

Divisions affected: *Berinsfield & Garsington*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**14 NOVEMBER 2024**

### **SANDFORD ON THAMES – 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 Sandford-on-Thames, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Sandford-on-Thames, 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 Sandford-on-Thames by making them safer and more attractive.

## Formal Consultation

6. Formal consultation was carried out between 26 September and 18 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, Sandford-on-Thames & Littlemore Parish Councils, and the local County Councillors representing the Berinsfield & Garsington, and Rose Hill & Littlemore divisions.

## 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 objected to the proposals, citing that the practical effect of the 20mph limit would be to needlessly further slow bus services down, with potential outcomes including the lengthening of scheduled journey times, reducing the number of trips operated, or even ceasing to observe certain bus stops. The full response is available at **Annex 3**.
9. An Oxford City councillor, Cyclox (a group representing cyclists in Oxford) and Oxfordshire Liveable Streets submitted individual responses all raising concerns / only expressing partial support, on the grounds that the section of Sandford Road proposed to be left at 30mph should be included in the new lower 20mph limit.

## Other Responses:

10. 118 responses were received via the online survey during the course of the formal consultation, comprising of 23 objections (19%), 12 partially support (10%), 75 in support (64%), and eight non-objections (7%).
11. 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	17 (14%)

Yes - cycle more	33 (28%)
Yes – scoot more	1 (1%)
No	60 (51%)
Other	7 (6%)
<b>Total</b>	<b>118</b>

12. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

### **Officer Response to Objections/Concerns**

13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
14. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Sandford-on-Thames.
15. Several of the respondents, including Cyclox and Oxfordshire Liveable Streets (which both partially support), request that the full length of Sandford Road is reduced to 20mph. However, the proposals are for approximately 450m to remain at 30mph. This section is less built-up and has very few side roads and accesses, so 30mph is considered to be the appropriate limit. It is accepted that there is no off-carriageway provision for pedal cyclists, although there are continuous footways on both sides of the road. Furthermore, connecting the Sandford-on-Thames scheme to the existing Littlemore scheme would create a continuous 20mph restriction over a length of 2.0km, which is likely to result in a reduced effectiveness. Mindful that a further consultation would be required to reduce this section to 20mph, it is recommended that approval is given to the current proposals but with this to be revisited subject to funding and consultation as part of the planned monitoring and evaluation work for the 20mph programme.
16. Oxford Bus Company welcome the retention of the 30mph section, but object to the 20mph limit on Henley Road and Brick Kiln Lane. Bus services would be impacted over a length of approximately 650m, which will cause a theoretical increase in journey time of 25 seconds, based on driving the full length at 20mph rather than at 30. There are, however, two pairs of bus stops and a mini-roundabout junction within this length, so these features will limit the bus speed in any case.

17. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer  
Director of Environment and Highways

Annexes  
Annex 1: Consultation plan  
Annex 2: Consultation responses  
Annex 3: Oxford Bus Company full response

Contact Officers:  
Roger Plater (Senior Officer – Vision Zero)  
Matt Archer (Portfolio Manager - Programme Delivery)

November 2024

A

Sandford on Thames 20mph Revision 1.0

Legend	
Proposed 20	<span style="color: blue;">█</span>
Existing 20	<span style="color: yellow;">█</span>
Existing 30	<span style="color: red;">█</span>
Existing 40	<span style="color: green;">█</span>
Existing NSL	<span style="color: grey;">█</span>

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	28.03.24	Proposal 1	C.R		

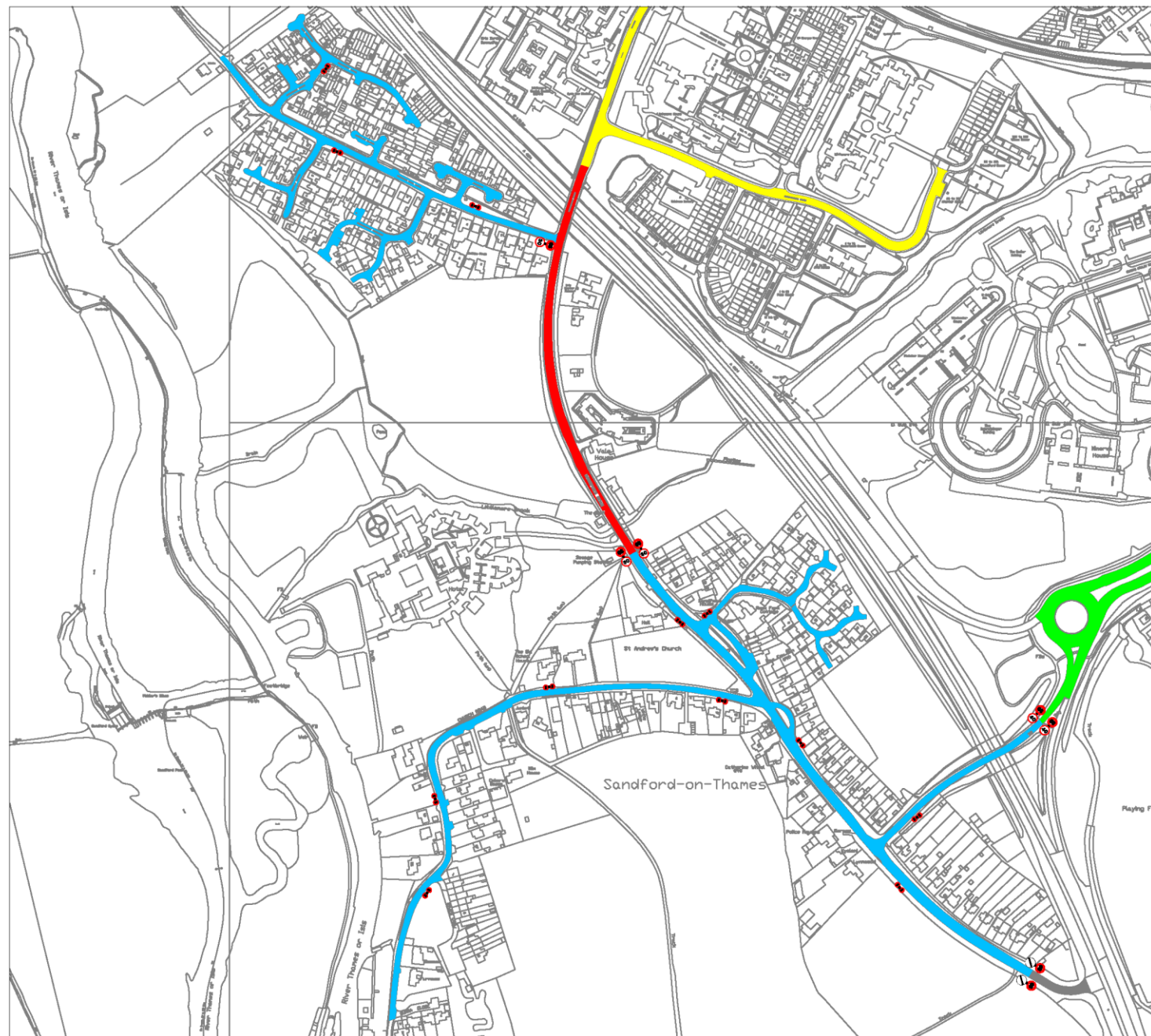
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Project title: Sandford on Thames 20mph Scheme

Drawing title:  
Sandford on Thames 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by: A.K	Approved by: A.K
	Date drawn: 26.03.24	Date checked: 26.06.24	Date approved: 26.06.24

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



1

2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> </ul>

	<ul style="list-style-type: none"> <li>• existing traffic speeds (No data provided)</li> <li>• road environment</li> </ul> <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>
(2) Managing Director, (Go Ahead group)	<p><b>Object</b> – See <i>Annex 3</i></p>
(3) Local City Cllr, (St. Mary's ward)	<p><b>Concerns</b> – there remains a stretch of 30mph in Sandford. 30mph is inconsistent with the Local Transport and Connectivity Plan goal for increasing cycling trips, as well as the commitments to inclusive cycling network in the Active and Healthy Travel Strategy. It also concerns me as I believe a number of primary school children need to be cycling that route. It should all be 20mph.</p>
(4) Local group/organisation, (Cyclox)	<p><b>Partially support</b> – Cyclox support the general proposal for 20 limits in this scheme.</p> <p>However, we object to the 30 mph section on Sandford Rd as it stands, due to there being no cycle provision on this section of road. We would like this to be a 20 limit as well. This would also make for a more consistent limit for drivers to comply with. Some cycle provision needs to made on this section if the 30 limit is retained.</p> <p>The road is plenty wide enough for some advisory cycle lanes, being 8 - 9m wide for a lot of this length. However, some allowance might have to be made for parking for visitors to Vale House assisted living residence - there are usually some cars parked on the road on Sunday afternoons, but not sure about other days/times.</p>

