

Divisions affected: *Berinsfield & Garsington*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

14 NOVEMBER 2024

CLIFTON HAMPDEN – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Clifton Hampden, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Clifton Hampden, as shown in **Annex 1**.

Financial Implications

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

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

6. Formal consultation was carried out between 19 September and 11 October 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Clifton Hampden & Long Wittenham Parish Councils, and the local County Councillor representing the Berinsfield and Garsington division.

Statutory Consultee Responses:

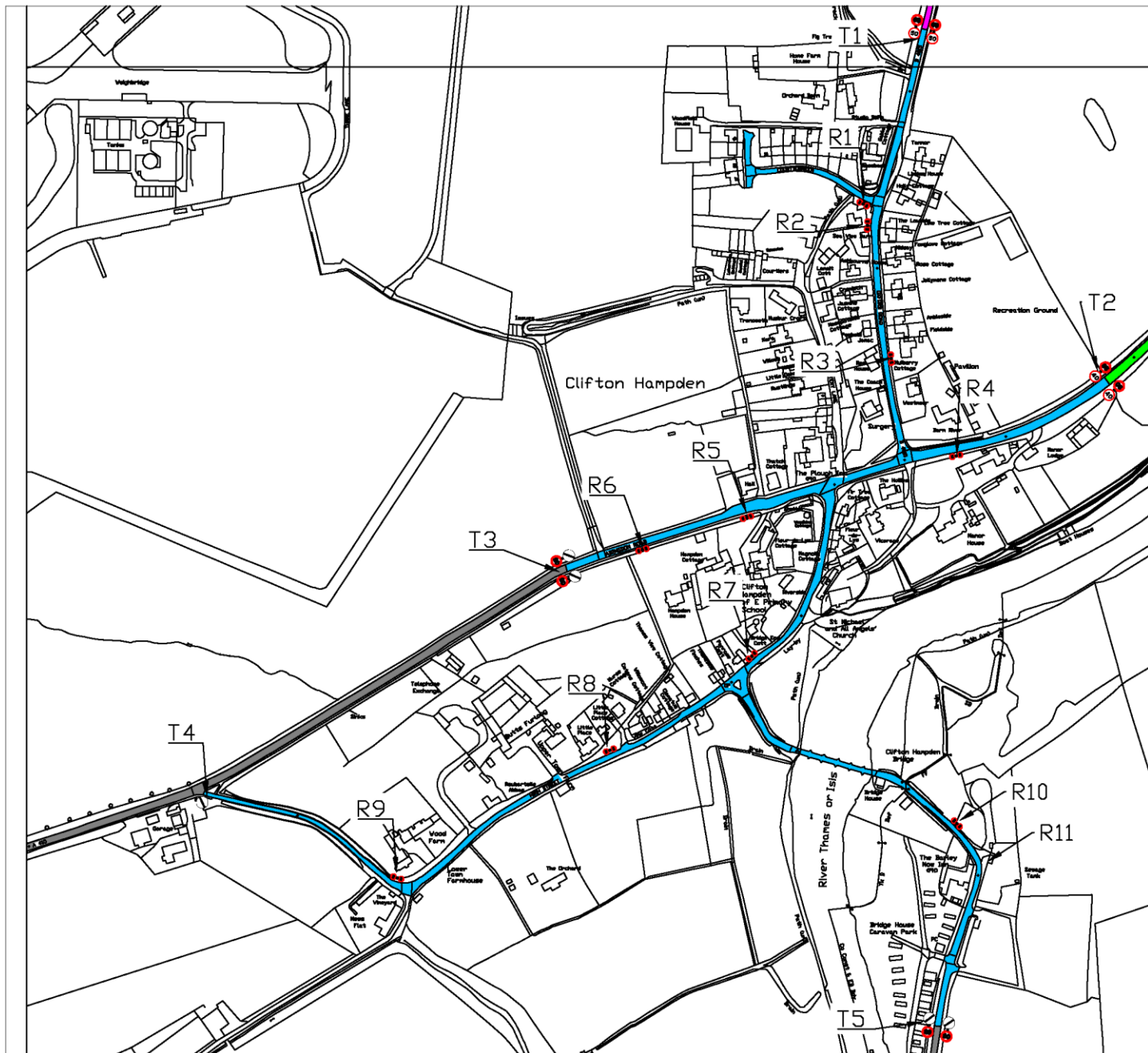
7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits, and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company raised concerns about potential impact on local bus services, notably service no.45, which runs between Abingdon, Berinsfield and Cowley. However, they feel that the impact of the proposals – in terms of local conditions and the effect in practice on the operation of our services – would be modest, especially given that the effect of the local traffic conditions.

