

Divisions affected: *Wroxton & Hook Norton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

14 NOVEMBER 2024

HOOK NORTON – 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 Hook Norton, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Hook Norton , 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 to encourage walking and cycling within Hook Norton by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 12 September and 04 October 2024. A notice was published in the Banbury Guardian 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, Cherwell District Council, local District Cllrs, Hook Norton Parish Council, and the local County Councillor representing the Wroxton & Hook Norton division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Stagecoach Bus Company's response noted that the village has been of concern over several years in respect of road safety for their bus service, primarily due to the narrow road widths, and although the proposals clearly do not address the latter they nevertheless would see no reason to object and rather expressed support for them.
9. Oxford Bus Company raised concerns – despite not being the operator of the service corridor concerned – regarding the potential cumulative impact of the extensive application of 20mph limits in multiple villages, each involving what can be considerable lengths of classified road, that they felt could only be expected to have a substantial deleterious impact on bus running times, ultimately undermining its ongoing economic and practical sustainability. Stagecoach Bus Company however offered their support, stating that the accidents in the area were not due to speed, but due to road widths which are not suitable for bus services, and as such the proposals wouldn't affect the risk.
10. Cherwell District Council (via the Development Management Team) offered no objection, confirming that the proposals seemed sensible, that were well suited to Hook Norton given the nature of the majority of Hook Norton's Road network.
11. Oxfordshire Cycling Network expressed support for the proposals.

Other Responses:

12. 87 further responses were received via the online survey during the course of the formal consultation, comprising of: 55 objections (62%), 11 partially supporting (12%), 20 in support (20%), and one non-objection.

13. 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	4 (4%)
Yes - cycle more	7 (8%)
No	71 (80%)
Other	7 (8%)
Total	89

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

Officer response to Objections/Concerns

15. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to 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'.

16. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Hook Norton .

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

Contact Officers:

Anthony Kirkwood (Team Leader - Vision Zero)
Matt Archer (Portfolio Manager – Programme Delivery)

November 2024

Drawing No.

Notes:

- Proposed 20mph limit
- Existing 30mph limit

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved



OXFORDSHIRE COUNTY COUNCIL

Bill Cotton
 Director of
 Communities Operations
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

Project title

Hook Norton 20mph

Drawing title

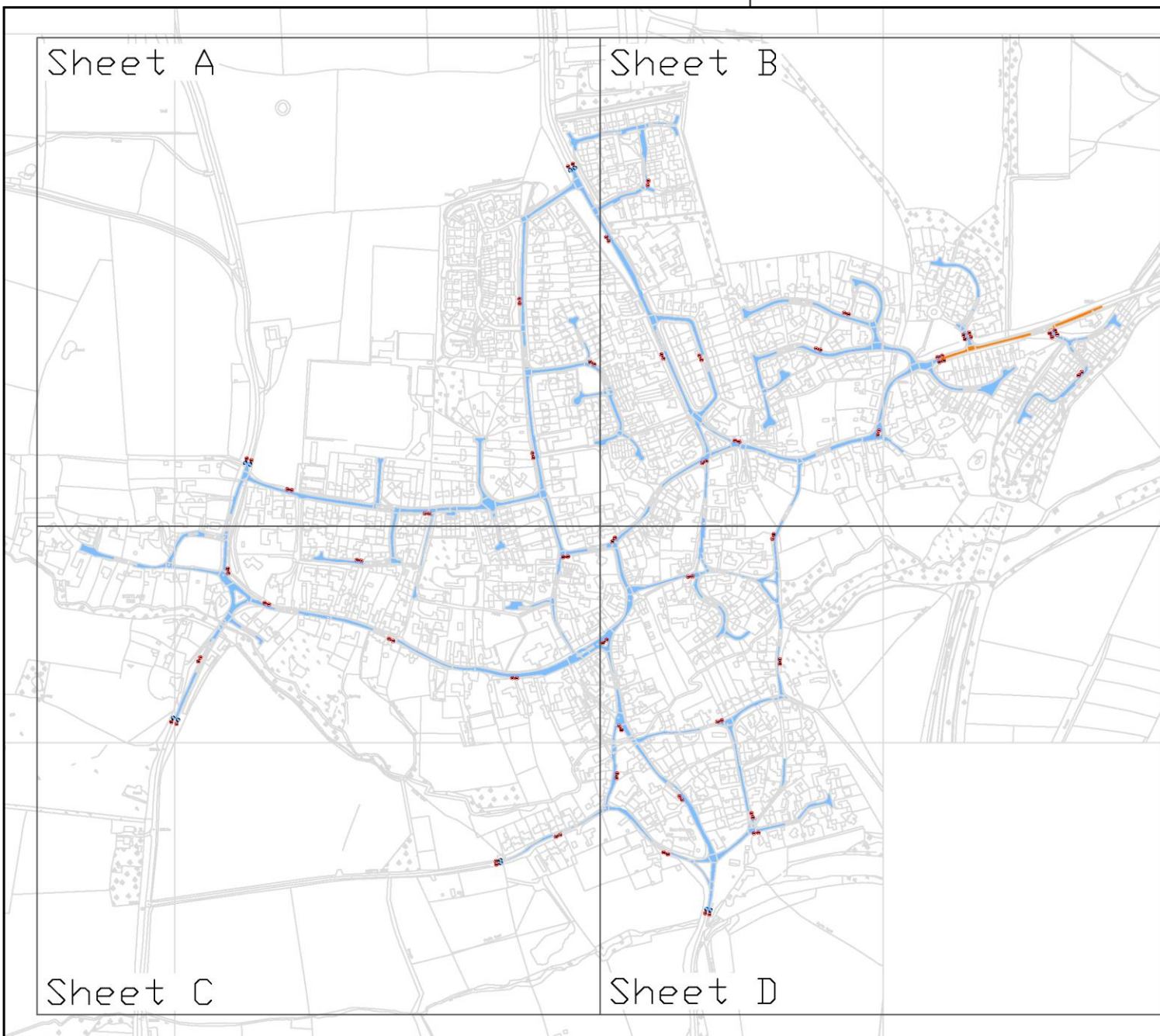
General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 07/11/23	Date checked 10/11/23	Date approved 10/11/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision
-------------	----------



