

Division(s) affected: *Kidlington North & Otmoor, Chesterton & Launton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

09 OCTOBER 2025

WESTON ON THE GREEN: B430 NORTHAMPTON/OXFORD ROAD & VILLAGE ROADS – PROPOSED 30MPH & 40MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the introduction of the following 30mph speed limits in Weston on the Green, as advertised:
 - i. B430 Northampton Road,
 - ii. B430 Oxford Road,
 - iii. Knowle Lane, North Lane, Shepherds Close & Westlands Avenue.
- b) Approve the introduction of the 40mph speed limits on the B430 Northampton Road, as advertised.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to amend speed limits in Weston-on-the-Green, replacing the existing 40mph speed limit on the B430 Northampton Road between a point 105 metres south of its roundabout junction with the A34 southbound slip road (Ardley), and a point 280 metres north of its junction with North Lane, on the B430 Oxford Road (to the A34 southbound slip road) from its junction with the B430 Northampton Road, south-eastwards for a distance of 74 metres, and on Knowle Lane, North Lane, Shepherds Close & Westlands Avenue for their entire lengths – as shown in **Annex 1**.
2. The proposals also included extending the existing 40mph on the B430 Northampton Road, (adjacent to the RAF airfield) southwards to a point 280 metres north of its junction with North Lane (Weston on the Green), and northwards to a point 300 metres north of its junction with Akeman Street (Chesterton), replacing the existing 60mph National speed limit in the process – as shown in **Annex 2**.

3. The B430 through Weston-on-the-Green has been identified as a road of concern due to the combination of high through-traffic volumes and its location in a village environment. This road links the A34 and the M40 and consequently carries significant commuter and heavy goods traffic. Despite passing through the heart of a residential settlement, where homes, driveways and side roads open directly onto the carriageway, vehicles frequently travel at speeds inappropriate for the local setting. This has created long-standing concerns among residents about pedestrian safety, noise, and air quality.

Sustainability Implications

4. The proposals will help improve road safety in the vicinity, especially for the more vulnerable road-users.

Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Accessibility & Road Safety budget.

Legal Implications

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

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

8. No negative implications in respect of equalities or inclusion have been identified in respect of these proposals.

Formal Consultation

9. Formal consultation was carried out between 22 May and 20 June 2025. A notice was published in the Bicester Advertiser newspaper, and an email was

sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, relevant local District Cllrs, Weston on the Green, Chesterton & Bletchington Parish Councils, and the local County Councillors representing the Kidlington North & Otmoor, and the Chesterton & Launton divisions.

10. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
11. During the course of the formal consultation, 46 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion /objection	Total
B430 Northampton Road 30mph	16 (35%)	1 (2%)	29 (63%)	-	46
B430 Oxford Road 30mph	17 (37%)	1 (2%)	27 (59%)	1 (2%)	46
Various Village roads 30mph	8 (17%)	4 (9%)	31 (67%)	3 (7%)	46
B430 Northampton Road 40mph	23 (50%)	1 (2%)	20 (44%)	2 (4%)	46

12. Additionally, a further three emails were received directly – with Thames Valley Police raising concerns, specifically regarding potential compliance, suggesting that ‘self-enforcement’ such as using “Community Speed Watch” would be an option to consider/explore, Weston on the Green Parish Council offered their support, whilst Oxfordshire Liveable Streets objected to the use of 30mph (as opposed to 20mph) on the village roads, and that the B430 should be 30mph through the village.
13. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

14. The risks posed by excessive speed are well-documented at both national and local levels. Department for Transport data show that 43% of car drivers exceed the 30mph speed limit on similar roads in free-flow conditions, with around 4% exceeding the limit by more than 10mph. Speed is a contributory factor in around 14% of fatal collisions nationally. The link between speed and collision severity is stark: a pedestrian struck at 30mph has approximately a 20% chance of fatal injury, compared with less than 3% when struck at 20mph. These figures

demonstrate why national guidance supports lower speed limits in built-up areas where vehicles and pedestrians share the same space.