<p>(5) Local group/organisation, (Oxfordshire Liveable Streets)</p>	<p><b>Partially support</b> – We support these plans, but with concerns.</p> <p>The stretch of Sandford Rd proposed to be left at 30mph should be included in the new 20mph limits.</p> <p>Children living in Sandford will need to walk or cycle on this stretch of road to reach both primary and secondary schools. People from Sandford need to use this stretch of road to reach shops, GPs, and other services and resources. So Sandford Rd is an important route for social and community connectivity.</p> <p>This route is also used by people in Oxford for outbound trips. One mother who cycles this with children comments "that stretch is the most dangerous bit of cycling to Sandford for us".</p> <p>A route is only as accessible as its least accessible segment. Oxfordshire's Active and Healthy Travel Strategy says "Cycle routes will need to be improved to a consistent standard over their whole length".</p> <p>And national guidance is clear - 30mph roads require at least light segregation to support "most people" being able to cycle on them. In the absence of any plan to put in such infrastructure, the whole of Sandford Rd should be changed to 20mph to try to make the route accessible. That might also require enforcement of some kind, or traffic calming, but changing the speed limit is an important first step.</p> <p>See <a href="https://wanderingdanny.com/oxford/2023/12/20mph-to-make-key-links-accessible/">https://wanderingdanny.com/oxford/2023/12/20mph-to-make-key-links-accessible/</a> for a general argument about policy on this.</p>
<p>(6) Local resident, (Littlemore, Sandford Road)</p>	<p><b>Object</b> – I question the realistic safety improvements and would like to see the accident statistics for Sandford. I have lived in the area for 13 years and am not aware of any. I also question the wisdom of having laws which are not enforced ( the existing 20moh limits are not enforced by the police) as this promotes a disregard for the law.</p> <p>Travel change: <b>No</b></p>
<p>(7) Local resident, (St Georges Manor)</p>	<p><b>Object</b> – The streets are wide with easily viewable pedestrian pavements. 30mph is a sufficiently slow speed</p> <p>Travel change: <b>No</b></p>



<p>(8) Local resident, (Oxford, Maidcroft Road)</p>	<p><b>Object</b> – 20MPH limit needs to be continuous from Littlemore through Sandford Travel change: <b>Yes - cycle more</b></p>
<p>(9) As a business, (Sandford, Henley Road)</p>	<p><b>Object</b> – This proposal has nothing to do with road safety and is purely politically motivated. There has been no consideration of the COSTS to business of these measures. Travel change: <b>Other</b> If possible, I'll avoid the area</p>
<p>(10) Local resident, (Sandford, Yeftly Drive)</p>	<p><b>Object</b> – Suggested new limit is totally not needed Travel change: <b>No</b></p>
<p>(11) Local resident, (Sandford, Yeftly Drive)</p>	<p><b>Object</b> – 30mph is a slow enough speed already as is not a built up area and has no school along that stretch of road Travel change: <b>No</b></p>
<p>(12) Local resident, (Sandford on Thames, Broadhurst Gardens)</p>	<p><b>Object</b> – Effective and frequent enforcement / policing of the current 30 mph limit would curtail the speeding through the village as there would be consequences for the blatant disregard for the traffic regulations. Reducing the speed limit to 20 mph will have no effect on custom and practice of speeding through the village. Travel change: <b>No</b></p>
<p>(13) Local resident, (Sandford on Thames, Broadhurst Gardens)</p>	<p><b>Object</b> – As a result of infrequent (dare I say almost non existent enforcement) of the current speed limit. The regular users of the roads can speed with impunity. Presently about 30% of the road users are exceeding the 30pmh speed limit. Reducing the limit to 20pmh will result in 60% of the road users exceeding the limit. The 20mph limit in Littlemore has had no impact on reducing the speed of motorist on Sandford Road past The George.</p>

	Travel change: <b>No</b>
(14) Local resident, (Sandford on Thames, Church Road)	<p><b>Object</b> – Whilst it might make sense for smaller streets, Henley Road/Sandford Road is large enough that a 20mph speed limit seems rather excessive</p> <p>Travel change: <b>No</b></p>
(15) Local resident, (Sandford on Thames, Church Road)	<p><b>Object</b> – I think these changes are unnecessary. The existing 30mph speed limit on Henley/Sandford Road seems appropriate for this quite wide road (and a big improvement from the previous 40mph limit) and the side roads do not lend themselves to going over 20mph as it is. The 20mph on Brick Kiln Lane is also unnecessary.</p> <p>Travel change: <b>No</b></p>
(16) Local resident, (Sandford on Thames, Keene Close)	<p><b>Object</b> – The focus on changing the speed limit and erecting new signage is entirely the wrong priority for Sandford On Thames.</p> <p>The much bigger safety-related issues for our village are:</p> <ol style="list-style-type: none"> <li>1. The extremely poor road surface and lack of white lining and other markings.</li> </ol> <p>AND</p> <ol style="list-style-type: none"> <li>2. The increasingly prevalent use of the Henley Road in Sandford and the Sandford and Oxford Roads in Littlemore as a 'rat run' to avoid the use of the A4074. Particular problems are being caused by the continuing significant increase in heavy vehicle / lorry traffic through Sandford on Thames - only a small proportion of which is construction traffic from the Oxford Science Park.</li> </ol> <p>The better still (than 20 mph speed limit) solution - that will also thus address much of the road safety issue in Sandford and Littlemore - would be to install traffic chicanes and humps (as in Kennington) along the length of these roads.</p> <p>The even better still solution - despite being and active car user myself - would be to close the Oxford Road in Littlemore where it meets the Littlemore / Rose Hill roundabout on the Ring Road.</p> <p>Travel change: <b>No</b></p>

<p>(17) Local resident, (Sandford on Thames, River View)</p>	<p><b>Object</b> – A waste of valuable funds to implement and maintain.</p> <p>Travel change: <b>No</b></p>
<p>(18) Local resident, (Sandford on Thames, Rock Farm Lane)</p>	<p><b>Object</b> – Oxford is becoming a nightmare to get around no matter what kind of mode of transport you are using. Driving at 20 miles is nearly impossible and car engines don't like it. Unless you want people putting in claims for damaged engines I think you should rethink this policy. Until you improve public transport that can get people from one of Oxford to another easily you are not going to encourage people to give up their cars. This weekend was an example of the chaos that you are causing around Oxford and making it an unpleasant and unsafe place to be living in. You are not improving air quality but making it worst.</p> <p>Travel change: <b>No</b></p>
<p>(19) Local resident, (Sandford on Thames, Yeftly Drive)</p>	<p><b>Object</b> – There is no reason to reduce the speed limit. No accidents in the village due to speed.</p> <p>Travel change: <b>No</b></p>
<p>(20) Local resident, (Sandford on Thames, Church Road)</p>	<p><b>Object</b> – There is no reason for less than 30 mph limit. I cycle and walk and drive all round Sandford. It's easy to cross the road and no danger on a bicycle. Better to repair the potholes</p> <p>Travel change: <b>No</b></p>
<p>(21) Local resident, (Sandford on Thames, River View)</p>	<p><b>Object</b> – I think most people already self regulate their speed along Church Road. I don't want to see a further proliferation of street furniture/ signage.</p> <p>Travel change: <b>No</b></p>
<p>(22) Local resident, (Sandford on Thames, River View)</p>	<p><b>Object</b> – 30 is fine for the speed limit. Drivers should be sensible with their speed and not drive at the maximum allowed. I would rather have careful drivers on the roads</p>

	Travel change: <b>No</b>
(23) Local resident, (Sandford on Thames, Heyford Hill Lane)	<p><b>Object</b> – Its definatily not needed in sandford. Speed humps should been installed on sandford road. you only have to stand and try to cross the rd in Nunham Courtney where a 20mph implementation is in place. its constant traffic flow</p> <p>Travel change: <b>No</b></p>
(24) Local resident, (Sandford-on-Thames, Broadhurst Gardens)	<p><b>Object</b> – I am against 20mph speed limit because it is not a real objective. 30mph is a reasonable speed limit. If motorists do not respect the current speed, the solution is not to decrease the speed limit. The solution would be to have speed cameras that enforce motorists to drive according to the rules and they do not do it, they will be fine. And money got from fines could be used to improve local services (e.g. we do not have a local GP or a pharmacy)</p> <p>Travel change: <b>No</b></p>
(25) Local resident, (Sandford-on-Thames, Church Road)	<p><b>Object</b> – I object to the proposal because I have observed in villages like Kennington where 20mph signs have been installed, they are largely ignored and traffic only really slows down because of the physical road features like road bumps and on-road parking that creates a chicane effect. We live on the development behind the King's Arms pub on Sandford Lock. My child walks over to the bus stop in Kennington every day down Sandford Lane. That road has plenty of 20mph signs installed but it doesn't deter vehicles flying down the road, including blind bends to get to and from the industrial estate. Similarly, vehicles fly down Church Road, on our side of the lock assuming no one is coming through on the other side because it is a small village road. I don't believe putting speed limit signs is helpful unless you are somehow able to enforce them. They only serve to frustrate drivers. If you really want to reduce the speed on the smaller roads please consider physical features such as speed bump especially on bends. Thank you.</p> <p>Travel change: <b>No</b></p>
(26) Local resident, (Sandford-on-Thames, Yeftly Drive)	<p><b>Object</b> – Objecting as I don't believe the 20 mph speed limit will provide any benefits to the local residents. Apart from the play park, which is gated, there are no high risk local amenities such as schools which would benefit from the speed limit. There is also ample width on the road for motorists to give way to bicycles and other slower road users.</p>