Other Responses:

9. 74 further responses were received via the online survey during the course of the formal consultation, comprising of 13 objections (18%), six partially supporting (8%), 52 in support (70%), and three non-objections.
10. 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	26 (35%)
Yes - cycle more	6 (8%)
Yes – scoot more	2 (3%)
No	35 (47%)
Other	5 (7%)

A



Clifton Hampden Sheet A1 Revision 1.0

Legend	
Proposed 20	█
Existing 40	█
Existing 50	█
Existing NSL	█
Not Public Highway	█

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	23.04.24	Proposal 1	C.R		



Project title: Clifton Hampden 20mph Scheme

Drawing title:
Clifton Hampden 20mph Scheme Sheet A1

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: Alk	Approved by: Alk
	Date drawn: 23.04.24	Date checked: 30.11.23	Date approved: 30.11.23

Oxfordshire Project No. & File Ref
Drawing No. 1.0 Revision 1.0

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	<ul style="list-style-type: none"> • existing traffic speeds (No data provided) • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.</p>
<p>(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)</p>	<p>Concerns – Once again, we record our appreciation for diligently consulting us.</p> <p>These represent, once again, extensive proposals to apply a “blanket” 20 mph sign-only limit across the settlement that manifestly does not accord with the clear revised guidance set out in the Spring 2024 revisions to the LTN “Setting Local Speed Limits”. They involve a classified A road – the A415 – as well as begging serious questions about the realistic level of self-enforcement likely to effective – especially on Oxford Road.</p> <p>Bus services ae affected – most notably service 45, between Abingdon, Berinsfield and Cowley. This is operated under contract to the County Council. We duly made evidenced and principled objections to recent proposals at Berinsfield passed by the Cabinet Member with no clear sense that these had been given any real reciprocal consideration or care. We made some very clear statements pointing out that the effect of those proposals- on top of others implemented or likely to be proposed – would make this service very much harder to attract patronage, especially on longer journeys, as well as to operate within current resources. The proposals at Clifton Hampden simply tend towards compounding that problem - one that we have been highlighting consistently from the very outset of these policies being implemented across the County.</p> <p>Even if it could be assumed that the County Council was unconstrained in its financial resources to find ever-larger sums to financially support slower, less attractive bus services in the medium to longer term, this outcome still greatly undermines the ability of buses to contribute to ambitious mode-shift targets at the heart of the County’s own Local</p>

Transport and Connectivity Plan. National policy in the National Bus Strategy for England and in the County's own Bus Service Improvement Plan places faster and more reliable buses at the centre of efforts to make this mode more attractive and relevant to the public. Consistently, actions taken by the Council have served to achieve the diametrically opposite outcome: outcomes that are entirely predictable.

It is not at all credible to suggest, including by inference, that walking and cycling could or will meaningfully substitute for current car-borne journeys to, from and through rural settlements like this. Indeed, within the smaller settlements, very modest levels of circulation by active travel modes reflect that there is so little in the way of services and amenities typically on offer within them – with the principal exception in this case of the primary school. Actions that damage inter-urban and rural bus services ought properly to be considered highly prejudicial to meeting a wider range of existing Council policies and objectives. It continues to grieve us that the current 20mph policy, which we have consistently supported in principle, too often continues to be advanced in an inappropriately simplistic and ill-considered a manner, especially when improved public transport needs to be considered crucial to delivering a safer, healthier, more sustainable and socially equitable transport system across this kind of geography. Given the weight given by the Council's administration to securing these outcomes – which we naturally wholeheartedly applaud and support – the approach to the 20mph limits where bus routes is concerned is still the more perplexing.

Notwithstanding this, looking at these specific proposals in terms of local conditions and the effect in practice on the operation of our services, we must draw the conclusion that the effects will be pretty modest, especially given that the effect of the traffic lights, and intense levels of conflict with parental traffic around the school, contribute to slowing traffic speeds on the key main approaches to very low levels for extended periods.

However, the sudden transition on the western approach to the settlement from a derestricted regime to 20mph, looks especially incongruous and begs some wider material concerns. The first is that deceleration to 20mph would need to be initiated from a considerable distance to the west of the signs to be achievable safely. The effectiveness of the limit here is this obviously jeopardised significantly, as a large proportion of vehicles are likely to be travelling at over 20mph entering the village. The second, albeit lesser concern, is the potential for rear-end shunts as a result of aggressive deceleration in this direction. There is surely an argument for reducing the stretch of the A415 to the west to 50mph.

Notwithstanding this, we do not consider the direct deleterious impacts of these proposals on bus operations is sufficiently material to warrant an objection, and accordingly none is raised. I nevertheless trust that the above concerns will be carefully considered.