Sheet A

Sheet B

Sheet C

Sheet D

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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 disproportionate 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) • 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 – In line with our usual practice, I am responding to ensure that the Council is alert to the fact that Hook Norton is a substantial and growing settlement served by Stagecoach 488.</p> <p>This route has always been challenging to operate within its hourly frequency cycle. Thus, the cumulative impacts of implementing extensive 20mph limits across the settlements on this route might reasonably be expected to have a particularly material impact on the timetable offered to the public and the relevance of the service. Given committed population growth on the line of this service, including significant numbers of affordable rented dwellings, it is especially important that the Council's wider mode shift policies set out in LTCP5, and other higher level social inclusion objectives are properly supported by ensuring that this service is operable in a way that maximises patronage. This route is not one that is amenable to current car-borne journeys being made by cycle, especially west of Bloxham.</p> <p>Evidently it is for colleagues at Stagecoach to respond with their technical view on this proposal. I offer this as an observation, and an informative for Council officers. This should not be read as a statutory objection. However, I trust that the Council will give appropriate consideration and weight to the response made by Stagecoach in due course.</p>
<p>(3) Head of Commercial, (Stagecoach Bus Company)</p>	<p>Support – Hook Norton has been an accident hot-spot for us for several years, not due to speed, but due to road widths which are not suitable for a bus. We are still strongly in favour of using The Bourne, rather than High Street for this very reason. Whilst a reduction in the speed limit is unlikely to change the risk for us, we do not see it as a reason to object to the proposal and offer our support for the scheme.</p>

<p>(4) Cherwell District Council, (Development Management Team)</p>	<p>No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make, other than to say that this seems a sensible proposal and well suited to Hook Norton given the nature of the majority of Hook Norton’s road network (i.e. layout, width and elevation changes).</p>
<p>(5) Local resident, (Banbury, Highlands)</p>	<p>Object – There is no justification for a speed limit reduction in Hook Norton. There is no recent history of accidents that would be mitigated by a reduced speed limit. Compliance with 20mph speed limits elsewhere in Oxfordshire is negligible, which is a good indication that it’s got very poor public perception.</p> <p>Travel change: No</p>
<p>(6) Member of public, (Chipping Norton, West End)</p>	<p>Object – Don’t agree with 20mph speed limits</p> <p>Travel change: No</p>
<p>(7) Local resident, (Chipping Norton, Worcester Road)</p>	<p>Object – The idea that reducing speed limits also reduces pollution is a fallacy, it often increases it; There aren’t many parts of Hooky that can be travelled through at 30. The various obstacles tend to make your speed even less;</p> <p>The one exception to this is outside the primary school on Sibford Road so just put one there.</p> <p>Travel change: No</p>
<p>(8) Member of public, (Churchill, Kingham Road)</p>	<p>Object – They are unenforceable</p> <p>Travel change: Other Drive more</p>

<p>(9) Member of public, (Enstone, The Drive)</p>	<p>Object – The proposal presupposes that there are lots of deaths and serious injuries on the roads of Hook Norton, a situation of which I am not aware and of which a number of friends living in Hook Norton are also unaware. It represents an absurd waste of public money - bear in mind that, whether it is funded by National; County; City; Town or Parish it is funding that begins with tax payers and rate payers - and will contribute yet more urbanisation to a village situation as there will be a substantial increase in roadside signage.</p> <p>Travel change: No</p>
<p>(10) Local resident, (Great Rollright, Old Forge Road)</p>	<p>Object – Utter waste of money as it will never be enforced</p> <p>Travel change: No</p>
<p>(11) Local resident, (Hook norton, Ashburton Lane)</p>	<p>Object – No point in wasting money on signage. With all the cars parked on the side of the roads, it's a job to do 20 let alone more than that.</p> <p>Travel change: No</p>
<p>(12) Local resident, (Hook norton, Austin's Way)</p>	<p>Object – I am objecting the proposal for the following reasons.</p> <ol style="list-style-type: none"> 1. It is a complete waste of public money, that would be better spent on other things. For example improving the street lighting in hook Norton, which is patchy at best. 2. With no way of enforcing the speed limit, it will most likely be ignored by the kind of motorists that drive in an irresponsible manner. 3. You would be hard pushed to drive above 20mph in many areas of hook Norton, due to the owners of the inconsiderately parked cars. 4. The vast majority of drivers understand that the 30 limit is a maximum speed, rather than a target to aim for, and drive appropriately for the conditions.