	Travel change: <b>No</b>
(27) Local resident, (Sandford-on-Thames, Heyford Hill Lane)	<p><b>Object</b> – Although in principle it sounds good, but how does driving in third gear in all these 20mph areas help the environment ?</p> <p>Travel change: <b>No</b></p>
(28) Member of public, (Woodcote, Reading Road)	<p><b>Object</b> – am against the 20mph proposal on Henley Road for the following reasons: 1. Road conditions: Henley Road is wide, straight, with very safety footpaths on both sides. There is no reason to reduce the speed limit there; The density of the residents along that road is low; There is no evidence suggesting that the road section has any safety issue. 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: <b>No</b></p>
(29) Local resident, (Church Cowley, Westbury Crescent)	<p><b>Partially support</b> – I support the implementation of more areas of 20mph as proposed and shown on the map in pale blue all through Church Road and the main part of the village on the main road which links to the A4074 and Grenoble Rd.</p> <p>However, I object to leaving the very short section of existing 30mph shown in red on the map. This is part of an important cycle route which leads towards the Kassam Stadium and Blackbird and Greater Leys in one direction and Radley and Abingdon in the other direction. National Guidances says that for such cycle routes at 30mph there should be at least light segregation to support most people being able to cycle on them and there is no proper segregation here existing and none proposed. Leaving this very short section at 30mph would also be inconsistent with the Local Transport Connectivity Plan goal of increasing cycling trips and also to the commitment by OCC to create an an</p>

	<p>inclusive cycle network in the Active and Healthy Travel Strategy. In addition, the junction at Heyford Hill Lane which would join where the speed is 30mph is a busy one with lots of residents using that junction so the speed should be slower as junctions are where people cycling and walking are at most risk.</p> <p>It would be much better to have a consistent speed through out the whole area so that drivers don't feel confused by endless changes of speed. There would be incredibly little benefit to drivers, including bus drivers of such a short stretch and at the same time it leaves open a very much larger risk for people cycling and walking. I urge you to reconsider and change this to 20mph too.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(30) Local resident, (Cowley, Church Cowley Road)</p>	<p><b>Partially support</b> – I fully support the introduction of the new 20mph speed limit, since these roads are used by many cyclists and pedestrians alongside motor traffic and it often feels intimidating at present to share these roads with cars travelling at 30mph. I actually feel the proposal does not go far enough, since it leaves an awkward stretch of about a quarter of a mile of 30mph between the existing 20mph limit in Littlemore and the new 20mph limit in Sandford. Why can this not also be lowered to 20mph? This road is well used by cyclists and I do not see why there need to be such frequent changes in speed limit on a short stretch of road. In any case, even leaving aside the time taken to accelerate and decelerate, a driver covers a quarter-mile at 20mph only 15 seconds slower than they do at 30mph. Is a saving of 15 seconds for the fastest (legally driven) vehicles worth the extra infrastructure of speed limit changes and the extra safety burden on everyone.</p> <p>Just make it all 20!</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(31) Member of public, (Oxford, Southfield Park)</p>	<p><b>Partially support</b> – I strongly support this proposal but I would like to see the 20 mph area extended to include the whole of Sandford Road.</p> <p>I have been cycling through Sandford and Littlemore regularly this year and it does not feel safe at all. Unless you have plans to provided separated cycle lanes along Sandford Road, please reduce the speed limit along its whole length.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(32) Local resident, (Sandford-on-Thames, Church Road)</p>	<p><b>Partially support</b> – Very much doubt it will have any affect at all on speeds.</p> <p>Travel change: <b>No</b></p>
<p>(33) Rather not say, (Sandford on Thames, Church Road)</p>	<p><b>Partially support</b> – Most cars already adhere to 20mp during day. The proposed section that will remain at 30mph is stupid as there are so many parked cars one cannot drive more than 20mph during the day. If the 20mph comes into force it needs to be enforced night and day as boy racers pass through area at 60mph at night.</p> <p>Travel change: <b>No</b></p>
<p>(34) Local resident, (Sandford on Thames, Pheasant Walk)</p>	<p><b>Partially support</b> – I don't understand why the most dangerous section of road is being kept at 30mph (between Brick Kiln Lane and Heyford Hill Lane) - this would seem to me the most important area to make 20mph.</p> <p>Travel change: <b>No</b></p>
<p>(35) Local resident, (Sandford on Thames, River View)</p>	<p><b>Partially support</b> – Support 20mph near village shop and in Church road as people often want to cross the road. Happy with 30mph from road bridge over Reading Road down to bridge over stream. Not happy with too many street signs.</p> <p>Travel change: <b>No</b></p>
<p>(36) Local resident, (Sandford on Thames, Rock Farm Lane)</p>	<p><b>Partially support</b> – I support the proposed 20mph limit but would like to see it cover the whole village including the Henley Road. There seems no good reason to keep a 30mph limit on the Henley Road since there is a 20mph limit in Littlemore. Let's have a 20 mph limit throughout the village. It will make life more pleasant for all the residents. It will also make the Henley Road safer and easier to cross. Currently it is dangerous due to the parked cars outside the houses opposite the Village Hall. Also I am finding it dangerous now to cycle on the Henley Road past the parked cars with traffic rushing past. Many motorists exceed 30 mph and a 20 limit would help to reduce the traffic speed.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

<p>(37) Local resident, (Sandford/Littlemore, Heyford Hill Lane)</p>	<p><b>Partially support</b> – This proposal does not include reducing the speed limit to 20mph on the most important and dangerous stretch of all the roads in the area. As a cyclist I avoid the stretch of road between the A4074 bridge and Church Road. I also find it very sketchy as a pedestrian. Turning right into Heyford Hill Lane on my bike feels very vulnerable, especially with cars often parked opposite the junction, and with cars doing 30mph. I avoid that turning by cycling up the cycle path, crossing opposite Mogridge Drive and crossing the Heyford Hill Roundabout (another extremely dangerous junction for cyclist and pedestrians, especially given the number of houses in Heyford Hill Lane and Mogridge Drive). The whole of that stretch of road from the A4074 bridge to Church Rd is very unpleasant to cycle along and to walk along the pavement on. With the road narrowing considerably to the bridge over the Littlemore Brook, and being further narrowed by people parking their cars all the way down the road to the brook bridge and beyond, it imperceptibly narrows quite quickly and cars are often taken by surprise and can't pass. We have frequently had cars drive way too close and way too fast past us over the bridge. The other day a lorry driving through mounted the pavement and only just missed us, because he was driving too fast and didn't have time to avoid someone on the road on a mobility scooter. Today someone drove too fast too close to us through a puddle and splashed us with dirty water. These issues are not rare. Please ensure that stretch of road is also made 20mph to mitigate the worst effects of these dangerous drivers. Thank you,</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(38) Local resident, (Sandford-on-Thames, Heyford Hill Lane)</p>	<p><b>Partially support</b> – I support the proposal to bring in 20pm to Sandford, but it does not got far enough. The part of Sandford Rd marked red on the map (to remain 30mph) contains two of the most dangerous parts of the road in the entire area. Firstly, the junction with Heyford Hill Lane, which is extremely dangerous for cycles to turn into and out of, not helped by loads of people from Armstrong Rd parking directly opposite it. My husband cycles via cycle path and Heyford Hill roundabout especially to avoid it. The second is where the road narrows immediately before and across the Littlemore Brook, again with cars regularly parked all the way down the road onto the bridge, further narrowing the road. As a pedestrian that makes that piece of pavement very dangerous to walk on and I have had cars come fast past me very close many times on that stretch of road. And for cars to go from 20 up to 30 and back down to 20 again in the space of a couple of hundred yards, significantly adding to the danger but for no benefit at all in journey times makes no sense at all. That whole stretch of road is very unpleasant to cycle or walk along anyway but those two parts are especial pinch points. Please reconsider leaving that part at 30mph, it's too dangerous to do so.</p>