<p>(3) As a business, (Burcot, Abingdon Road)</p>	<p>Object – pointless, I could understand if there was a school on the main road, but there isn't ?</p> <p>Travel change: No</p>
<p>(4) Local resident, (Burcot, Burcot Park)</p>	<p>Object – We feel it is unnecessary</p> <p>Travel change: No</p>
<p>(5) Local resident, (Burcot, Burcot Park)</p>	<p>Object – It is an unnecessary distraction. Makes you take your eyes of the road to keep checking you speedometer.</p> <p>Travel change: No</p>
<p>(6) Local resident, (Burcot, A415)</p>	<p>Object – The council is short of money to support essential services so this would be a complete waste of money. If funds are tied to a riads budget it would be better spent repairing potholes especially as existing speed limits are neither observed or enforcedparticularly when it comes to motor cycles and refuse trucks.</p> <p>Travel change: No</p>
<p>(7) Local resident, (Clifton Hampden, Abingdon Road)</p>	<p>Object – Only the Oxford Rod in the built up part of the village and also t he built up section of the Abingdon road upto the vllage hall should be reduced. It is not necessary to reduce the remaining areas in Clifton Hampden. In Burcot reducing the speed limit to 20 where there are no houses is not sensible.</p> <p>Travel change: No</p>
<p>(8) Local resident, (Clifton Hampden, Abingdon Road)</p>	<p>Object – None of the road to Burcot warants a 20 mile per hour limit, potentially the small section outside the school and towards Golden Balls roundabout where the pavement is very narrow could be 20, but other than that 30 is a sensible limit.</p> <p>Travel change: No</p>

(9) Local resident, (Clifton Hampden, High Street)	<p>Object – 30 mph is sufficiently slow but more has to be done to enforce this speed limit. As a Parish we have been asking for cameras and/or other measures for most of the 22 years I have lived here. The only place that 20mph might make is by the school but, as this is near traffic lights, the traffic is normally reasonable in that area.</p> <p>Travel change: No</p>
(10) Local resident, (Clifton Hampden, Oxford Road)	<p>Object – There are traffic lights and pedestrian traffic lights which slow traffic already. There is a case for 20mph flashing lights near the school but only at the beginning and end of the school day and not at weekends or school holidays</p> <p>Travel change: No</p>
(11) Local resident, (Clifton Hampden, Watery Lane)	<p>Object – Motorcycles will take no notice until a camera is installed and they can be caught. It is too slow and unless a camera is here no-one will really take notice. In Nuneham the speed limit works because there is a camera but many know that it is not switched on. Alao there are no traffic lights in Nuneham to cause traffic to slow or stop.</p> <p>Travel change: No</p>
(12) Local resident, (Clifton Hampden, Watery Lane)	<p>Object – Not a mainly built up area. Will worsen traffic queues and pollution. People will speed and pressure those that obey the speed limit</p> <p>Travel change: No</p>
(13) Local resident, (Long Wittenham, Northfield Lane)	<p>Object – Our nearby village has already experienced this 20 mph restriction; without enforcement there is very little impact. Additionally, the signage is a huge public cost, and only serves to remove any rural aspect and increases perception of urbanisation.</p>

	Travel change: No
(14) Local resident, (Long Wittenham, High street)	<p>Object – There's no reason for this change as there have been no accidents or incidents in Clifton Hampden. Also a complete waste of mainey when money needs spending fixing potholes.</p> <p>Travel change: No</p>
(15) Member of public, (Woodcote, Reading Road)	<p>Object – I am against the 20mph proposal for the following reasons (plus: this is one of the worst proposals that I have seen recently): 1. Road conditions: The A415 section through the village is very safe with all the safety facilities in place. It is a busy road that benefit a lot of road users and there are only a residential properties that have exits along the road, plus, there is a pedestrian crossing outside of the school; It is a major road that leads to Abington & A34 which I personally use it very often; The B4015 section also has good footpaths along it (stop randomly blocking A and B roads without thinking!); There is no sufficient evidence indicating that there is significant safety risk on pedestrians & cyclists in the area. 2. The blanket 20mph approach is not scientific as claimed. The decision-makers simply took the news headline '20mph reduces collisions by xx%', while ignoring the fact that the speed restrictions in those trials were deployed in high-risk areas. In Oxfordshire, many of these low speed zones are being deployed in low-risk areas with no accident history, few residents, and good roads. 3. According to statistics data, only 3 out of 1000 people in Oxfordshire might die from traffic accidents over 80 years. The blanket 20mph approach means that the remaining 99.7% will need to slow down for them in the rest of their lives. 4. The proposal does not conform to the Department of Transport guidance in setting local speed limits 'only introduce 20mph limits and zones, in the right places, over time and with local support in urban areas and built-up village streets that are primarily residential, using the criteria in Urban speed limits'</p> <p>Travel change: No</p>
(16) Local resident, (Burcot)	<p>Partially support – Why do you continue to ignore Burcot? I live at Riverside House/Waterside Villas to the West of Burcot Park. Exit from our homes onto the A415 is dangerous as people regularly speed along this stretch. 50 mph+. The 30 mph zone needs to be extended, transitioning from 40 mph just feet before the entrance to our residences is not good enough.</p> <p>We have been on at whoever is responsible (or not) to fix the speed monitors in Burcot for years. When are you going to do it? I have lived here 7 years and they have worked for about 3 months in this time.</p>