15. Traffic surveys undertaken by the Parish Council in 2019 recorded approximately 7,000 vehicle movements per day along this stretch of road, representing a marked increase of around 23% since 2016. Peak flows were especially pronounced, with more than 850 vehicles heading southbound in a single morning hour and over 500 northbound in the evening peak. These figures highlight that the B430 is functioning as a high-capacity commuter route, despite its passage through a village where pedestrian movements are frequent and crossing facilities are limited. The growth in traffic levels has intensified the risks to local people and contributed to wider environmental impacts, including elevated noise and vibration levels.
16. Within Oxfordshire, road safety remains a significant challenge. Each year the county records around 30 road deaths, approximately 245 serious injuries, and more than 1,200 slight injuries. Collision data specific to the B430 through Weston-on-the-Green (between the A34 & the A4095) shows over the last 60 months three serious casualties & five slight casualties have been sustained, whilst countywide statistics confirm the urgent need to reduce casualties in line with Oxfordshire County Council's adoption of the Vision Zero approach, which aims to eliminate all deaths and serious injuries on the road network by 2050. Proactive intervention in high-risk environments such as Weston-on-the-Green is therefore essential.
17. Reducing vehicle speeds through Weston-on-the-Green will bring multiple benefits. Lower speeds reduce the likelihood of collisions and lessen the severity of those that do occur. A reduction of even 1mph in average speed is associated with up to a 5% fall in collisions. Slower traffic also makes it easier for pedestrians, including school children and elderly residents, to cross the road safely, and improves the quality of life within the village by reducing noise and air pollution. Safer conditions are also more conducive to active travel, supporting both national and local strategies to encourage walking and cycling.
18. In light of these findings, Officers support reducing the current speed limit on the B430 through Weston-on-the-Green from 40mph to 30mph, as recently consulted upon, with consideration given to the introduction of a 20mph limit in the central residential areas.
19. Therefore, reducing vehicle speeds through Weston-on-the-Green is considered to be a necessary and proportionate measure that aligns with Department for Transport guidance, Oxfordshire's Local Transport and Connectivity Plan, and the county's Vision Zero commitment. The evidence demonstrates that excessive speed presents an unacceptable risk to residents and undermines the character of the village. Implementing a lower speed limit, alongside supporting measures, will protect lives, enhance community wellbeing, and deliver long-term safety benefits for all road users.

Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: William Evans (Senior Officer – Traffic & Road Safety)
 Lee Turner (Team Leader – Traffic & Road Safety)

October 2025

Drawing No.

Revision 1

NOTES

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KEY

Proposed New 30MPH

Existing 20MPH

Proposed 40MPH


Existing 40MPH



LOCATION PLAN
NTS

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



OXFORDSHIRE
COUNTY COUNCIL

Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1HJ
Tel: 01865 5312 1111

Project title

Proposed Speed Limit Change

Drawing title

Proposed 30mph Changes

Drawing Status

Consultation

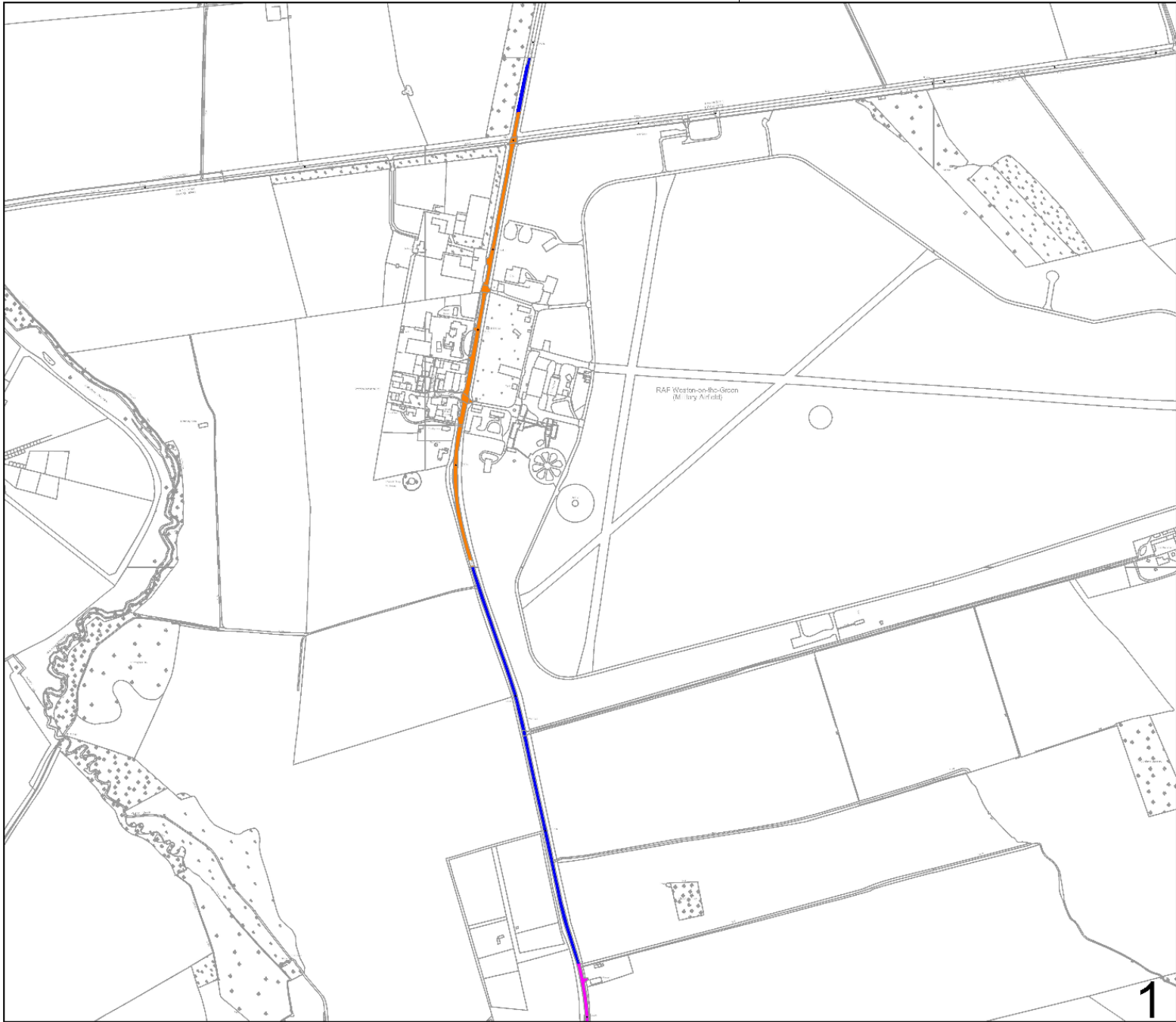
Scale @ A3	Drawn by	Checked by	Approved by
NTS	GG	XXXXXXXXXX	XXXXXXXXXX
	Date drawn	Date checked	Date approved
	XXXXXXXXXX	XXXXXXXXXX	