	<p>Travel change: <b>Other</b></p> <p>We already walk/cycle everywhere (don't own a car) but we would feel significantly safer to do so. Especially if you include the most dangerous part which you have inexplicably left out.</p>
<p>(39) Local resident, (Sandford-on-Thames, Church Road)</p>	<p><b>Partially support</b> – I suspect that a 20mph limit on the main road through the village will be widely ignored. I'd suggest retaining the 30mph there, but I strongly support 20mph limits on all the minor roads (Heyford Hill Lane, Church Road, etc)</p> <p>Travel change: <b>No</b></p>
<p>(40) Local Cllr, (Sandford-on-Thames, Yeftly Drive)</p>	<p><b>Partially support</b> – 20mph limit is appropriate for all side roads but not for the main roads (Sandford &amp; Henley Roads and Brick Kiln Lane).</p> <p>Travel change: <b>No</b></p>
<p>(41) Member of public, (Abingdon, Winsmore Lane)</p>	<p><b>Support</b> – To reduce accidents and deaths on the roads.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(42) Local resident, (Oxford, Rymers Lane)</p>	<p><b>Support</b> – A 20mph limit will make Sandford a safer place for pedestrians and cyclists</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(43) Member of public, (Headington, Bulan Road)</p>	<p><b>Support</b> – My children cross the road to go to the park. Cars are quite fast on this road</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(44) County Cllr, (Headington, New Cross Road)</p>	

	<p><b>Support</b> – I support changes to reduce the speed limit where there is a known benefit and if there is a local need. Accident injuries at 20 mph are more likely to be less severe. Studies show that it also improves traffic flows and less pollution at 20 mph compared to 30mph.</p> <p>Travel change: <b>Other</b> generally good for walking, cycling and driving</p>
(45) Member of public, (Headington Oxford, Bulan Road)	<p><b>Support</b> – I visit the village a lot and I support it as it will make crossing the road with a small child much safer.</p> <p>Travel change: <b>No</b></p>
(46) Local resident, (Littlemore, David Nicholls Close)	<p><b>Support</b> – Long overdue, 20mph has long-proven benefits for safety. The stretch that is left at 30mph is a shame (and is also increasingly used as a free P&amp;R, with commuters parking here and picking up the 3A).</p> <p>Travel change: <b>No</b></p>
(47) Local resident, (Littlemore, Mandelbrote Drive)	<p><b>Support</b> – Traffic travels much too fast on the stretch which passes through the built up area of the village. It is hazardous to cross the road and especially dangerous for children accessing the park and play areas.</p> <p>Travel change: <b>No</b></p>
(48) Local resident, (Littlemore, Mandelbrote Drive)	<p><b>Support</b> – I have two young daughters with whom we regularly walk along the road to the playground and talking shop. The road is wide compared to other roads so vehicles can do excessive speeds sometimes without realising</p> <p>Travel change: <b>No</b></p>
(49) Local resident, (Littlemore, Marlborough Close)	<p><b>Support</b> – I am supporting this because I quite frequently cycle from Littlemore to Sandford on Thames and I find a lot of drivers ignore the 30 mph signs and go a lot faster which makes me feel unsafe. Plus there are no speed humps</p>

	<p>to slow up drivers. Also, there a a lot of cars parked along this road now which makes it even more unsafe if you are on a bicycle.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(50) Member of public, (Oxford, Divinity Road)	<p><b>Support</b> – 20mph limits make life safer for all of us especially kids</p> <p>Travel change: <b>No</b></p>
(51) Member of public, (Oxford, Florence Park Road)	<p><b>Support</b> – More 20mph limits are a good thing as they bring down the 'outlier' speeds, i.e. people might speed at 40+ in a 30, but tend to only speed to 35+ in a 20. That 5mph can make a big difference to incident outcomes, and overall perception of road hostility for vulnerable road users.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(52) Member of public, (Oxford, Monmouth Road)	<p><b>Support</b> – This part of Sandford is busy with cyclists, and a lower speed limit will make it both safer and more appealing to cycle.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(53) Local resident, (Oxford, Rymers Lane)	<p><b>Support</b> – lower speeds are safer</p> <p>Travel change: <b>Yes - cycle more</b></p>
(54) Local resident, (Oxford, Silver Street)	<p><b>Support</b> – will make the roads safer for all road users</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(55) Local resident, (Oxford, Summerfield)</p>	<p><b>Support</b> – Lots of mobility impaired pedestrians need to cross the road and it is currently unsafe for them as the traffic is going too fast.</p> <p>Affects Vale house users, young children at the park, elderly residents using the talking shop etc. Put up a speed camera or a speed responsive light sign that reacts when speeding, as you see on Abingdon road. This will increase awareness and compliance.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(56) Local resident, (Oxford, Swinburne Road)</p>	<p><b>Support</b> – Safer for everyone!</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(57) Local resident, (Oxford, Yeftly Drive)</p>	<p><b>Support</b> – I live in Sandford and cycle or walk everywhere. I find turning in or out at the Heyford Hill Lane junction to be risky sometimes as cars have a tendency to speed once past the traffic lights.</p> <p>The footpath along Sandford Road is also narrow, so sometimes pedestrians must step into the road to allow prams etc to pass. As a parent of young children who walk to Sandford park etc, I would very much welcome a lower speed limit.</p> <p>Travel change: <b>No</b></p>
<p>(58) Member of public, (Oxford, Dene Road)</p>	<p><b>Support</b> – Support to make crossing the road safer with my young son to get the the talking shop and park</p> <p>Travel change: <b>No</b></p>
<p>(59) Member of public, (Oxford, Dene Road)</p>	<p><b>Support</b> – Grandparents live in Sandford and we visit a lot with our 3 year old son. The traffic through the village is dangerously fast.</p> <p>Travel change: <b>No</b></p>

(60) Local resident, (Oxford, The Grates)	<p><b>Support</b> – The road in question has many cyclists and a lower speed limit will make it more appealing and safer to cycle on it. Cycling to Sanford village hall is not nice with children especially as vehicles travel fast and close pass, in particular when there is a lot of parking on the road. Lowering the speed limit will make it safer and more viable as a route to the village hall.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(61) Local resident, (Sandford, Broadhurst Gardens)	<p><b>Support</b> – The traffic through Sandford has increased over the years and vehicles go way too fast. With the building work going on for the next three years and the cars parking all along Henley road it is very dangerous.</p> <p>Travel change: <b>No</b></p>
(62) Local resident, (Sandford On Thames, Broadhurst Gardens)	<p><b>Support</b> – As a resident I am aware of people driving too fast in parts of the village, so a reduced speed limit is well overdue.</p> <p>Travel change: <b>No</b></p>
(63) Local resident, (Sandford on Thames, Church Road)	<p><b>Support</b> – 'I FULLY support the 20mph limit</p> <p>I have lived in Sandford for 17 years and have observed the following:-</p> <ul style="list-style-type: none"> <li>- Delivery trucks to The Kings Arms frequently speeding</li> <li>- Clientele from The Kings Arms frequently speeding excessively</li> <li>- Children on Church Road at risk near playground from speeding vehicles including some residents</li> <li>- Pets killed by hit and run drivers who, if they had been going slower, they might have been able to avoid.</li> </ul> <p>I believe it is time to do something about it</p> <p>Travel change: <b>No</b></p>

(64) Local resident, (Sandford on Thames, Church Road)	<p><b>Support</b> – We are a family living in Sandford (3 children under 6) and the proposed move would make it a safer location to move, walk, and cycle around. Currently traffic moves quickly and at speed around the streets as cut through to the Kassam, Kings Arms, etc.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(65) Local resident, (Sandford on Thames, Church Road)	<p><b>Support</b> – 20 is plenty</p> <p>Travel change: <b>No</b></p>
(66) Local resident, (Sandford on Thames, Church Road)	<p><b>Support</b> – Slower speeds respect residential neighbourhoods and improve the local environment. I would include the section of Sandford Road from the bridge to the Littlemore Brook so that vehicles are not encouraged to speed up there. Sandford Road is a residential part of the village, especially now there is massively increased parking and traffic from the Armstrong Road development. Vehicles usually drive slowly through the S end of Henley Rd because the road surface is so bad and then they speed up from Church Road onwards.</p> <p>Travel change: <b>No</b></p>
(67) Local resident, (Sandford on Thames, Church Road)	<p><b>Support</b> – There is a considerable expansion of local housing and at the Science Park. The river is a local amenity which will be increasingly used for a range of recreational purposes. There is also increasing use by cyclists using the lock from the Kennington side. Church Road has a number of houses where access is problematic, and also blind bend going down to the lock. It is essential that a 20mph limit is introduced as soon as possible. NB There should be a continuous 20mph limit all the way into Littlemore.</p> <p>Travel change: <b>No</b></p>

