a road this bad, it is magical that anyone would waste their time and energy on putting a 20mph speed limit in place. Especially when we already have a sign telling people to drive slowly. While we're still taking suggestions for ways to waste time and money on, may I suggest we take all of our council tax money and put it in a great big pile and light it on fire, just to see it finally do something.
(o3) Member of public, (Uffington, Green Lane)	Object – 1) There have been no accidents recorded in this stretch of road for at least the last 10 years. 2) The road is of a type that is unlikely to encourage fast driving

	3) Implementing a 20mph to a road that currently has a national limit is against the published speed restriction policy of Oxfordshire County Council. https://mycouncil.oxfordshire.gov.uk/documents/s57574/CA_OCT1921R12%20-%20ANNEX%20B%20-%2020mph%20Criteria.pdf 4) I do not believe that the proposal offers good value for money or the best use of available funds given other constraint on council budgets 5) The location will require a number of repeater signs to be compliant with Department of Transport standard on speed restrictions, otherwise the restriction will be unenforceable. In any case I do not expect it ever to be enforced.
(o4) Member of public, (Bicester, Murdoch Road)	Object – Ridiculous suggestion, Godington consists of what, 10 houses and a farm? The road is a dead end so the only people to use it would be residents and the occasional visitor. What purpose would a 20mph limit serve, nobody would enforce it and nobody would stick to it for the sake of quarter of a mile. Complete waste of money to implement
(o5) Member of public, (Bicester, Peregrine)	Object – Pointless exercise as its a no through road with virtually no traffic
(o6) Local resident, (Godington)	Partially support/concerns – Broadly supportive of a 20mph limit in the village but concerned that the 'national speed limit' reminders as you leave the 20mph zone will remind drivers that the limit is 60mph and cause higher speeds outside of the zone. The worst part of the village regarding too high speeds and plenty of near misses is around the bend at Godington Hall as you come up a hill into the village and will not be helped by the 20mph area. Immediately after this bend is an industrial unit used by a freight company and lots of HGV movements and is the most dangerous part of the Godington road.
(o7) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	Support – The proposal for 20mph in Godington covers a small village, a no through road that will not affect much traffic, but reducing the speed will make this area safer for residents and visitors. Several footpaths and bridleways also pass through the village.

	20mph speed limits, both 'signage only' and (better) with supporting measures have been proven to reduce casualties and collisions. The 2025 UK meta-study 'Evaluating the safety and speed impacts of the 20mph speed limit in the UK: Evidence and insights' covered more than 20 studies and 260 effects and concluded: * Crashes decrease by 26.45%, with a 21.6% reduction for schemes with signs only. * Casualties decrease by 22.9% for all schemes, compared to 10.9% for sign-only.
(o8) Godington Parish Meeting	Support – The 20mph speed limit was proposed by Godington Parish Meeting following requests from several local residents. The proposal was then shared with the village as a whole to gather feedback. Responses were collected on a per-household basis, as Godington comprises only 12–14 houses, and the majority were in favour of introducing a 20mph limit. Given this support, representatives of the Parish Meeting met with Oxfordshire County Council (OCC) in Godington to review the proposal. While it is not a major issue, it is worth noting that during the site survey the agreed start point for the 20mph zone was at footpath 225/1/20, or potentially around 10 metres before it. However, the plan now provided shows the zone beginning approximately 145 metres before the footpath.
(o9) Local resident, (Godington)	Support – support this proposal as a resident of Godington. Godington is a single-track, no-through road serving 12–14 houses and home to young children, pets, horses, and adult residents. The current 60mph speed limit is inappropriate for the nature of the village. Although vehicles rarely reach such high speeds within the cluster of houses, it is not uncommon for drivers to pass through at speeds that are excessive for the environment. A 20mph limit would not be actively policed and may be difficult to enforce, and it is unlikely that every vehicle would consistently travel at 20mph. However, it would almost certainly reduce the higher speeds currently used by some drivers and would improve overall road safety within the village. Above all, the existing speed limit is simply not suitable for a road of this type. As it stands, there is nothing to prevent drivers from travelling at speeds that feel excessive, even if technically within the legal limit.

(o10) Local resident, (Godington)	Support – As a resident who is often out dog walking or running, I find the speed at which people come down the lane can be quite alarming, but as it stands they are leagly allowed to go at 60mph. A 20mph speed limit would hopefully help calm the traffic and alert fast drivers to the fact that it is a residential lane, with small children and pets, horses etc.
(o11) Local resident, (Godington)	Support – The road from Godington Hall to the dead end is relatively straight and, with a few exceptions, adequately surfaced which means that it is used as a race track by drivers using it - not residents on the whole. There are children and many ridden horses using the road and they are routinely put at risk by aspiring Jensen Buttons. I don't know if a 20 mph limit will stop this but it will be a step in the right direction.

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Division(s) affected: *Burford & Carterton West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

WIDFORD (nr SWINBROOK) – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a 20mph speed limit within Widford (near Swinbrook), as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce a 20mph speed limit within Widford (near Swinbrook) replacing in full the existing 30mph speed limit in the process – as shown in **Annex 1**.
2. The proposals have been put forward for road safety reasons, following a request from the Parish council.
3. Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
4. Streets are central to everyday life in Oxfordshire. They play a role in all transport journeys and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, 20mph speed limits will help reduce casualty rates and improve road safety

Corporate Policies and Priorities

5. The proposals form part of the County Council's 20mph transformation programme, as approved at Cabinet.
6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*
 - (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*
 - (3) Healthier Oxfordshire – *"We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices."*

Financial Implications

7. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.
8. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Regulatory).

Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Vision Zero’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

12. The proposals have been put forward for road safety reasons, and aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

13. No potential significant health and safety or service provision risks have been identified in these proposals.

Formal Consultation

14. Formal consultation was carried out between 29 April and 29 May 2026. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, relevant local District Councillors, Swinbrook Parish Council, and the local County Councillor representing the Burford & Carterton West division.

15. During the course of the formal consultation, four responses from members of the public were received via the online survey, comprising of: two objections and two in support.
16. Additionally, responses by email were received from Thames Valley Police and Oxford Bus Company not objecting. The local County Cllr responsible for the Burford & Carterton West division also submitted a non-objection, on the proviso that the proposals were limited to the built-up residential area, whilst a local resident offered their support.
17. The Oxfordshire Cycling Network submitted a response via the online survey expressing support for the proposals.
18. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

19. The two objections received were from members of the public who were not residents of the village; both cited the lack of need and there being higher priorities for public expenditure.
20. The Council considers objections along the lines of proposals being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant consideration to make amendments to a proposal.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Background papers: n/a
 Other Documents: n/a

Contact Officer(s): Anthony Kirkwood (Team Leader – Vision Zero)
 Daron Mizen (Operational Manager – Highway Schemes)

July 2026

Drawing No. 0

 Proposed 20MPH speed limit in place of existing 30mph speed limit

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



OXFORDSHIRE COUNTY COUNCIL

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Project title
Proposed 20MPH Speed Limit

Drawing title
Widford, Swinbrook

Drawing Status

Scale @ A4	Drawn by AC	Checked by	Approved by
Date drawn 24/03/2026	Date checked	Date approved	

Oxfordshire Project No. & File Ref.
Drawing No. Revision 0



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – This deep rural area does not lie on any regular bus routes. I struggle greatly to understand what practical effect this will have, though, given the context.
(e3) Local County Cllr, (Burford & Carterton West division)	No objection – as long as the 20mph limit is limited to the built up residential area.
(e4) Local resident, (Swinbrook)	Support – I write as a long standing resident of Swinbrook, who regularly drives through Widford, in support of the proposal to introduce a 20mph speed limit. For a number of reasons: 1. The road is narrow, with few passing places 2. There are a large number of walkers who use the road, where the footpath runs out between Burford & Widford, and cars, even at relatively low speeds, can rpresent a significant danger. And this danger is exacerbated by the fact that the road is treelined & shaded, such that pedestrians can be hard to see, especially on sunny days. 3. We now have 20mph limits in Asthall, Swinbrook & Burford, and the introduction of a limit in Widford would thus be consistent with other villages etc in the neighbourhood

B. Online responses:

RESPONDENT	COMMENTS
(o1) Member of public, (Uffington, Green Lane)	Object – This location does not justify a 20mph speed restriction. There is no record of any road accidents in the location. The environment is almost entirely rural and the road to Widford Barn is a very narrow, single track, dead end route only serving those properties. Nevertheless the restriction will require repeater signs to be enforceable according to Table 8.4 of the DfT Traffic Signs Manual Chapter 3. I cannot see how the cost of this can possibly be justified given other demands on Council budgets.
(o2) Member of public, (Henley-on-Thames, Blandy Road)	Object – 20mph speed limits are way too slow and extremely difficult to follow due to being so unnaturally slow. Oxfordshire County Council have a terrible approach to 20mph limits and do not follow their monitoring claims so will not reverse any 20mph that have failed and been set to low. 20mph limits should be assessed on accident history and road by road instead of blanket. They also ignore Oxfordshire residents feedback on a largely unpopular scheme which punishes the motorist. It means motorists spend more time looking at the speedometer instead of the road and leaves many drivers aggravated. Oxfordshire County Council respond to no feedback on 20mph schemes and should spend the money on reversing failed limits instead of installing yet more. The roads in Oxfordshire are dreadful with a shameful amount of potholes but instead the council ignore the public views and spend more money on lowering 30mph limits and national speed limits. Motorists generate huge amounts of money to the government through fuel duty and road tax. The 20mph limits are just another hidden tax on the driver through speed enforcement penalties and I'm not sure why Oxfordshire County Council want to criminalise their residents.
(o3) Local resident, (Widford, Road through Widford)	Support – I'm supporting because: 1) the highway through Widford is used daily by walkers, dog walkers, residents and young children; 2) The highway is narrow, without any form of walkway or footpath for pedestrians which means everyone on foot has to walk along the roac; 3) visibility is poor, with a blind turning onto the highway for visitors who park along the lane to the manor; 4) the highway is frequently used as an alternative to the A40, when it becomes very busy and unsafe; 5) sight lines from both Swinbrook and Burford directions are poor; 6) the majority of vehicles speed through Widford, putting residents and visitors at risk. The current 30mph limit is an excessive speed for the road conditions.

(o4) Local resident, (Swinbrook, Road running North from Swinbrook)	Support – This section of road is frequently used by walkers who are using the public footpath which runs from Widford Church to Burford. It is very difficult to drive into the lane from the direction of Widford Manor due to poor visibility.
(o5) Local group/organisation, (Oxfordshire Cycling Network)	Support – The proposal covers the small village of Widford between Burford and Swinbrook. This is on a route popular with people walking and cycling along the Windrush valley (I've been this way many times myself) and through Widford, the road is tight between buildings causing extra hazard. The speed reduction would be of significant value in reducing danger. 20mph speed limits, both 'signage only' and (better) with supporting measures have been proven to reduce casualties and collisions. The 2025 UK meta-study 'Evaluating the safety and speed impacts of the 20mph speed limit in the UK: Evidence and insights' covered more than 20 studies and 260 effects and concluded: * Crashes decrease by 26.45%, with a 21.6% reduction for schemes with signs only. * Casualties decrease by 22.9% for all schemes, compared to 10.9% for sign-only.