Oxfordshire Project No. & File Ref

Drawing No.

Revision

1



Drawing No.

Revision

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KEY

• Proposed New 40MPH

• Existing 40MPH

• Proposed 30MPH

LOCATION PLAN
NTS

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Oxfordshire County Council

County Hall

Windsor Road

Oxford

OX1 1HJ

Tel: 01865 312 1111

Project title

Proposed Speed Limit Change

Drawing title

Proposed 40mph Changes

Drawing Status

Consultation

Scale @ A3	Drawn by	Checked by	Approved by
NTS	GG	XXXXXXXXXX	XXXXXXXXXX
	Date drawn	Date checked	Date approved
	XXXXXXXXXX	XXXXXXXXXX	

Oxfordshire Project No. & File Ref

1

Drawing No.

Revision

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – with compliance and what control measures will be included</p> <p>Thank you for the consultation documents, in relation to the proposed speed limit change.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement . There are other reasons 30/40mph 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 some speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions (Five collision none relating to excess speed) • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	<ul style="list-style-type: none"> existing traffic speeds (No speed data has been provided to support this proposal) I understand speed data did not support this change . road environment <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. Self-Enforcement using Community Speed Watch would be another option to consider/explore.</p>
(e2) Weston on the Green Parish Council	<p>Support – The consultation has been widely distributed to all parishioners and the overwhelming consensus view is positive to the speed reductions proposed. The reduction on the B430 will help to moderate traffic speed through the village, particularly large vehicles which impact pedestrians using the footpaths and attempting to cross the road (e.g. to access the bus-stop).</p> <p>The Parish Council therefore strongly supports the proposal</p>
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Object – We object to two parts of this scheme:</p> <p>Cul-de-sacs like North Lane and Westlands Avenue should have 20mph speed limits, not 30mph ones.</p> <p>The speed limit should be dropped to at least 30mph on the existing 40mph stretch of the B430 through the RAF base; there is a good case for making this 20mph.</p>
(o1) Local resident, (Eynsham, Back Lane)	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Object B430 Northampton Road 40mph – Object</p> <p>It will create more congestion and not improve safety</p>