<p>(68) Local resident, (Sandford on Thames, Church Road)</p>	<p><b>Support</b> – Lots of local residents include young families, elderly people and residents of the mental health hospital. There's no pedestrian crossing, and street parking makes visibility poor. Traffic down Church Road going to the pub is frequently non-residents who travel fast around blind bends where narrow/ bumpy pavement means pedestrians with wheelchairs or pushchairs often have to walk in the road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(69) Local resident, (Sandford On Thames, Church Road)</p>	<p><b>Support</b> – As someone who grew up next to Henley Road, the busiest road in Sandford on Thames, for 20 plus years, and has now come back to live in the same location, I am very glad to see consideration finally being given to a 20mph limit. I have always been concerned by the speed at which drivers pass through the village.</p> <p>I would confidently say that most drivers disregard the 30mph limit and instead drive above it, often vastly above it. This is not an issue limited to cars but also to HGVs, which come crashing through the village at high speeds on a regular basis. This issue appears to have gotten worse since I lived here 8 years ago.</p> <p>This is a village with a large number of children, elderly residents and pets. There is a village hall on Henley Road which hosts weekly events for elderly and toddler groups. These people exit the village hall directly onto Henley Road, where drivers are often speeding by. They are simply not safe as things stand.</p> <p>People ignore the speed limit at 30mph because there are no speed cameras. At least if it is reduced to 20mph drivers will be more likely to drive between 20-30mph, making the village a safer place to live and visit for everyone. On a slightly separate point, I am very concerned about the amount of construction traffic going through the village at the moment. I am not sure whether this relates to property building in Littlemore but clearly any signs asking construction traffic not to go through the villages are being ignored. These drivers are often driving above 30pmh.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(70) Local resident, (Sandford on thames, Church Road)</p>	<p><b>Support</b> – Think of the children</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(71) Local resident, (Sandford on Thames, Church Road Sandford on Thames)</p>	<p><b>Support</b> – Sandford has a lively community of all ages; feeling safe in your home environment is very important. There are several groups of vulnerable individuals who use Henley Road:</p> <p>Children, parents and children, elderly or infirm pedestrians, dog walkers. Many households have cats; two of my cats have been killed in Henley Road. There are many instances of drivers speeding through the village and this creates an unpleasant environment in which to live.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(72) Local resident, (Sandford on Thames, Henley Road)</p>	<p><b>Support</b> – Speed and traffic in general in sandford is a real problem, and there are more cars than ever using our village. As a mum of a 3 year old we regularly cross Henley road and cycle down church road so a slower speed limit will ensure greater safety</p> <p>Travel change: <b>Yes – scoot more</b></p>
<p>(73) Local resident, (Sandford on Thames, Henley Road)</p>	<p><b>Support</b> – I live on the Henley Road Sandford on Thames which is adjacent to the slip road to the bypass and the cars coming off the bypass do not change speed from bypass driving to village driving which makes it dangerous when pulling out of our drive by the time we drive onto the road cars are at our bumper and this is the same for traffic from the science park supposed to drive at 40 on the Grenoble Road who enter the village at excessive speed.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(74) Local resident, (Sandford on Thames, Henley Road)</p>	<p><b>Support</b> – There are regularly cars driving well beyond in the 30mph limit on Henley Road. I fully support anything we can do to reduce the number have cars driving at unsafe speeds through residential areas.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(75) Local resident, (Sandford on Thames, Henley Road)</p>	<p><b>Support</b> – The proposals for a reduction in speed limit to 20mph around Sandford on Thames are sensible and more importantly, required to enhance safety. The suggested roads are in the main either narrow, residential ones or adjacent to a large play park, the village hall and shop. Increasingly, Sandford is used as a cut through from the</p>



	<p>A4074 to the Rosehill roundabout and many drivers flaunt the already existing speed limit of 30mph. This move, given the changes in other Oxfordshire villages , is overdue.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(76) Local resident, (Sandford on Thames, River View)</p>	<p><b>Support</b> – Safer for cyclists, children, walkers etc.</p> <p>Travel change: <b>No</b></p>
<p>(77) Local resident, (Sandford on Thames, Rock Farm Lane)</p>	<p><b>Support</b> – Crossing the Henley Road at Rock Farm Lane where we live can be very dangerous, particularly with young children, with traffic sometimes at up to 50mph.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(78) Local resident, (Sandford on Thames, Yeftly Drive)</p>	<p><b>Support</b> – I regularly see traffic speeding through the village at way more than 30mph. It's dangerous. That is being exacerbated by the construction traffic and associated parking on Henley Road, which is effectively making the road a single lane.</p> <p>Travel change: <b>No</b></p>
<p>(79) Local resident, (Sandford on Thames, Church Road)</p>	<p><b>Support</b> – I strongly support a 20mph limit on all roads in Sandford on Thames to improve safety. In particular, turning from Church Rd into Henley Road can be hazardous with poor sightlines to the right, and lower speeds would help.</p> <p>I would support an even lower limit on Church Road. The road is narrow for two modern cars to pass, always has cars parked on road at the upper end, and is frequently used by non residents for access to the pub and Sandford Lock.</p> <p>Travel change: <b>No</b></p>
<p>(80) Local resident, (Sandford on Thames, Church Road)</p>	<p><b>Support</b> – Traffic often travels at higher speeds than legal, endangering the young and old. As a long term resident, I have wanted 20mph for many years.</p>

	<p>Travel change: <b>Yes - cycle more</b></p>
<p>(81) Local resident, (Sandford on Thames, Church Road)</p>	<p><b>Support</b> – Local population includes lots of vulnerable people particularly at risk from 30mph traffic - including young children, old residents, people who live in the mental health hospital. There are no pedestrian crossings at all in the village and increasing levels of on street parking. This means visibility for crossing is very poor. The road through the village is a cut through between several major traffic routes so has non resident vehicles travelling fast. For the next few years that traffic includes very large heavy vehicles for the construction site at TOSP. Traffic down Church Road to the pub is mostly non residents, they regularly travel fast round tight blind bends. There are uneven and narrow pavements and frequent parking blocking pavements which means pedestrians (particularly with wheelchairs or pushchairs) have to walk in the road round blind bends.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(82) Local resident, (Sandford on Thames, Church Road)</p>	<p><b>Support</b> – There are many vulnerable pedestrian users of Henley Road: the early and young customers of the talking shop, young children attending the recreation ground, and residents of vale house, not to mention the vulnerable residents of Sandford. Car users drive in excess of the current 30mph and this makes crossing the road safely very challenging particular so for the vulnerable and mobility impaired. If the speed limit was set to 20mph then car users would hopefully reduce their speed beyond what they are driving at now. They might not heed to 20mph but it'll be better than the 40+ they are driving at currently.</p> <p>I live at the corner where church road and Henley road meet and I find the speed of the cars terrifying. Due to the width and the straightness of Henley road they can pick up quite a bit of speed, and it's very disconcerting to hear. I also worry about the safety of my pets should they encounter the road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(83) Local resident, (Sandford on Thames, Henley Road)</p>	<p><b>Support</b> – I support the introduction of 20mph as many cars &amp; Lorries drive past my house at above 30mph speed limit currently so hopefully it will reduce their speed and reduce how much the traffic makes my house shake as a result! That and making it safer to cross the road to get to the village hall.</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(84) Local resident, (Sandford on Thames, Henley Road)</p>	<p><b>Support</b> – Sandford has a village environment which is not suited to traffic moving at any pace. The proposal will increase the safety and amenity for those living, walking, running and cycling in our lovely village without any significant change to journey times (we are not that big a village). Problems on Henley Road exist of busy traffic periods - large lorries moving at speed in the early morning, late night busyness from the Catherine Wheel pub, and on match days, which this should ease. Henley Road is deceptive in its width in parts - wider than two car widths but not 4 car widths, so always a problem that car drivers need to approach carefully- not the wide open road it appears. My only concern is the part of Henley Road where the measure won't apply - it's far too easy to pick up speed on this stretch, particularly with the bend in the road, parked cars and hill making it surprisingly dangerous. Why miss out such a short stretch?</p> <p>Travel change: <b>Other</b> I already walk in the area. The proposal will make this safer and more pleasant.</p>
<p>(85) Local resident, (Sandford on Thames, Henley Road)</p>	<p><b>Support</b> – I have lived in the village on the Henley road for 25 yrs ... top end on the way to the A474 this was a nice place then now it's become a noisy major route in and out for all car users in the Oxfordshire area. Most I will add are one person per car heading for the science park . The speed some of the cars are going is well over 40 at times on this stretch you are dicing with death trying to get in and out of your drive. The noise levels of all traffic goes on till the early hours and trying to sleep is a nightmare. I know you maybe thinking “well you do live on a road “ but it was nothing like this when we first bought the house. The village is also used by local housing and science park developers directing their heavy ton lorry's traffic through the village going well over the speed limits ... there building on Oxford city why is this happening ? They are nearer to the littlemore area rosehill roundabout but the signs say they are not to go through their village ?..but it's ok to thunder through sandford my windows shake and rattle when they go by . Then there is the long standing issue of parked cars in the village on weekday evening matches blocking drives double parking then starting up the engines after the match slamming car doors after the match...we have complained to the parish but they have done nothing in the past.</p> <p>Travel change: <b>Other</b> I already walk and cycling as much as I can</p>
<p>(86) Local resident, (Sandford on Thames, Henley Road)</p>	<p><b>Support</b> – I live on the Henley Road in Sandford and the speed at which traffic comes through here is astonishing. It is not only loud but most importantly dangerous. We have young children and when you are on a pavement with</p>