	<p>An accident waiting to happen!</p> <p>Travel change: Other Are you having a laugh? We have NO PUBLIC TRANSPORT in this area. (One bus a day, 3 days a week going somewhere that I don't want to go doesn't count). The roads are riddled with potholes and unsafe to cycle on in the day and worse at night.</p>
(17) Local resident, (Burcot, Abingdon Road)	<p>Partially support – I support the speed restriction during school periods (morning/evening). But a blanket limit would cause unnecessary congestion at other times.</p> <p>Travel change: No</p>
(18) Local resident, (Clifton Hampden, A415)	<p>Partially support – Strongly support proposals to reduce the speed limits in Clifton Hampden to 20mph. However, I strongly believe that the NSL at the western end of A415 (Abingdon Road) should also be reduced. This is the most dangerous point of the village road network. Cars enter the village from the west from a blind dip in the road. This is at a point that a footpath crosses the A415 has people frequently crossing. Whilst drivers are currently supposed to have reduced their speed to 30mph, they NEVER do and walkers are put in significant risk of being hit. The NSL should be reduced earlier (e.g. to 40mph once you pass the Turnpike Petrol Station) to ensure drivers are at 20mph when entering the village and passing the footpath crossing point. If the east exit of the village is 40 mph and north east exit is 50mph, why is the west exit 60mph, especially given the lack of visibility given the road dip, turn and footpath which crosses the main road.</p> <p>Travel change: Yes – walk/wheel more</p>
(19) Local resident, (Clifton Hampden, Abingdon Road)	<p>Partially support – I think the distance through Clifton Hampden and Burcot is too long for motorists comply . I do think it would be beneficial through the centre of CH which has a Primary School</p> <p>Travel change: No</p>

<p>(20) Local resident, (Clifton Hampden, High Street)</p>	<p>Partially support – I would support a timed 20mph limit - ie during school hours but not during the rest of the time, when 30mph is perfectly fine.</p> <p>Travel change: No</p>
<p>(21) Local resident, (Didcot, Orwell Drive)</p>	<p>Partially support – I think it is a good idea to make the middle of the village 20 mph but there should be a small 30mph zone before the 40/50/NLP areas e.g. over the bridge when approaching from Long Wittenham so that it doesn't mean such a steep change of speed.</p> <p>Travel change: No</p>
<p>(22) Local resident, (Burcot, A415)</p>	<p>Support – Current speeds deter active travel. Roads are unsafe for cyclists and pedestrians. This restriction in speed limit shouldn't stop at Clifton Hampden though. 20mph should be instated through Burcot with a speed camera installed such as at Nuneham Courtney to deter speeding motorists and motorcycles which are a common problem.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(23) Local resident, (Burcot, A415 Abingdon Road)</p>	<p>Support – We need this speed limit to calm traffic outside the school and beyond, especially to calm motor bikes who see the A 415 as a speedway for their amusement..</p> <p>Travel change: No</p>
<p>(24) Local resident, (Burcot, A415 Abingdon Road)</p>	<p>Support – Support a speed reduction to improve safety, reduce noise and reduce pollution. In Burcot, adjacent to Clifton Hampden, speeding way in excess of the 30mph limit remains a significant safety issue which needs to be addressed.</p> <p>Travel change: No</p>