	<p>5. 8 million pounds for 20mph signs, but no money to provide us with decent street lighting, safe roads and pavements. This money could and should have been better spent of things which would have a very real effect of safety.</p> <p>Travel change: No</p>
(13) Local resident, (Hook Norton, Bell Hill)	<p>Object – Not necessary. The High Street is small and crowded and traffic always drives slowly and appropriately as it is. Don't need an extra draconian rule to be imposed.</p> <p>Travel change: No</p>
(14) Local resident, (Hook Norton, Bourne Lane)	<p>Object – I would rather the money was spent on road repairs. You would be lucky to do 20mg through the village due to so many parked vehicles</p> <p>Travel change: No</p>
(15) Local resident, (Hook Norton, Bourne Lane)	<p>Object – Pointless as this is</p> <ol style="list-style-type: none"> 1: Impossible to police, 2: Almost impossible to drive at more than 20 mph in the village already, 3: Drivers will spend too much attention to their speedometer than the road, 4: when was the last time someone was injured in the village by a speeding driver and 5: given the above, the cost of new signage cannot be justified. <p>Travel change: No</p>
(16) Local resident, (Hook Norton, Bourne Lane)	<p>Object – Please spend the money that would be used on this to improve our, ever deteriorating, roads through the village, some of which are now, almost, impassible. The possibility of actually getting up to 20 mph in the village is almost impossible in certain areas anyway, so this would be a sizeable waste of time and money. Also, policing these speed limits will never happen so, again, a pointless exercise.</p> <p>Travel change: No</p>

<p>(17) Local resident, (Hook Norton, Bridge Hill)</p>	<p>Object – Village is so congested that it is unnecessary. Better to spend money on pot hole repair</p> <p>Travel change: No</p>
<p>(18) Local resident, (Hook Norton, Brookside)</p>	<p>Object – 30mph is a MAXIMUM speed limit, not a requirement.</p> <p>In order to be insane enough to drive at 30mph in Hooky - which in my 35 years of being associated with the town I have never seen - you would firstly have to choose the one day in the millennium where there are no parked cars at the side of the road to prevent you from taking a racing line, and secondly you would have to be in a disposable car as you would be hitting Oxfordshire famous pot holes at a completely destructive speed causing you to write-off your automobile. This is yet another example of how out of touch Oxford County Council is with all matters outside of Oxford City. From spending £51 million on an unusable car park, to replacing all the 30mph speed limit signage to 20mph, CLEARLY someone at OCC is getting some spiffingly good back-handers at our expense.</p> <p>Travel change: No</p>
<p>(19) Local resident, (Hook Norton, Chipping Norton Road)</p>	<p>Object – there are plenty of tight corners and cars parked on the main streets through Hooky. There is no way you can drive at 30mph through the village you are wasting money with this consultation alone, let spending thousands of pounds cramming the streets with ugly signs. All for a 20 mph speed which the science of is unproven for environmental reasons and safety reasons.</p> <p>This is over reach by local government, there is no need for any of these changes. Beyond the bins I see very little positive effect of local government. That might be my perception but just leave us alone, stop all this stupid 15 minute city rubbish, banning petrol cars. All you have to do is fix the roads and people would feel happy I think it's disgusting that you dare even to consider wasting cash on these projects when the roads are so bad.</p> <p>Travel change: No</p>
<p>(20) Local resident, (Hook Norton, East End)</p>	<p>Object – I do not object to the principle of slowing traffic down in certain built-up areas, as it has been proven to reduce accidents and deaths in those areas. However, if you visited Hook Norton yourself, you would clearly see that it is very difficult to drive at any more than 20mph in the village anyway, due to the road layout with its twists and turns, narrow</p>

	<p>streets and parked cars. Almost all drivers travel through the village at well below 20mph anyway, and those who don't are very unlikely to take any notice at all of the new speed restrictions. As there will be no practical policing of these new speed limits in reality, it seems like a waste of money. Of the road traffic accidents that have occurred in the village or its outskirts in the last 18 years, they have been collisions due to poor/worn out road markings where it is often not clear enough to non-locals where you need to give way (e.g. the end of Sibford Road where it meets Chapel Steet, and outside the village the Wigginton Crossroads junction which is very dangerous and there have been numerous serious accidents here, although I appreciate this is outside of the village and therefore not part of this survey).</p> <p>I therefore think the money spent on installing the new 20mph signage could be so much better spent on other things that would benefit the local residents much more. Better footpaths along busy roads (to the Gate Hangs High Pub for instance) and the fixing some of the terrible potholes we have which are quite frankly very dangerous as they cause cars to swerve often into oncoming traffic.</p> <p>If we are to have the 20mph speed limit, then I think it should start at the very entrance to the East End of the village - why is the straight stretch of Station Road not included? Of all the roads in the village, this is the one that people speed along because it is straight!!</p> <p>Travel change: No</p>
(21) Local resident, (Hook Norton, High Street)	<p>Object – You say to cycle or walk- it's 8 miles and hilly - please. Also it is NOT recommended by the parish, I went to a meeting when discussed and it was rejected. We can all drive responsibly in Hook Norton, there are no/ very few accidents as there are bends. It is bureaucracy going wrong. A dreadful nanny state. Pls mow your verge and put in protection markers outside my house rather than restrict mph</p> <p>Travel change: No</p>
(22) Local resident, (Hook Norton, High Street)	<p>Object – I am 98 years old. This is nonsense asking me to walk or cycle! I am reliant on my daughter and son in law for transport to hospital and dr appointments. It makes us all mad getting caught behind do- Golders driving at 20 when 25 or 30 is safe</p> <p>Travel change: No</p>