	<p>people breaking the speed limit and driving at 40mph plus it feels incredibly unsafe. It's got worse over the years too. Awful now.</p> <p>Travel change: <b>No</b></p>
<p>(87) Local resident, (Sandford on Thames, Henley Road)</p>	<p><b>Support</b> – This is a village out of the city limits a home and community of families with young children and vulnerable adults. A focus point of the village is the community shop, and adjacent playground and church. The playground and community centre are on the main through road. There is also access to a popular meadow on this road and a family centred pub. Cars and trucks often pass through this road at high speeds. It's intimidating at best and accident waiting to happen at worst.</p> <p>The village is a popular through way for pedestrians and cyclists commuting between places of work at the science park and Abingdon/Kensington via the Sandford lock and children to school. There is no bike path or crossing. A slower speed would make this a safer and more pleasant commute environment. It may also encourage others to travel by green travel.</p> <p>Being in close proximity to a dual carriageway way and faster road cars fail to slow or recognise that they are passing through a village. Reducing to 20 would emphasize this.</p> <p>There is clear precedent as seen in neighbouring villages of Littlemore and Nunham Courtney.</p> <p>There are trunk road alternatives to travel to Oxford via the A4074 and Eastern bypass. This is where through traffic should go. Currently, an unenforced 30mph makes Sandford an attractive and viable rat run. A 20mph would discourage this especially if it was combined with additional traffic calming measures</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(88) Local resident, (Sandford on Thames, Heyford Hill Lane)</p>	<p><b>Support</b> – Safety</p> <p>Low lighting means poor visibility and people drive far too fast through our village</p> <p>Travel change: <b>No</b></p>
<p>(89) Local resident, (Sandford on Thames, Keene Close)</p>	<p><b>Support</b> – The amount of earth moving lorries and construction vehicles going through the village at speed is very dangerous.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(90) Local resident, (Sandford on Thames, Keene Close)	<b>Support</b> – Dangerous trying to cross the road because of vehicles going to the science park going very fast.  Travel change: <b>Yes – walk/wheel more</b>
(91) Local resident, (Sandford on Thames, River View)	<b>Support</b> – makes sense to have 20mph zone from continuously from current end at / near Littlemore Hosp to Oxford Reading Road , to Brick Kiln Lane and to include Church Road, it's full extent down to and past King's Arms. It would make junctions and bends less dangerous I don't want to exclude other roads branching from Littlemore Road and while i assume that same arguments apply residents in those roads will express their own views  Travel change: <b>Yes - cycle more</b>
(92) Local resident, (Sandford on Thames, Riverview)	<b>Support</b> – Safety for all public space users cyclists pedestrians runners motorists dog walkers mums and babies delivery vehicles etc Environmental issues pollution noise and air quality community cohesion. You take time to respond to this survey it builds a sense of belonging  Travel change: <b>No</b>
(93) Local resident, (Sandford on Thames, Riverview)	<b>Support</b> – I support this for a safety aspect . Speed limit of 30mph is mostly not complied with . Difficult at times to cross to the bus stop & community shop . Littlemore is 20 mph as is most of the town & other villages so it makes sense to be consistent .  Travel change: <b>Yes - cycle more</b>
(94) Local resident, (Sandford on Thames, Rock Farm Lane)	<b>Support</b> – I am a retired person and also regularly look after my preschool grandchildren. Vehicles speed through the village and make it dangerous for us to cross the road.

	Travel change: <b>No</b>
(95) Local resident, (Sandford on Thames, Henley Road)	<p><b>Support</b> – Traffic increase over the years due to Science Park and Greater Leys developments ongoing. Small roundabout taken to fast on numerous occasions, speed reduction may make some drivers aware of other cars direction off the roundabout. Driver of Large building lorry held his hand up to say sorry when he had to brake quickly as I was going straight on and not turning left as he assumed, 20MPH may have helped him see I was not indicating to go left. No longer a quite village road.</p> <p>Travel change: <b>No</b></p>
(96) Local resident, (Sandford on Thames, Church Road)	<p><b>Support</b> – Much of the existing traffic exceeds 20 mph. This is a danger to pedestrians and cyclists. Many of the pavements are narrow; at some places they are not wide enough for 2 people to walk side by side. The village streets are used by family groups many of whom have dogs and/or children in prams. Pedestrians frequently spill onto the pavements. Some roads have sections that are paved on one side only. The village is a popular walking area with access to Sandford Lock and 2 pubs, one of which has a large car park; this is especially busy at weekends and holidays.</p> <p>The lock is also a commuter cycle route between Abingdon, Radley, Kennington Oxford City and the Oxford Science Park. Leisure cyclists including families use the lock to access the Thames towpath and Sustrans Route 5 cycle path. Runners use the pavements to and from the locks, frequently in groups at lunch time and early evenings when car traffic is at its busiest.</p> <p>Sandford is a beautiful, important, popular amenity for many South Oxford communities. It needs to be a safer place for all who enjoy it.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(97) Local resident, (Sandford on Thames, Henley Road)	<p><b>Support</b> – Cars drive way too fast through Sandford on Thames on the main through road- Henley Rd (and indeed ) and for many years now this has been dangerous and unpleasant for walkers and cyclists (which I also am).</p> <p>Travel change: <b>Yes - cycle more</b></p>

<p>(98) Local resident, (Sandford -on-Thames, Church Road)</p>	<p><b>Support</b> – I cycle regularly here and my children cycle along Henley Road to school. Traffic is getting faster and faster, construction traffic and construction workers parking has narrowed the road significantly and it feels quite dangerous. I would much prefer the roads in Sandford to be 20mph. Church Road in particular is narrow, visibility is not good and has disproportionate traffic with drivers going to and from The Kings Arms, many of them driving ridiculously fast for a narrow road before a children's playground.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(99) Local resident, (Sandford upon Thames, Church Road)</p>	<p><b>Support</b> – 20mph limit- would reduce the risk to residents and visitors. There is an elderly population and equally young families and both groups are at risk from speeding vehicles particularly as pavements are often narrow and at significant places non- existent making the use of wheelchairs and prams often difficult Sandford is increasingly used as a 'rat run ' by nonresident traffic at busy times and often with little attention to speed. There are a significant number of pedestrians associated with the local mental hospital 20mph would certainly reduce the risks to pedestrians in a busy residential area with its high traffic throughput</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(100) Local Cllr, (Sandford-on-Thames, Henley road)</p>	<p><b>Support</b> – A lot of the traffic passing through the village does so well in excess of 30 and up to 60 in some cases as the road entering from the North is a wide sweeping downhill for a short stretch which tempts drivers to accelerate.</p> <p>Travel change: <b>No</b></p>
<p>(101) Local resident, (Sandford-on-Thames, Henley Road)</p>	<p><b>Support</b> – I fully support the introduction of 20mph speed limits in Sandford-on-Thames. Traffic drives through, often at great speed, and the lower speed limit will be beneficial to the community. Since the LTNs were introduced in the City Council area we have noticed increased traffic along Henley Road, and the many Lorrie's for the development in Little ore all come along here, many at much more than 30mph. The lower limit will improve the village, helping return the peace and quiet we once enjoyed.</p> <p>Travel change: <b>Other</b> Potentially. I already walk locally and use the bus.</p>

<p>(102) Local resident, (Sandford-on-Thames, Henley Road)</p>	<p><b>Support</b> – Henley Road is currently a rat run with cars daily exceeding 50mph. Extremely dangerous for children, dogs and elderly in particular. Parked cars increase the danger as reduced visibility. Also makes me reluctant to allow children to cycle or indeed cycle myself.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(103) Local resident, (Sandford-on-Thames, Henley Road)</p>	<p><b>Support</b> – I have actively chose country living believing it will mean reduced congestion, cleaner air and quiet but found that Sandford-on-Thames is heavily trafficked though it's a rural road. However, most suprising was the fact that cars and motorcycles ignore the current 30mph speed regularly, especially at night. On many occasions approaching roundabouts too fast seems to be the norm. 20mph speed limits will hopefully slow drivers down, reduce inconsiderate driving and help avoid road rage and accidents.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(104) Local resident, (Sandford-On-Thames, Henley Road)</p>	<p><b>Support</b> – We live on Henley Road, cars regularly speed past both our house, the pub and the playground - I'm nervous with the new housing coming around the corner (3,000 new houses) it's only a matter of time before someone is killed.</p> <p>People drive through Littlemoore at 20mph then hit the wider road to Sandford and it's like a race track - at 35mph there is a 50% chance you kill someone if you hit them, at 20mph this drops to just 2.5%.</p> <p>Putting this speed limit in place both reduces chances of someone being killed and significantly impacts my quality of life as we can't sleep with the window open as cars hurtle by making it difficult to sleep in the summer months.</p> <p>This has been exasperated recently by the significant amount of trucks driving to the Littlemore development (which the traffic has been diverted through Sandford vs Littlemore).</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(105) Local resident, (Sandford-On-Thames, Henley Road)</p>	<p><b>Support</b> – I wholeheartedly support these changes. I have two young children and we regularly cross the road to go to school and the park and shop. We've noticed a real increase in traffic on Henley Road, many are racing as a cut through when there's traffic on the A4074. There's a considerable number driving over the 30mph zone. The road has become unsafe and dangerous during commuter hours. The changes to the speed make it more likely cars will slow</p>