<p>(25) Local resident, (Burcot, Abingdon Road)</p>	<p>Support – I am supporting the proposal as I have a child who attends the school and the speed at which some cars and motorbikes fly through the cross roads is scary. This is increased 10 fold when the motorbikes from the H cafe meeting nights use the straight road as a race track, disturbing the peace with noise and endangering lives through their reckless speed. I would prefer to be supporting this in conjunction with traffic calming measures as at present there is no safe place to cross the road within Burcot.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(26) Local resident, (Burcot, Abingdon Road)</p>	<p>Support – Clifton Hampden has a busy traffic junction and many families live on the roads proposed to reduce the limit. They can find it hard at certain times to cross safely. There is also a school on the junction and it can be difficult for children to cross safely from the allocated parking slots.</p> <p>Travel change: No</p>
<p>(27) Local resident, (Burcot, Abingdon Road)</p>	<p>Support – Majority of traffic ignores the current speed limits - driving dangerously and at speed through a village where there is a primary school and children often walking close to the road.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(28) Local resident, (Burcot)</p>	<p>Support – Traffic speeds in Clifton Hampden, and surrounding areas including Burcot, are dangerously high. The existing speed limits are regularly exceeded by much road traffic, despite the high incidence of residential settings at or close to the road side.</p> <p>Travel change: Yes - cycle more</p>
<p>(29) Local Cllr, (Burcot, A415)</p>	<p>Support – Residents along the Oxford Road are supported by inadequate footpaths and complain about speeding cars and Lorries endangering their children. Outside the school grounds cars travelling over 20 mph present a hazard particularly near the shop.</p> <p>Travel change: No</p>

(30) Local resident, (Burcot, Abingdon Road)	<p>Support – Our children attend Clifton Hampden Primary School and walking them to school each day is terrifying. The cars and other vehicles often completely ignore the 30mph speed limit and drive carelessly through the village. Anything that can be done to reduce the speed of the flow of traffic through the village and keep our children safe should be. This includes the motorbikes which use the roads near the H Cafe like racetrack!</p> <p>Travel change: Yes - cycle more</p>
(31) Local resident, (Burcot, Abingdon Road)	<p>Support – The current 30mph limit is inadequate. Vehicles constantly exceed this limit every day especially the HGV'S.</p> <p>Travel change: No</p>
(32) Local resident, (Clifton Hampden, A415)	<p>Support – However I walk my dog and risk my life everyday crossing the A415 road near the end of the village and I am scared to cross the road as the cars are ALWAYS speeding and come round the bend really quickly which is really dangerous so the speed limit needs to be decreased. There needs to be some means of enforcement and other villages have digital speed displays which are good.</p> <p>Travel change: Yes – walk/wheel more</p>
(33) Local resident, (Clifton Hampden, A415)	<p>Support – I believe it is necessary to introduce new speed control measures into the village, due to the excessive speeding. I run regularly around the village and regularly cross the A415 at the Abingdon end of the village. The cars emerge from a blind dip, and are very often going much faster than the speed limit, which is VERY dangerous. Reducing the speed limit would hopefully reduce this speeding. However these measures do not go far enough, as very few drivers currently obey the current speed limit, so anlong with introducing a new speed limit, enforcement measures need to be put in place. For example the digital speed management boards that they have in Long Wittenham.</p> <p>Travel change: Other</p>

	Run and cycle more
(34) Local resident, (Clifton Hampden, A415)	<p>Support – I support the introduction of a 20mph speed limit in the village. This will make the roads much safer in the centre of the parish particularly crossing by the post office, and walking along the high street and crossing the river bridge where there is no footway. My only concern is the change from 20mph to 60mph on the westbound section of the A415. The westbound A415 is also increasingly dangerous with greatly increased traffic to the science centre in the last five years, and the position of the petrol garage, and general traffic increases to avoid the A34 to Oxford. I would like to suggest the limit on the A415 should be reduced to 50mph between Clifton Hampden and Culham to ensure the 20mph limit in the village does not exacerbate speeding traffic on the westbound A415 and generate further accidents.</p> <p>Travel change: Yes – walk/wheel more</p>
(35) Local resident, (Clifton Hampden, Abingdon Road)	<p>Support – My children are at risk trying to cross the road. It's also next to the main school where people have had near misses</p> <p>Travel change: Other No but we would certainly walk more</p>
(36) Local resident, (Clifton Hampden, Abingdon Road)	<p>Support – The road is extremely dangerous with many drivers more than exceeding the 30mph limit and jumping the lights. The main issue is the motorbikes speeding through at least 60mph! I fully support a 20mph limit.</p> <p>Travel change: Yes – walk/wheel more</p>
(37) Local resident, (Clifton Hampden, Abingdon Road)	<p>Support – Safety</p> <p>Travel change: No</p>