<p>(23) Local resident, (Hook Norton, High Street)</p>	<p>Object – There is no need for a 20 mile zone in the village of Hook Norton, the money erecting the signage and painting the lines would be better spent on improving the verges and filling in the pot holes especially up the hill as you come into the village. the council should be looking at their highways expenditure not enlarging the nanny state</p> <p>Travel change: No</p>
<p>(24) Local resident, (Hook Norton, High Street)</p>	<p>Object – No need to introduce a lower speed limit. The narrow roads and lanes dictate a less than 20mph speed on the majority of the roads. For the road by the school they should be introducing "single lane working chicanes" on the approach to the school which would slow incoming traffic into the village down.</p> <p>Travel change: No</p>
<p>(25) Local resident, (Hook Norton, Hollybush Road)</p>	<p>Object – Oxfordshire County Council is proposing to spend 8 million pounds on 20mph works throughout the county. It only spends 2 million on pothole repair.</p> <p>Given the scale of spending, it seems even more important than usual that a clear cost benefit analysis should be done. If the benefit from the proposed works does not justify it, then it's a waste of public funds, and this should not go forward. The justification for this work is that by reducing the speed limit to 20mph, we will reduce the number of injuries and deaths from road traffic accidents (for both pedestrians and cyclists).</p> <p>I have lived in this village for over 20 years, and I cannot recall a single incident of a fatality or serious injury between a pedestrian/cyclist, so it seems likely that there is no improvement possible.</p> <p>Not only that, but we have to ask whether reducing the speed limit to 20mph will actually have any effect whatsoever. The current speed limit of 30mph is not an instruction that everyone should drive at 30mph, but rather a LIMIT; people should be free to drive as fast as it is safe to do so, but certainly no faster than 30mph. Given that it's pretty much impossible to safely drive at 30mph through much of the village anyway, changing the speed limit will have minimal effect. So, the only people that are currently driving faster than is safe are people that are happy to break the law. So why would changing the speed limit make them more likely to comply?</p>

	<p>Indeed, it seems to me that all that will be achieved by insisting on blanket 20mph limit (and make no mistake, the proposals for Hooky are pretty much a blanket 20mph limit throughout) will be that people will begin to treat such zones with contempt, resulting in more danger where such zones are actually justified.</p> <p>By all means, use 20mph past the school, but applying it everywhere in the village has no discernable benefit. There are definite downsides to such a policy too. For a start, where they actually restrict people's speeds, they cause more delay and frustration to drivers (I know that this is not a priority for Oxford County Council!). They cause greater fuel use, and more emissions, resulting in a decrease in air quality. On balance, there is no net benefit to the scheme, so to pursue it would be a waste of public funds.</p> <p>Travel change: No</p>
(26) Local resident, (Hook Norton, Park Road)	<p>Object – I do not think this is a good use of limited funds. The village has narrow winding roads that aren't possible to drive at much above 20 mph. We have a bigger issue with inconsiderately parked vehicles than speeding. I support limited 20 mph on Sibford Road in school time. I do not support universally applied limits. Look at how bad that went in Wales!</p> <p>Travel change: No</p>
(27) Local resident, (Hook Norton, Park Road)	<p>Object – The majority of roads are narrow and it's hard to go above 20 anyway.the money could be spent on fixing potholes</p> <p>Travel change: No</p>
(28) Local resident, (Hook Norton, Rectory Road)	<p>Object – 20 mph limits are not a good idea. If you're trying to improve road safety actually enforce the 30 mph limit. If you want to improve the environment don't make engines work less efficiently for longer in an enclosed area. Finally the only accidents in the village recently have been a young lad that cycled into a van and someone who reversed round a corner into another car, neither were speed related. Go and fix an actual problem</p> <p>Travel change: Other I'll be sure the insane have taken over the asylum instead of just suspecting it</p>

<p>(29) Local resident, (Hook Norton, Rectory Road)</p>	<p>Object – 20 mph speed limits are not better for the environment, they're annoying for drives and they encourage more reckless driving from people who become impatient with the rare few that obey it.</p> <p>Travel change: Other</p> <p>My answer is 'No' but I feel I must expand on this. No matter what you make the speed limit, people who live in Hook Norton cannot opt for another mode of transport because there isn't one. The bus only takes you to Banbury or Chipping Norton and many peo</p>
<p>(30) Local resident, (Hook Norton, Rectory Road)</p>	<p>Object – Drivers should be reading the road and driving in a way that will enable them to spot hazards with sufficient time to take avoiding action. A speed limit is the maximum and does not mean it is safe to drive at that speed, reducing the limit may make some drivers pay less attention to the road with a false sense of ease. In Hook Norton most people need a car to get out of the village to places with more amenities and so roads are used more by vehicles than by pedestrians. The village is not urban and would not benefit from better air quality a slower speed limit might create. I have observed in the past year that I would say less then 1% of drivers are obeying the 20 mph limits put in place in the County, this is no exaggeration. Sensible respectful drivers will drive according to the road layout, conditions and hazards presented without needing a sign to advise them on what is a sensible speed. Disrespectful drivers will always disobey speed limits especially one so low.</p> <p>Travel change: No</p>
<p>(31) Local resident, (Hook Norton, Round Close Road)</p>	<p>Object – No need to drive any slower.</p> <p>Travel change: No</p>
<p>(32) Local resident, (Hook Norton, Scotland End)</p>	<p>Object – Given the width of the existing roads many of which are in a poor condition it is very difficult to maintain speeds in excess of 20mph whilst driving through the village.</p> <p>Travel change: No</p>