	<p>and also that it'll show up on Google maps as a slower alternative which will hopefully keep some traffic on the main routes rather than opting to cut through the village at speed.</p> <p>Travel change: <b>No</b></p>
(106) Local resident, (Sandford-on-Thames, Heyford Hill Lane)	<p><b>Support</b> – I support the proposal because it will make the village safer, especially for children using pavements and crossing roads in the village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(107) Local resident, (Sandford-on-Thames, Heyford Hill Lane)	<p><b>Support</b> – Speeding along Henley Road and Heyford Hill lane</p> <p>Travel change: <b>Yes - cycle more</b></p>
(108) Local resident, (Sandford-on-Thames, River View)	<p><b>Support</b> – I live on Church Road, Sandford and I see many people driving round the 2 blind corners on the road at speeds which are unsafe. The road is narrow and used by walkers and runners, cyclists, children, older people, people with buggies, etc. The pavement is narrow and not level and people often walk in the road. I live close to one of the bends and some drivers seem to prefer to hoot their horns rather than slow down. It is only a matter of time before there is a serious accident. I strongly support a well signposted 20 mph speed limit on Church Road. With regard to Henley Road, certainly the junction with Church Road has poor sight lines, especially when cars or vans are parked to the right of Church Road or the sun is low in the sky (mornings). A 20mph speed limit would make it much safer. Also, parked cars along Henley Road mean people chicane between Vale House and Brick Kiln Lane. Again, I support a 20mph limit here. Thank you.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(109) Local resident, (Sandford-on-Thames, River View)	<p><b>Support</b> – I support the efforts to reduce vehicle traffic speeds.</p>

	<p>However I would suggest that the 20mph limit on Brick Kiln Lane is un-neccesary and would be widely abused. I think that the sudden change from 40mph to 20mph is too abrupt. I suggest BKLane should be 30mph. The rest of the proposals make sense to me.</p> <p>Travel change: <b>No</b></p>
(110) Local resident, (Sandford-on-Thames, River View)	<p><b>Support</b> – Safety</p> <p>Travel change: <b>No</b></p>
(111) Local resident, (Sandford-on-Thames, Rock Farm Lane)	<p><b>Support</b> – Lots of parking on narrow sections and very busy at times suprised there arn't more accidents as vsn be dangerous to cross the road with people driving over the current speed limit</p> <p>Travel change: <b>Yes - cycle more</b></p>
(112) Local resident, (Sandford-on-Thames, Rock Farm Lane)	<p><b>Support</b> – Through traffic often exceeds 30mph despite narrow roads, parked cars and various bends. Safety requires a 20mph limit covering the entire village. Henley Rd should be included too since there are many pedestrians crossing the road, especially by bus stops and near the village shop.</p> <p>Travel change: <b>Other</b> I always drive at 20mph in the village, but use my bike or the bus whenever possible.</p>
(113) Local resident, (Sandford-On-Thames, Rock Farm Lane)	<p><b>Support</b> – It does seem odd to leave the remaining section of the road at 30mph. Makes far more sense to reduce the whole road as in fact most of the cars that are speeding c9me from the Littlemore direction</p> <p>Travel change: <b>No</b></p>
(114) Local resident, (Sandford-on-Thames, Yeftly Drive)	<p><b>Support</b> – Henley Rd through Sandford is an accident waiting to happen. I have two young children and frequently walk that route, terrified at the traffic hurtling through at speeds more than 40mph. I hope the lower limit will make a big difference to the safety levels and pollution.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(115) Local Cllr, (St Mary's ward)	<p><b>Support</b> – I cycle to Sandford regularly as do a number of my residents and the safety improvement would be significant.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(116) Local resident, (Littlemore, Oxford Road)	<p><b>No objection</b> – Traffic speeds through the village: this is noisy and dangerous: research shows that driving at 20mph is safer if vehicles crash and pedestrians are hit. I'd be pleased if the whole of Sandford Road/Henley Road was restricted, because it is now narrowed by significant on street parking which makes turning out of entrances and side roads very difficult. However I know many drivers take no notice of the limit, whatever it is.</p> <p>Travel change: <b>No</b></p>
(117) Local resident, (Oxford, Badger's Walk)	<p><b>No objection</b> – I fully support but think the section which is planned to remain at 30mph should also be 20mph. We cycle that way from Cowley to Sandford a that's the most dangerous stretch of road on the journey for us.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(118) Local resident, (Sandford on Thames, Church Road)	<p><b>No objection</b> – Don't think it will make much difference either way. It's not a particularly busy village so don't think changing a speed limit for a few will matter. I'd rather you spent the money fixing pot holes!</p> <p>Travel change: <b>No</b></p>
(119) Local resident, (Sandford on Thames, Church Road)	<p><b>No objection</b> – Safer for cyclists and pedestrians, a better environment to live in</p> <p>Travel change: <b>No</b></p>

<p>(120) Local resident, (Sandford on Thames, Rock Farm Lane)</p>	<p><b>No objection</b> – Vehicles going to fast through the village on the old main road.</p> <p>Travel change: <b>No</b></p>
<p>(121) Local resident, (sandford on thames, Henley Road)</p>	<p><b>No objection</b> – speeding traffic is an increasing problem in the village, the recent traffic lights on the A4074 are leading to the village being used as a rat run into oxford and this will be exacerbated as development around the area increases including the proposed P&amp;R. Recent developments on littlemore have led to a procession of heavy lorries through the village often at frightening speeds. Action is needed now to address this. please also note that whilst the proposed speed limit is most welcome it will need to be backed up with enforcement</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(122) Local resident, (Sandford-on-Thames, Henley Road)</p>	<p><b>No objection</b> – There is a lot of traffic through the village which goes to fast</p> <p>Travel change: <b>No</b></p>
<p>(123) Local resident, (Sandford-on-Thames, Henley Road)</p>	<p><b>No objection</b> – Henley Road has become a rat run for cars, vans and lorries who do not respect even the 30mph limit (and there never seem to be any speed checks). The mini-roundabout at Brick Kiln Lane, is almost universally ignored by cars coming from Littlemore and heading to the dual carriageway.</p> <p>Travel change: <b>No</b></p>

By e-mail only: christian.mauz@oxfordshire.gov.uk

Christian Mauz  
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Dear Mr Mauz,

**STATUTORY CONSULTATION – Ref: CM/12.6.335 – Sandford-on-Thames  
proposed 20mph Speed Limits**

I refer to the proposed Traffic Regulation Order changes referenced above. City of Oxford Motor Services Limited (Oxford Bus Company) and Thames Travel (Wallingford) Limited (“Thames Travel”, “TTW”) formally **object** to the proposed Order. The basis for this objection is set out below.

We are well aware that the roll-out of the County Council’s 20mph is very well advanced, with its conclusion in sight. From the very outset we and other bus operators have consistently raised concerns about the indiscriminate and arbitrary nature of a wide variety of similar schemes. Following some of our initial objections, at their request we had submitted a list to the Council’s officers that highlighted those villages where simple substitution of an existing 30mph limit for a 20 mph limit would be likely to pose significant issue for bus operation, either when considered “solus” on its own terms, or, more likely, when the cumulative impacts of multiple such measures were looked at more broadly on a given bus route. After three years remains notable that each of these proposals is being worked up and consulted on based on a single village with no clear systematic regard, through the process, for the cumulative impacts on the reliability, operability or effectiveness of bus services.

To date, notwithstanding many very welcome stated goals to improve public transport, the Council administration has not succeeded in conceiving or bringing forward a single intervention on Oxfordshire’s public highway within our extensive operating area, that serves to advantage buses, or more broadly assist in making bus services faster and more reliable. The only new stretch of bus lane is on the A44 at Yarnton, on which we do not operate. Rather, a substantial stretch of existing bus lane is proposed for removal, also north of Oxford on Oxford Road Water Eaton - on which we do operate.

The hasty and poorly-designed and evidenced implementation of Low Traffic Neighbourhoods across East Oxford has not led to a longer-term reduction of traffic as

the Council insisted it would, such that acute delay and congestion blight most of the City's bus network, especially after 2pm. Most recently the closure in August of Donnington Bridge, with no end date, has served to even more seriously aggravate already serious congestion on the Iffley and Abingdon Roads.

The National Bus Strategy for England, "Bus Back Better" makes plain the Government's expectation of this, applicable to all transport and highways authorities. The Oxfordshire Bus Service Improvement Plan (BSIP) and its supporting Statutory Enhanced Partnership (EP) has these objectives front and centre.

The Council also has an ambitious policy agenda that seeks to radically reduce car-borne trips by 2030, with improved and more attractive bus services being the key to securing the headline policy objective.