<p>(38) Local resident, (Clifton hampden, Abingdon Road)</p>	<p>Support – Road safety</p> <p>Travel change: No</p>
<p>(39) Local resident, (Clifton Hampden, Abingdon Road)</p>	<p>Support – The main reason is due to excessive speeding from motorbikes and other vehicles on a daily basis. I live on the Abingdon Road and it is a hazard. A speed camera would also stop people flying through the traffic lights at excessive speed and noise!</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(40) Local resident, (Clifton Hampden, Abingdon Road)</p>	<p>Support – Primarily to curb the excessive and dangerous motorbike speeds to and from Berinsfield. We appear to be on a time trial route on meet days.</p> <p>Travel change: No</p>
<p>(41) Local resident, (Clifton Hampden, Courtiers Green)</p>	<p>Support – I live in Clifton Hampden and have 2 young children and a dog. I am always afraid for their safety with the cars going through the village so fast.</p> <p>Travel change: Yes - cycle more</p>
<p>(42) Local resident, (Clifton Hampden, Courtiers Green)</p>	<p>Support – The Oxford road portion often feels dangerous to both walk and be able to pull into or out of from Courtiers green.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(43) Local resident, (Clifton Hampden, Courtiers Green)</p>	<p>Support – Drivers and motorbikes speed through the village and are making it a dangerous place to walk, run and cycle. I hope a 20mph speed limit will make drivers think about the consequences of speeding and slow down!</p> <p>Travel change: Yes – walk/wheel more</p>

(44) Local resident, (Clifton Hampden, High Street)	Support – agree with proposed new speed limit for safety reasons and environmental impact Travel change: Yes - cycle more
(45) Local resident, (Clifton Hampden, High Street)	Support – Noise pollution Safety of residents and local primary school children and carers. Air quality Travel change: Yes – walk/wheel more
(46) Local resident, (Clifton Hampden, High Street)	Support – Drivers frequently speeding through the village from the bridge to the lights from Long Wittenham and through the lights in both directions on the Abingdon road. Pavements are very narrow with children and families crossing for access to the school. Travel change: No
(47) Local resident, (Clifton Hampden, High Street)	Support – Many drivers drive too fast particularly over the narrow bridge and down the lane leading up to the turnpike garage Travel change: No
(48) Local resident, (Clifton Hampden, High Street)	Support – Too many speeding vehicles at the moment. Traffic calming measures are required if this change is to be effective. Travel change: No

<p>(49) Local resident, (Clifton Hampden, Oxford Road)</p>	<p>Support – Narrow roads that are dangerous to cross for elderly residents and for children in the village. The traffic is very heavy at rush hour and drivers try racing at speed to get throughout the traffic lights, The footpaths are also very narrow meaning that you are often very close to the speeding traffic and people swing around the corner at the traffic lights at such speed they often oversteer and end up on the footpath. I've witnessed this many times. My 97 year old neighbour still crosses the Oxford road to get to the shop and see her friends in the village (she's lived here her whole life). I fear for her life every time I see her crossings.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(50) Local resident, (Clifton Hampden, Oxford Road)</p>	<p>Support – I strongly support the proposed 20mph speed limit. As a resident of Clifton Hampden I often am challenged pulling out of my driveway or crossing the road to walk to the local post office or take my dog for a walk, this is because road traffic is prioritised and drivers will do 30mph or often more when it's less busy. Reducing the speed limit and ensuring accountability will have a positive impact on the residents, young families using the school and dog owners. Thank you for your consideration</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(51) Local resident, (Clifton Hampden, Oxford Road)</p>	<p>Support – I support the proposal of making Clifton Hampden 20mph. We have a school and a doctors surgery within our village creating a high volume of pedestrians within vulnerable age groups (children - elderly), we need to slow the traffic down to help lower the risk of accidents. The village has a very high traffic volume that drives too fast for our small roads and 20mph should help to reduce this. There are no safe crossings in areas of the village so pedestrians, particularly children and elderly, and cyclists are risking their lives to cross, reducing the speed to 20mph should help this.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(52) Local resident, (Clifton Hampden, Oxford Road)</p>	<p>Support – Oxford Road, running through the village, can be extremely difficult and risky to cross. Which is very disconcerting when there are public footpaths through the fields either side. To get to the village recreation ground is equally as challenging, if you live on the West side of the road. The greatest risk has to be death of a child (or adult) when trying to cross, due to the speed of cars, particularly when coming from the North (Notcutts). A simple mitigation to reduce the likelihood has to be to reduce the speed of the vehicles.</p>