<p>(33) Local resident, (Hook Norton, Sibford Road)</p>	<p>Object – Between the fact that the roads are already narrow and there are cars parked everywhere, there is not need for a 20m per hour limit.</p> <p>Travel change: No</p>
<p>(34) Local resident, (Hook Norton, Sibford Road)</p>	<p>Object – Traffic through the village is already limited due to format and size of the road. Changing to a 20 limit is a waste of valuable resources. It's almost impossible to travel through most of the roads at a higher speed anyway, and those that do are disregarding the 30, why would they pay attention to a 20? It will make no difference to them. Therefore I believe the money would be better spent elsewhere, instead of wasted on a pointless exercise.</p> <p>Travel change: No</p>
<p>(35) Local resident, (Hook Norton, Tadmarton Heath Road)</p>	<p>Object – The majority of the village, with its winding roads and parked cars doesn't allow speeds of much more than 20 mph anyway, so to spend money putting up 20 mph signs seems rather pointless. The area that should be looked at for a speed restriction is the road that runs from Oatley Hill to the Tadmarton Heath crossroads. Many cars and particularly motor bikes go along this road in excess of 60 mph (worsened when the 20 mph restrictions were introduced in the village of Milcombe, presumably with people "making up" for the extra time it now takes to get through Milcombe). According to Crash Map, over the last 10 years, the Tadmarton Heath crossroads area has had 9 accidents, with a fatality between the crossroads and Oatley Hill. The road between Hook Norton and Milcombe has had 3 minor accidents, 3 serious accidents and 1 fatality. In the same time frame there have been 7 accidents in Hook Norton village, with only one of those listed as serious. A 20 mph speed limit in the village will do nothing to help improve the local accident hotspots and may make them worse with people increasing speed to make up for lost time in the 20 mph area. If OCC's commitment to "Vision Zero," (and in the Council's own words "the elimination of death and serious injuries from road traffic collisions in Oxfordshire") is serious, then maybe start by reducing the speed limits on our local, country roads, where the most serious accidents and fatalities occur.</p> <p>Travel change: No</p>
<p>(36) Local resident, (Hook Norton, The Bourne)</p>	<p>Object – There is no need for a 20mph limit in the village. There is not a history of accidents or any recognised danger spots in the village. The village already self-limits itself due to the nature of the roads and density of on road parking at various times of the day.</p>

	<p>Making the whole village a 20mph zone will only slow the traffic down when it could flow easily and safely at 30mph. Where people do use excessive speed, a 20mph limit will not stop this. These are people who ignore the current 30mph. They will not obey the 20mph</p> <p>Making sure you do obey the 20mph limit will distract people from observing the road properly and will be in fact be more dangerous than leaving the viillage as a 30mph.</p> <p>Making the area outside the school a 20mph limit does have some merit. But even then the most dangerous point in the school day is the start and end of school where the danger is the quantity of cars and not their speed. Save the money on the new road furniture and fill in some potholes instead.</p> <p>Travel change: No</p>
(37) Local resident, (Hook Norton, The Bourne)	<p>Object – The current speed limit of 30 is low enough. In most parts of the village it is not possible to drive at 30 due to potholes and parked cars - why waste money changing all the signs? Spend the money on improving the roads. If 20 is imposed on us how will it be enforced? Again why bother changing all the signs if no-one checks what speed traffic is moving.</p> <p>I don't believe this change has been requested by the village and is not wanted or needed - please, learn the lessons from Wales and spend the money on improving the roads instead.</p> <p>Travel change: No</p>
(38) Local resident, (Hook Norton, The Glebe)	<p>Object – This only frustrates driver even more you have 10 cyclists in a bunch at 20 no way past i am feed up with living in a nanny state people with no idea making up rules</p> <p>Travel change: No</p>
(39) Local resident, (Hook Norton, The Shearings)	<p>Object – I do not think it is necessary. I think 30 is fine for most areas of the village. Maybe only outside the school would benefit from a 20mph speed limit.</p>

	<p>Travel change: No</p>
<p>(40) Local resident, (Hook Norton, Watery Lane)</p>	<p>Object – I object because Hook Norton does not meet any of your reasons for implementing this.</p> <p>1 - Safer Roads - Can you please let me know of any injury accidents in the restriction area? I've not been aware of any in the last 17years that I've lived here.</p> <p>2 - Congestion. There is no congestion in Hook Norton - if you disagree please provide evidence for why you think this would be best addressed by a speed limit rather than say better parking restrictions.</p> <p>3 - Air Pollution - please provide evidence of the air pollution levels in Hook Norton</p> <p>It is virtually impossible to drive at more than 20 mph on most roads in the village already. Any limit will be entirely unnecessary and unenforceable. However, the quality of the road surfaces in and out of the village - for example South Hill on the Chipping Norton Road - is extremely degraded and verging on dangerous. Please spend the money on repairing the road surfaces and do not clutter up the village with entirely unnecessary new speed limit signs.</p> <p>Travel change: No</p>
<p>(41) Local resident, (Hook Norton, Well Bank)</p>	<p>Object – The money that OCC would like to waste on a reduction to 20mph in Hook Norton would be dar better spent on improving the roads in the village and surrounding area.</p> <p>Travel change: No</p>
<p>(42) Local resident, (Hook Norton, Well Bank)</p>	<p>Object – The proposed speed limit change is not required. The village layout restricts the speed of traffic. The only place that a 20mph limit would be of benefit would be outside the school on Sibford Road.</p> <p>The money budgeted for this would be better put to use improving the road surfaces in the village.</p>