<p>(o2) Local resident, (Weston on the Green, Bletchington Road)</p>	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Object B430 Northampton Road 40mph – Object</p> <p>There is ALWAYS a reason for bringing in stricter H and S rules and regulations but each 'Do Good' implementation slowly brings the country to a grinding halt. Leave it alone, it works perfectly well at the moment and there is no reason apart from the usual 'voice of the few' who think they speak for everyone (when they dont) that pushes this sort of petty decision making through. Stop it. If you want to spend money then start teaching kids about how to live with busy roads and keep them safer through education.</p>
<p>(o3) Local resident, (Weston on the Green, Church Close)</p>	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Object B430 Northampton Road 40mph – Object</p> <p>Don't see the need to reduce, rarely used by pedestrians.</p>
<p>(o4) Local resident, (Weston on the Green, Church Road)</p>	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Object B430 Northampton Road 40mph – Object</p> <p>These proposals are part of the wider, and if I might say - idiotic, war on motorists. Under the guise of 'net zero' which is simply a proxy for mass theft of public funds, there is an active campaign to make motoring intolerable. Like all fanaticism, this includes a great deal of highly flawed thinking; the more this spreads and continues - the more economic, and therefore human, damage will be done. For what? We produce absurdly small amounts of pollution. The people who call for these policies fly everywhere in private jets. It's a scam and this is the long tail of the campaign. There's never been an issue on these roads. No.</p>

<p>(o5) Local resident, (Weston on the Green, Oxford Road)</p>	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Object B430 Northampton Road 40mph – Object</p> <p>There is no rational need to reduce the speed limit</p>
<p>(o6) Member of public, (Wootton, Cumnor Road)</p>	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Object B430 Northampton Road 40mph – Object</p> <p>The County Council needs to stop its mindless campaign to reduce speed limits everywhere they can even when there is no history of speed related collisions. We are already seeing far more overtaking and speeding where limits are too low. Deliberately antagonising motorists legitimately going about their business leads to more frustration and consequently more poor decisions and less patience.</p> <p>It's irresponsible and dangerous of the council to continuously ignore DfT guidance that speed limits should match the generally safe speed of a road. It's also complete idiocy to force changes through that the Police do not fully support. This change to an important route should not be allowed.</p>
<p>(o7) Local resident, (Weston on the Green, North Lane)</p>	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>The village is off the B430, with only a number of properties- commercial and residential- directly accessed from this road. Sight lines are generally excellent, with the road being widest by the Church Road section, where much of the village leads off from the B430. From the Chequers roundabout up to Church Road there is a wide footpath on the east side of the road, mostly set back from the kerb.</p> <p>I see no reason to reduce the speed from 40mph to 30mph and I have not seen any evidence to justify that change.</p>

	<p>Extending the 40mph limit from the airfield to the village limits- why? What is the reasoning behind that move? It's alongside fields.</p> <p>The danger area is actually at the cross roads of the B430/Akeman Street, where the main issue is with poor signage and road markings. Googling 'traffic accidents' gives a record of a fatality at that junction in 2012. Nothing since. I am aware of prangs at that junction over recent years. I am not aware of any incidents on the B430 from the airfield up to the Chequers roundabout.</p> <p>We were unaware that the limit on Knowle Lane, North Lane, Westlands and Shepherds Close were technically 40mph. Restricting those to 30mph, or better still, 20mph seems to make much more sense.</p> <p>As far as I am aware, the need for the proposed changes on the B430 has not been justified and on that basis I cannot support something that has not been explained or justified.</p>
(o8) Local resident, (Weston on the green, North Lane)	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>Apart from applying a reduced speed limit to the residential side roads, and why not make those lanes 20mph, I see no valid reason to change the limits on the B430. The B430 is alongside the village, not through it, with good to very good sight lines. Dropping to 30 and 40 as proposed just seems to be absurd.</p>
(o9) Local resident, (Weston on the Green, North Lane)	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>No objection to the speed reduction on the lanes off the B430, as they are quiet No Through roads. Should have been 30mph in the first place.</p>

	<p>Strong objection to the B430 proposals. Why are these changes being proposed? The 40mph restriction to the B430 alongside the village itself is surely more than sufficient? The B430 does not go through the village, the village sits to one side of the road- the road is essentially a by-pass. 40mph for such a by-pass road is quite normal and satisfactory.</p> <p>Just because there is an increase in traffic on the road over the years does not mean the speed limit needs to be reduced. The two do not automatically go hand in hand.</p> <p>I also see no point in extending the 40mph restriction from the airfield to the village limits- that stretch of road has fields either side of it.</p> <p>The proposals are certainly worth discussing but, for now, where is the evidence to justify these changes?</p>
(o10) Local resident, (Weston on the Green, Northampton Road)	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>No evidence of road safety issues to justify the decision to reduce the speed on these roads. Zealotry and fanaticism are governing this anti-motorist nonsense. Lower speeds will be ignored making this exercise redundant. The police rarely support blanket reductions in speed limits where little to no reasoning has been shown. Another example of tax payers monies being wasted. Pothole maintenance and road infrastructure require greater attention.</p>
(o11) Local resident, (Weston on the Green, Westlands Avenue)	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>Why is this even being considered? The B430 is a main road alongside, not through, the village. The current 40mph restriction is entirely suitable for that stretch of road. Sight lines are about as good as you can get, better still once the verges have been cut.</p>