	Travel change: Yes – walk/wheel more
(53) Local resident, (Clifton Hampden, Oxford Road)	<p>Support – Traffic speeds through Clifton Hampden and it's dangerous crossing the roads, particularly for elderly residents and children, There have been several accidents on the Oxford Road where speeding cars have mounted the pavement and crashed into boundary fences, and last year into a house. Pavements are narrow and walking so close alongside speeding cars is frightening. Rarely do drivers stick to the current 30mph as they speed to get through traffic lights or out of the village, but even 30mph is too fast for residents being able to walk safely around their village.</p> <p>Travel change: Yes – walk/wheel more</p>
(54) Local resident, (Clifton Hampden, Oxford Road)	<p>Support – I want to feel safe when I walk across the road and cycle around Clifton Hampden village</p> <p>Travel change: Yes - cycle more</p>
(55) Local resident, (Clifton Hampden, Oxford Road)	<p>Support – We live on Oxford Road just next to the start of the 30 MPH zone. Everyday vehicles speed in this area either entering or leaving the village making it extremely dangerous to walk on the pavement next to our house. I don't walk with my primary school-aged children on Oxford Road because of the constant speeding and fear of getting hit by inconsiderate motorists.</p> <p>It is also extremely unsafe to even attempt to cross the road here.</p> <p>An enforced 20mph limit will make us feel far more confident about using the pavement on Oxford Road.</p> <p>In addition, a 20mph limit on the A415 by Clifton Hampden school should encourage all rush hour traffic to drive considerately when passing the primary school children waiting at the pedestrian crossing every morning and afternoon. This is a narrow pavement and currently traffic speeds through at more than 30mph right next to children just to 'catch the green light'. This isn't acceptable and I am surprised there haven't been more accidents involving pedestrians here.</p> <p>Overall, the whole village would benefit from new 20mph speed limits. It will be safer to walk with children, pushchairs and dogs. Right now as a resident it is extremely dangerous to use the pavements due to the speed of local traffic.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(56) Local resident, (Clifton Hampden, Watery Lane)</p>	<p>Support – traffic through CH is too fast</p> <p>Travel change: No</p>
<p>(57) Local resident, (Clifton Hampden, Watery Lane)</p>	<p>Support – The current speed limits are dangerous. Too many speeding drivers through the village, past where school children cross. Current speed limit changes create dangerous hotspots especially when leaving the village at the Turnpike Garage (where speed limit increases just at garage entrance / exit and junction to LHS so drivers have to look at 4 different spots for possible turning cars, worst possible place to have cars accelerating), also at the Science Park exit / entrance - extremely dangerous combo of slowing turning cars, cars waiting to pull out and cars travelling at 60mph. Have seen several near misses there. The reduction to 40mph nearer Abingdon has been successful, but the 60mph stretch is dangerous.</p> <p>Travel change: No</p>
<p>(58) Local resident, (Clifton Hampden, Watery Lane)</p>	<p>Support – I live in Clifton Hampden and enjoy walking. I regularly cross oxford road as part of my walk and always feel extremely anxious and nervous when approaching the road. It is a weight on the walk in such beautiful countryside as the cars do speed.</p> <p>Travel change: Other I would likely walk more than I do now</p>
<p>(59) Local resident, (Clifton Hampden, Watery Lane)</p>	<p>Support – I personally think that 20mph is too slow but, as a lot of people travelling through the village, especially motorbikes ignore the current speed limit, it might result in some slowing down more. However, unless it is supported by a flashing notice notifying the speed or a camera, I'm not sure how effective it will be.</p> <p>Travel change: No</p>
<p>(60) Local resident, (Clifton Hampden, Abingdon Road)</p>	<p>Support – So I can cross the road more easily if the traffic is going slower.</p> <p>Travel change: Yes – scoot more</p>

(61) Local resident, (Clifton Hampden, Abingdon Road)	<p>Support – I am very much in support of this move, however, it does not go far enough. This will only make a difference if there are supporting measures to enforce a reduction in the speed limit (digital display boards or speed cameras). Having been a village resident for 5 years I have had so many near misses crossing the A415 west of the village at the footpath crossing point. The cars frequently come into the village at 60mph and do not adhere to the current 30mph. The speed limit needs to be moved further out of the village so that the cars are traveling slower by the time they reach the point of the footpath crossing the main road. There needs to be a graduated reduction of speed from the 60mph to 20mph. The other routes out of the village are 50 and 40mph, so why is the western route out at 60mph? This daily jeopardizes pedestrians, cyclists and pets. One ex village councillor told me this would only ever change after a death, which is a horrific prospect when the dangers are so visible for all to see! Why can things not change before someone gets badly hurt. Cars speed out of the village traveling west because they see the national speed limit sign and accelerate towards it frequently reaching 60mph in a 30mph. If this sign were lower and the national speed limit round the corner, the driver behaviour would change, and improve safety in the village.</p> <p>Travel change: Yes – walk/wheel more</p>
(62) Local resident, (Clifton Hampden, Abingdon Road)	<p>Support – People speed too much that I can't cross the road safely</p> <p>Travel change: Yes – scoot more</p>
(63) Local resident, (Clifton Hampden, Oxford Road)	<p>Support – I fully support the proposal to make Clifton Hampden 20mph, this will increase safety in the village reducing accidents and near misses particularly along the Oxford Road and by the school ad shop.</p> <p>Travel change: Yes - cycle more</p>
(64) Local resident, (Clifton Hampden, Oxford Road)	<p>Support – I support this proposal to make Clifton Hampden 20mph, this will make a big impact to safety of cyclists and pedestrians particularly on the roads where there is a lot of traffic such as Oxford road and on the roads past the school.</p>