	<p>I also have little confidence in the effectiveness of this consultation as OCC have proven many times that they are more than happy to disregard the views of residents when they disagree with the anti-car policies of Andrew Gant and the council.</p> <p>Travel change: No</p>
(43) Local resident, (Hook Norton, Well Bank)	<p>Object – The village roads are such that any respectful road user will very rarely drove above 20mph anyway. On the few areas where 30 is possible, it's safe to do so. A 20mph speed limit will not deter or restrict the less respectful drivers.</p> <p>Travel change: No</p>
(44) Local resident, (Hook Norton, Well Bank)	<p>Object – If we look at the Welsh experiment we see that it was a failure and now has to be reversed, given the parlour state of local govt finances I'm sure we can use this funding better in social care and schooling</p> <p>Travel change: No</p>
(45) Local resident, (Hook Norton, Bourne Lane)	<p>Object – The main road is so congested cars crawl along anyway. There is no way this will be enforced. Cars are not designed to go that slowly and are more polluting at very slow speeds. It's very expensive to put up these signs, why not fill in the pot holes in the surrounding roads which are in an appalling state.</p> <p>Travel change: No</p>
(46) Local resident, (Hook Norton, High Street)	<p>Object – There is no evidential basis of speeding concerns in the village.</p> <p>The nature of roads coupled with parking, effectively limits most traffic to 20 in most areas. The quantity of signage required would be very unsightly. Based on what has happened in Wales 20mph zones are unpopular, ineffective and no evidential basis of environmental benefits. Costs involved should be seen as prohibitive. The 5 tyres and 2 wheels my family have replaced in the last 2 years as a result of damage from pot holes outweigh any environmental benefits achieved from a 20mph zone.</p>

	<p>Please use the money to repair roads instead, much needed. The police don't have resource to enforce this. No evidence that villagers actually want this</p> <p>Travel change: No</p>
<p>(47) Local resident, (Hook Norton, Hollybush)</p>	<p>Object – This is an old village with a conservation area. We have narrow roads with numerous bends and turns. It is not possible to drive too fast. There are many areas in the village where there are so many parked cars, that the roads are effectively single lane.</p> <p>We have very poor road surfaces on so many roads locally that the funds should be spent on repairing road surfaces and keeping the roads in a safe and drivable condition.</p> <p>I don't think that there is any benefit to reducing the speed limit in Oxfordshire. In other villages, few people actually drive at 20mph and there is no noticable benefit to reducing the speed limit.</p> <p>Travel change: No</p>
<p>(48) Local resident, (Hook Norton, Ironstone Hollow)</p>	<p>Object – Would be a total waste of money, the village is full of bends and narrow roads and already difficult to go faster than 20mph .</p> <p>Travel change: No</p>
<p>(49) Local Cllr (Hook Norton, Ironstone Hollow)</p>	<p>Object – This would be a total waste of public funds and the village is full of tight bends and narrow roads which makes it difficult to go fast though the village. Money would be better spent elsewhere. A 20mph speed limit in front of the school is the only place it's needed</p> <p>Travel change: No</p>

<p>(50) Local resident, (Hook Norton, Old School End)</p>	<p>Object – I would rather the money is spent on improving the quality of the roads rather than littering our picturesque village with yet more unsightly signage.</p> <p>The village has limited off road parking on the majority of roads which means that the volume of on road parking acts as a natural speed limiter. I can't remember the last time I was able to drive through the village above 20mph.</p> <p>Travel change: No</p>
<p>(51) Local resident, (Hook Norton, The Bourne)</p>	<p>Object – We don't need this, our roads need less potholes, that will make them safer so bicycles don't have to swerve to avoid them.</p> <p>What a waste of money changing all the 30 signs to 20 - no-one enforces them and a lot of cars struggle to drive at 20. A ridiculous idea - spend the money repairing the roads.</p> <p>Travel change: No</p>
<p>(52) Local resident, (Hook Norton, Well Bank)</p>	<p>Object – I think the current speed limit is ok no need for 20mph</p> <p>Travel change: No</p>
<p>(53) Member of public</p>	<p>Object – Its just not required</p> <p>Travel change: Other Actually I will deliberately continue to do 30mph</p>
<p>(54) Rather not say</p>	<p>Object – It will cause more delays and possible accidents. Not needed and a waste of taxpayers money</p> <p>Travel change: No</p>

<p>(55) Local resident, (Steeple Astin, Fir Lane)</p>	<p>Object – I do not believe the proposals are necessary and believe that proper policing of the existing limit would be more effective in controlling dangerous driving.</p> <p>Travel change: No</p>
<p>(56) Local resident, (Swerford, Hook Norton Road)</p>	<p>Object – People don't follow it and the Police don't enforce it, so it's a waste of money. Fix potholes and lane edges instead.</p> <p>Travel change: No</p>
<p>(57) Member of public</p>	<p>Object – No benefit</p> <p>Travel change: No</p>
<p>(58) Local resident, (Wigginton, Mill Lane)</p>	<p>Object – The roads in Hook Norton are very often narrow, winding and pot-holed (due to OCC neglect) making it hard to go faster than 20mph. This will just result in more unnecessary signage and a lack of community cohesion.</p> <p>Travel change: No</p>
<p>(59) Member of public, (Woodcote, Reading Road)</p>	<p>Object – I am against the 20mph proposal for the following reasons: 1. Road conditions: While 20mph is reasonable for some roads in this village, many other roads are wide and safe with good footpaths. A blanket 20mph plan is inappropriate in this case. The current proposal creates a large low-speed zone that takes significantly longer to get through. At least one 30mph road that goes through the village should be preserved for this reason. 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 for the rest of their lives.</p> <p>Travel change: No</p>