Thus far, the vast majority of the Council's actions delivered to date have consistently served to make bus services slower, less attractive, less reliable, and less punctual. It remains still more concerning that in the rural areas where bus services are most marginal, and where they most need to be positively transformed to secure any material reduction in current exceptionally high levels of car dependency, the ill-considered and simplistic implementation of 20mph speed limit substitutions has continued to progress at pace, without any apparent clear or consistent regard to the impact on rural bus services.

After all this time, there remains a complete lack of evidence as to how consistently effective the policy is being, having regard to the local context and nature of the roads concerned, nor, in the absence of these new limits being consistently enforceable, what significant benefits have accrued in practice to vulnerable road users, on those stretched of road that perform a major through-movement function, and on which self-enforcement is least likely to occur.

Rather, in April 2024, in the face of wider concerns about the inappropriate blanket imposition of extensive 20mph limits without regard to context and likely effectiveness, Government re-issued a revised LTN 01/13 "Setting Local Speed Limits". This guidance is explicitly intended to set clear expectations as to how a variety of considerations need to be balanced on wider roads, performing a wider function than local access, including as bus routes. Properly discharging the Council's statutory Network Management Duty under Section 16 (1) of the Traffic Management Act 2004 requires that the Council facilitates the safe and efficient movement of all road users. The revised LTN makes plain that properly exercising the Council's Duty requires the Council to have full and proper regard to the Guidance, which at Paragraph 91 explicitly advises that the blanket imposition of 20mph limits is not supportable, and in particular on roads performing a significant movement function and on which self-enforcement is also not credibly expected. It also separately advises that the effects on bus services should be properly considered.

## **The proposals**

The proposals involve the substitution of the existing 30mph limits throughout Sandford-on-Thames village with a 20mph limit in its entirety. This includes Henley Road, the only through route through the settlement, and a purpose-built link road under the A423 dual carriageway known as Brick Kiln Lane.

We positively note that a 500m section of the road between Littlemore and Sandford from the A4074 overbridge to the south, in effect through a largely open area, is proposed to remain at 30mph.

Where bus services are concerned the proposals affect the 3a operating every 30 minutes through the settlement between Oxford, Littlemore and the Science Park, thereafter beyond towards Cowley via Grenoble Road and Garsington Road. In addition a limited number of X40 journeys provided by Thames Travel operate through the settlement late in the evening out of Oxford to provide an additional facility after the 3a service has ceased.

It must be recalled that regular buses through Sandford are a relatively recent introduction, within the last 6 years, that exist largely because of the need to boost public transport accessibility to Oxford Science Park. It is far from entirely clear how the longer term pattern of service to and from the Science Park will be offered, given that the County Council's published aspirations are that the core "orbital" bus service runs from the Science Park to Redbridge Park and Ride, rather than via Iffley Road to the city centre.

Finally, OBC also runs occasional journeys on the 45 service through Sandford between Cowley, Littlemore, Berinsfield and Abingdon, up to approximately every hour. This route is subject to newly imposed blanket 20mph limits in Culham and Berinsfield, with a current proposal under consultation for equally extensive 20mph limits in Clifton Hampden. We duly objected to the Berinsfield proposals and raised material concerns on the others. It is already apparent that 45 journeys often take substantially longer than scheduled and action will need to be taken, following discussion with the County Council's public transport function, to reduce the mileage operated. These further proposals merely aggravate the problem.

## **Justification for the proposals**

The proposals have been made to address unspecified "safety issues" on the roads concerned. There is no evidence presented that there is a serious issue with safety on these roads. The principles of the Stockholm Declaration, that underpinned the original Cabinet decision to pursue the 20mph policy, makes clear reference to the presumption that this should be pursued where there is a significant amount of planned mixing between vulnerable road users and motorised traffic.

In particular we dispute, from first principles, that significant levels of interaction take place on between vulnerable road users and pedestrians on the main Henley Road through Sandford. By far the largest number of properties are found off Heyford Hill

Lane and their nearest destinations including schools and local shops will be within Littlemore to the immediate north. The existing 20mph limit starts at about this point and extends into Littlemore towards Oxford. To the south of Heyford Hill Lane there are virtually no facilities in Sandford itself save for the church a pub on Henley Road and the Village Hall. A second pub is found at the riverside and presumably is sustained to a very great extent by car- and riverborne trade, including walkers along the towpath.

The remaining village has a relatively dispersed but linear form with much of the rest of the settlement following Church Lane down to the Thames extending a considerable distance from the principal Henley Road as a cul-de-sac. The small exception is a single twentieth century cul-de-sac development east of Henley Road of 17-18 properties off Rock Farm Lane, where large detached houses with double garages predominate.

There is no significant cluster of amenities and services on Henley Road, nor a substantial residential quantum either side, that would generate substantial levels of active travel movement or conflict with motorised traffic.

The Henley Road through Sandford-on-Thames was formerly the A423 Trunk Road, and operated as such through the small village until the construction of the existing bypass to the east, which is understood to have been a part of the completion of the Oxford Southern Ring Road, that took place at a point in the late 1960s. The nature of the road reflects its historic use, and the development of properties mainly along the eastern side, is typical of "ribbon development" that took place alongside major arterial roads prior to the implementation of the planning system after World War 2. The village now lies within the Oxford Green Belt which has greatly limited subsequent development including infill of the frontage, or great consolidation of the village.

Henley Road remains engineered as a former trunk road. It was both widened and straightened, and this left extensive redundant carriageway to the east that has been retained to provide direct frontage access to many properties. In fact, north of the Catherine Wheel public house, only about 10 properties take direct frontage access from the road on its eastern side. To the west there are relatively few driveway crossovers and virtually none north of Church Road apart from the Village Hall and the VOCO Hotel.

The Henley Road is up to 9m wide, and relatively straight with excellent forward visibility. On-carriageway parking takes place but not in very large numbers and typically does not obstruct two-way traffic.

Irrespective, it stretches credibility too far to suppose that simply signing a 20mph limit on the full length of Brick Kiln Drive, under the A4074 Bypass or at the southern end of Henley Road, will be likely to have the effect of materially altering driving behaviour, as it is a purpose engineered link with no private access, feeding directly to and from a 40mph road, as part of an all-movements grade-separated junction with the A4074, as well as providing a local link to Grenoble Road which explains the presence of the 3a bus service.



Furthermore, since the southern end of Henley Road beyond Brick Kiln Lane leads only to a challenging “left in - left out” junction on the A4074 beyond which the route is a main heavily trafficked artery, with neither footways nor cycle provision, and involving a substantial gradient to the south, makes it inconceivable that there is material use by active travel modes. The only realistic use of the stretch within the village would therefore be for frontage access to as few as 18 dwellings served from individual drives on the east side of the Henley Road only. There is no footway on the western side of the road. There is therefore no reason at all to cross the road. This stretch of road is already under a 30mph limit, and given very good forward visibility along the frontage there is no case whatever to suggest that this is excessive. Moreover, there is no evidence presented that suggests that average measured speeds in this section – or indeed anywhere on the Henley Road through the village - are at or less than 24 mph, which comprehensive evidence presented in LTN01/13 indicates should be the case if a 20mph signed-only limit would be broadly self-enforcing.

### **Anticipated effects of the proposals on the bus service**

Where the main 3a bus service is concerned, 650m of the route is proposed to see the speed limit reduced to 20 mph. For the 45 the length is similar.

The rational conclusion, then, is that the only practical effect of so extensive an imposition of a 20mph limit, including on Brick Kiln Lane in particular, would be to needlessly further slow down buses.

That in turn will work in combination with the widespread imposition of 20mph limits within Oxford, the very severe deterioration of traffic conditions associated with the LTNs within the City, and the intentionally reduced resilience of the network that has been caused both by that and numerous other tactical highways measures on the Iffley Road corridor, to make the services 3a 45 and occasional X40 journeys inoperable on current timetables.

### **The position of Oxford Bus Company and Thames Travel**

The companies have long stated their support in principle for the 20mph policy, subject to its proper implementation balancing properly the benefits, identifiable risks, and likely wider negative outcomes, where these are foreseeable, for public transport.

We formally **object** to the Draft Orders inasmuch as they relate to Henley Road and Brick Kiln Lane.

We consider the Orders to be ineffective in achieving the stated aim, arbitrary, unevicenced and unenforceable. The sole practical outcome that we consider a reasonable person can envisage, would be to further hinder the efficient and reliable operation of service 3a 45 and X40. As such to maintain a punctual and reliable timetable, proportionate action will need to be taken. This is likely to involve lengthening scheduled journey times, reducing the number of trips operated or ceasing to observe certain bus stops.

There is thus a material risk that Sandford will see a material reduction in its public transport provision as a direct result of the implementation of the County Council's 20mph policy.

It is very regrettable that we find ourselves having to make a public objection in this way. This situation could easily have been avoided by Council officers through suitable engagement with us in advance.

We nevertheless once again invite the Council to withdraw the current Draft Orders and engage positively with us in order to arrive at a proposal that achieves the full range of Council transport policy objectives, rather than directly undermining those relating to public transport.

Yours sincerely

Managing Director