	Travel change: Yes – walk/wheel more
(65) Local resident, (Clifton Hampden, Oxford Road)	<p>Support – The traffic is way too fast, the footpaths a way too narrow. A 20mph would make this much safer. The school can't be safe with the speeds people do and it's just really unpleasant walking to the village shop. The noise pollution from the road would also be greatly improved! Strongly support the new lowered speed limited to be implemented as soon as possible</p> <p>Travel change: Yes – walk/wheel more</p>
(66) Local resident, (Clifton Hampden, Oxford Road)	<p>Support – Cars generally come so fast (50+) in both directions as though they are not coming through a village. There has been many accidents on Oxford Road and the last one could have been fatal. A car crashed into Seaview Barn having come from from the North (B4015), lost control and went across the road with 4 passengers (2 new born babies among them). Had someone been coming on the other side of the road this could have ended in lives lost.</p> <p>Travel change: No</p>
(67) Local resident, (Clifton Hampden, Oxford Road)	<p>Support – Unfortunately people have tendency to speed in the village especially on the way to exit it.</p> <p>Travel change: Yes – walk/wheel more</p>
(68) Local resident, (Clifton Hampden, Oxford Road)	<p>Support – I fully support this proposal for 20mph speed limit for Clifton Hampden. Our village has a high traffic volume, slowing the traffic will help to make it safer for pedestrians, children, cyclists and animals. Reducing the speed to 20mph will help to reduce the amount of braking from traffic travelling at higher speeds therefore reducing pollution. There is no safe crossings on the Oxford Road (the path on one side does not run the full length limiting where you can get to if you use the crossing at the bottom by the recreation ground), there is no safe crossing from the school to the shop therefore reducing the speed to 20mph will help to keep the roads safer. Reducing the speed to 20mph will help to reduce the risk of traffic crashes and accidents on our roads. We have a Primary school in our village which creates a high volume of young children and families on our roads, reducing the speed to 20mph will help to lower the risk to this vulnerable age group.</p>

	Travel change: Yes – walk/wheel more
(69) Local resident, (Clifton Hampden, Abingdon, Oxford Road)	Support – I support making Clifton Hampden 20mph to help make our village safer for pedestrians, cyclists and all road users Travel change: Yes – walk/wheel more
(70) Local resident, (Clifton Hampden, Waterry Lane)	Support – I have already submitted one response to this survey but have additional comments. I have lived here since 1971 and know six people who were killed on local road. I originally commented on flooded areas causing swerving out in advance of blind bends. I would like to add about overhanging trees and bushes which make it difficult for on pavement cyclists or walkers to be seen. Some motorists refer to these roads as 'open roads' and are inclined to speed up Travel change: Other Will feel more confident to walk along very narrow pavement of Oxford road.
(71) Local resident, (Clifton Hampden, Watery Lane)	Support – Gives times to safely cross roads without traffic lights. Especially helpful on roads with blind corners e.g P.O. road crossing. Sometimes road to Burcot has floods and it is necessary to pull across road where there are blind bends. Traffic often speeds there. Travel change: Yes – walk/wheel more
(72) Local resident, (Clifton Hampden/Burcot, A415)	Support – The current speed limit is already dangerously exceeded on a regular basis. Travel change: Yes – walk/wheel more

<p>(73) Member of public, (Lymington, Hants)</p>	<p>Support – The current situation is dangerous in Burcot Regularly watching traffic overtake vehicles maintaining the limits- despite the repairs to the speed awareness illuminated sign There are 2 care homes in Burcot with pedestrian traffic too and from- one recent fatal collision involving a cyclist in Burcot, historic casualties from collision with pedestrians, have traffic operations increased recently? Certainly seems to have done . Have traffic speed is way up above current limits</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(74) Local resident, (Burcot, A415)</p>	<p>No objection – Makes sense because there is such a small distance to generate any significant speed</p> <p>Travel change: No</p>
<p>(75) Local resident, (Clifton Hampden, A415)</p>	<p>No objection – We cannot know when an incident may occur so 20mph seems to be a good idea. We have many motorbikes coming through the village at high speed – perhaps this would help.</p> <p>Travel change: No</p>
<p>(76) Local resident, (Clifton Hampden, Oxford Road)</p>	<p>No objection – As a local resident who lost my late ex wife in a road traffic incident, I'm a strong believer in reducing the speed of traffic where pedestrians use our roads.</p> <p>Travel change: No</p>