(60) Local resident, (Hook Norton, Austins Way)	<p>Partially support – I live along station road and have campaigned with the local Parish council to introduce 20MPH along this road as most cars approaching Hook Norton do not slow for the 30MPH gateway sign and only seem to brake at the end of station road where there is a blind sharp bend. Along station road there are multiple hazards; including 4 housing estates (and a 5th coming by next year which is not shown or considered on you plans), bus stop (used by school children) and people crossing the road from 'The Grange' and Austins Way to the foot main path. So I am not sure why such a long length of 30 MPH remains on Station road as I don't believe this will change driving behaviour.</p> <p>Travel change: Yes - cycle more</p>
(61) Local resident, (Hook Norton, Beanacre)	<p>Partially support – It's actually quite difficult to do more than 20mph in this village due to cars parked everywhere and narrow lanes. The money would be better spent on filling potholes than 20mph signs.</p> <p>Travel change: No</p>
(62) Local resident, (Hook Norton, Brick Hill)	<p>Partially support – By the school a 20 mph limit is important. Elsewhere it is hard to go much faster</p> <p>Travel change: No</p>
(63) Local resident, (Hook Norton, Chipping Norton Road)	<p>Partially support – I think the WHOLE village should go to 20 MPH to avoid any ambiguity, reduce confusion and prevent a whole load of additional road signs. OCC Highways need to have a serious review of the roads and pavements in and around the village - they are in a terrible state and the pavements have all but disappeared in part. also when you reduce the limit to 20 MPH this should be enforced by cameras or regular speed traps</p> <p>Travel change: Yes - cycle more</p>

<p>(64) Local resident, (Hook Norton, Chipping Norton Road)</p>	<p>Partially support – The WHOLE village needs to be a 20 MPH zone. anything other than this is confusing and creates too many confusing and ambiguous road signs. Cars are regularly entering and leaving the village at 40-50 MPH and there is an accident waiting to be happened. Pets have already been killed. Next it'll be one of our children</p> <p>Travel change: Yes - cycle more</p>
<p>(65) Local resident, (Hook Norton, Hollybush Road)</p>	<p>Partially support – Support proposal for key roads e.g. Sibford Road, past school, The Bourne and High Street past shop. Not sure it is needed as a blanket for the whole village.</p> <p>Travel change: No</p>
<p>(66) Local resident, (Hook Norton)</p>	<p>Partially support – Anyone who has driven through the village lately will know that it is already virtually impossible to drive 20 miles an hour let alone 30! The money maybe better spent clearing our drains or repairing potholes!</p> <p>Travel change: No</p>
<p>(67) Local resident, (Hook Norton, Sibford Road)</p>	<p>Partially support – A few roads need speed reduction but I would prefer the money spent on fixing the roads rather than a lot of signage</p> <p>Travel change: No</p>
<p>(68) Local resident, (Hook Norton, The Shearings)</p>	<p>Partially support – I don't think 20 mph is needed throughout the village . Parked vehicles and sharp bends make it unwise to travel faster, however Sibford road, Bourne lane and The Bourne 20 mph should apply.</p> <p>Travel change: No</p>
<p>(69) Local resident, (Hook Norton, Hollybush)</p>	<p>Partially support – I only partially support because as a council you offer no consistency with your decisions. Take Adderbury with its 30 mph speed limit and the correct measure of reducing this to 20 in the old village and by the school. Compare this to Deddington where the 20 mph limited is in place throughout the whole village. This to me confirms a mixed</p>

	<p>message of policy and you as a council are unable to deliver a clear and consistent message. With Hook Norton I would support a 20 mph limit by the school, due to the geographic layout of the village a blanket 30 mph limit would be pointless. The majority of roads within the village are exceedingly twisty and narrow so enforcing a speed limit where naturally the speed driven is well below the existing 30 mph would be again pointless.</p> <p>I would be interested in this time of financial austerity how much of our money you are spending on this new venture where funds are right are there are better projects that should get support, Northamptonshire and other counties are not pursuing with such a passion to spend tax payers money but I guess some one in a small office is looking for their legacy project very much like the councils white elephant that has become the castle shopping centre.</p> <p>No doubt you will happily spend tax payers money because you can not because there's a need requirement or valid backed up local safety need. The police have already gone to press confirming they will not be looking to enforce this new speed restriction so we can only hope that you we will be sensible with your approach to our village and consider just because you are in a position to enforce this upon us is it the right thing to do ?</p> <p>Travel change: No</p>
<p>(70) Local resident, (Hook Norton, Sibford Road)</p>	<p>Partially support – You can't drive very fast anyway. People might ignore lower speed limit.</p> <p>Travel change: No</p>
<p>(71) As part of a group/organisation, (Oxfordshire Cycling Network)</p>	<p>Support – We support this speed limit reduction in Hook Norton based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are.</p> <p>Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p>

	Travel change: Yes - cycle more
(72) Local resident, (Hook Norton, Brick Hill)	<p>Support – Some people drive too fast round our little village. My dog recently got killed on our road in Hook Norton and I was almost knocked over by an idiot speeding driver . So the roads need to be made safer . However , how will it be policed ?</p> <p>Travel change: Yes – walk/wheel more</p>
(73) Local resident, (Hook Norton, Brookside)	<p>Support – 20 is perfect for a village. Some people drive too fast in the village thinking they have to drive 30 even though the roads don't suit it.</p> <p>Travel change: No</p>
(74) Local resident, (Hook Norton, Burycroft Road)	<p>Support – I'm supporting this as the speed at which cars come down Crofts Lane in Burycroft Road is dangerous, they come off the main Chipping Norton Road and seem to keep at the same speed! Croft's Lane leading into Burycroft Road is a single track road used continually by pedestrian's, dog walkers, allotment users and parents teaching their kids to ride bikes, cyclists & horses.</p> <p>Travel change: No</p>
(75) Local resident, (Hook Norton, Chapel Street)	<p>Support – Most of the village has small narrow roads with sharp corners, hills and numerous parked vehicles. Most vehicles travel far too quickly through the village it can be like a race track!</p> <p>Travel change: Yes – walk/wheel more</p>
(76) Local resident, (Hook Norton, Chipping Norton Road)	<p>Support – Roads are very narrow in places making speeding exceptionally dangerous. My house is as you enter the village on Chipping Norton Road and cars race down the hill very fast before then having to slam on brakes (sometimes!) before the sharp bend and junction at the Pear Tree which is very dangerous. I would fully support this change.</p>

	Travel change: No
(77) Local resident, (Hook Norton, Park Road)	<p>Support – Roads are narrow & traffic is too often too fast . There has been an ever increasing amount of traffic and street parking, in particular delivery lorries and vans. Even the Sibford Road with the primary school [and twice daily saturated parking!] is not at present 20mph zone.</p> <p>Travel change: Yes – walk/wheel more</p>
(78) Local resident, (Hook Norton, Queen Street)	<p>Support – Roads are often lined with parked cars ,making access difficult. 20mph would slow traffic down to a safe,manageable speed.</p> <p>Travel change: No</p>
(79) Local resident, (Hook Norton, Watery Lane)	<p>Support – It is safer and more pleasant for me</p> <p>Travel change: No</p>
(80) Local resident, (Hook Norton, Beanacre)	<p>Support – I walk round the village a lot and am aware a number of our roads are very narrow with little/no pavement space. I feel quite vulnerable when large vehicles, especially lorry's seem to drive too fast for the road conditions. Our roads are in poor condition and the pot holes don't help. It may also stop lorry's using Hook Norton enroute to other places.</p> <p>Travel change: Other Will not change my method of walking, just make it safer. I am a pensioner.</p>
(81) Local resident, (Hook Norton, Brewery Lane)	<p>Support – Safer for Pedestrians</p> <p>Travel change: No</p>

<p>(82) Local resident, (Hook Norton, Brick Hill)</p>	<p>Support – I got hit by a car</p> <p>Travel change: Yes - cycle more</p>
<p>(83) Local resident, (Hook Norton, Brick Hill)</p>	<p>Support – I fully support this action both as a driver and a pedestrian. Hook Norton over the years has got bigger and as a result MUCH BUSIER resulting in more traffic. The 30 mph is totally inappropriate for driving conditions throughout the village. We live on Brick Hill where the road taper to one lane and yet there are drivers who come through at speed.</p> <p>Travel change: Other</p> <p>If I am doing something in the village I am more likely to walk to wherever I am going</p>
<p>(84) Local resident, (Hook Norton, Brick hill)</p>	<p>Support – The village roads Would like 20 mph in brick hill and bell hill also as it is also single file at one point.</p> <p>Travel change: No</p>
<p>(85) Local resident, (Hook Norton, Goldings)</p>	<p>Support – Peoples speed in the village is currently too high especially outside the school along the Sinford Road. People are currently going over 30mph when entering the village, there does need to be additional speed restrictions put along the sibford road as well as reducing the speed before someone is killed.</p> <p>Travel change: No</p>
<p>(86) Local resident, (Hook Norton, Goldings Road)</p>	<p>Support – Cars currently spread past the primary school which leads to a 60mph road.</p> <p>Travel change: No</p>
<p>(87) Local resident, (Hook Norton, Heritage Close)</p>	<p>Support – Have witnessed many drivers go very fast past the school on sibford road- very concerning and dangerous!</p> <p>Travel change: No</p>

<p>(88) Local resident, (Hook Norton, Ironstone Hollow)</p>	<p>Support – 2 pet cats killed by speeding cars entering and leaving Hook Norton on Station Road plus uneven paving in the village and having to walk in the road.</p> <p>Travel change: Yes - cycle more</p>
<p>(89) Local resident, (Hook Norton, Park Road)</p>	<p>Support – Small bendy roads and lots of people. It would be much safer, better for the environment and quieter.</p> <p>Travel change: No</p>
<p>(90) Local resident, (Hook Norton, Sibford Road)</p>	<p>Support – Simply put , roads are narrow and not only used by cars but also tractors, bicycles, pedestrians and pets. There is also a Primary School on one of the main access ways to the village.</p> <p>Travel change: No</p>
<p>(91) Local resident, (Hook Norton, Ironstone Hollow)</p>	<p>Support – Two cats belonging to me were hit and killed on the Station road exit / entry of Hook Norton village, within an 18 month period between 2021 - 2023</p> <p>Vehicles accelerate before they reach the exit, this causes unnecessary environmental pollution, noise, exhaust etc.</p> <p>Travel change: Yes - cycle more</p>
<p>(92) Member of public, (Lower Heyford, Station Road)</p>	<p>Support – Hook Norton has many nasty little corners it will be safer and easier to navigate at 20</p> <p>Travel change: Other As a visitor SAFER</p>
<p>(93) Local resident, (Hook Norton, Osney Close)</p>	<p>No objection – Anything to calm traffic is a plus. Why not drive slower? The argument against the reduction does not contribute to a life saved.</p>

	Travel change: Yes – walk/wheel more
--	---