	<p>Extending the 40mph limit from the airfield to the village is simply farcical. That stretch is alongside fields.</p> <p>Limiting Knowle Lane, North Lane, Shepherds Close & Westlands Avenue is simply a paper exercise. They are no through roads and I'm sure most people thought they were 30mph already, not 40mph.</p> <p>Improve the signage and road markings instead, so that the M40/A34 cut through traffic (when there's a snarl up on those roads) knows the speed limit, and put the money you've saved into the Church fund or other community. Lowering speed limits will not cut down on traffic numbers. Utter nonsense.</p>
(o12) Local resident, (Bicester, Reedmace Road)	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – No opinion/objection B430 Northampton Road 40mph – Object</p> <p>I do not think the revised speed limits are appropriate for this important local road. It avoids the main residential areas of the village and is built to a high standard being a former A road. I haven't seen any evidence of speed related risk or accidents on this road.</p>
(o13) Local resident, (Fritwell, East Street)	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – No opinion/objection B430 Northampton Road 40mph – Object</p> <p>Current speed limits are appropriate and a lower limit is necessary, particularly between the airfield and the village where there is absolutely no justification to change the current limit.</p>
(o14) Local resident, (Weston on the Green, Northampton Road)	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – No opinion/objection B430 Northampton Road 40mph – Object</p>

	<p>My view is that Oxfordshire County Council should be prioritising available funds to education and looking after the elderly and infirm. Not spending money they have not got on on changing speed limits on roads that are already covered with an adequate speed limit.</p>
<p>(o15) Local resident, (Bicester, Priory Lane)</p>	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – Object Various Village roads 30mph – Partially support B430 Northampton Road 40mph – Object</p> <p>This reduction in speed allowed is totally unnecessary. This is simply not an area with significant pedestrian or local foot traffic. All the reduction will do is to increase journey times and associated pollution. 40mph is a sensible limit for this road and is consistent with limits in similar locations across the United Kingdom. Constantly reducing limits in this way risks non-compliance by motorists which might actually be rather more dangerous.</p>
<p>(o16) Local resident, (Weston on the Green, Church Road)</p>	<p>B430 Northampton Road 30mph – Object B430 Oxford Road 30mph – No opinion/objection Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>On the Northampton Road, it is a long stretch of road to slow traffic down even further and as a resident has never once struck me as dangerous at its current level. Seems like an unnecessary cost to inconvenience people without much benefit.</p>
<p>(o17) Local resident, (Weston on the Green, Westlands Avenue)</p>	<p>B430 Northampton Road 30mph – Partially support B430 Oxford Road 30mph – Object Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>Happy with the status quo largely</p>

<p>(o18) Member of public, (Fotheringhay, Main Street)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Object Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>This will result in increased driver frustration and extended journeys. I fully support the proposed 30mph, the rest is over the top</p>
<p>(o19) Local resident, (Weston on the Green, North Lane)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Partially support Various Village roads 30mph – Object B430 Northampton Road 40mph – Object</p> <p>30 mph should be the limit throughout Weston on the Green but we don't want extra signs on all side roads that are cul de sacs.</p>
<p>(o20) Local resident, (Weston on the Green, Shepherds Close)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Object B430 Northampton Road 40mph – Support</p> <p>Strongly support 30mph limit on B430 through Weston on the Green, traffic often passes through village in excess of current limit and if walking on pavement/footpath to access Weston Manor Hotel, Chequers Pub, Milk Shed personal safety is at risk.</p> <p>Also support 40mph between edge of Village and airfield, once again traffic often exceeds current limit and I have personally had a collision with a deer which often cross this section of road making it unsafe to travel at 60mph + Lastly I object to a speed limit of 30mph on Westlands Avenue and Shepherds Close as I believe it should be 20mph. These are narrow roads (Shepherds Close single track) with many people using the pavement in Westlands Avenue to access other parts of the village (pub, shop, village hall etc.) and there is no pavement on Shepherds Close at all. How possibly can it be a 30mph limit when other residential areas in Weston on the Green are 20mph.</p>

<p>(o21) Local resident, (Weston on the Green, North Lane)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Partially support B430 Northampton Road 40mph – Partially support</p> <p>I think North lane should be 20 mph. B430 from North lane going north to RAF could be 50 mph from the end of the houses</p>
<p>(o22) Local Cllr (Weston on the Green, Northampton Road)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Partially support B430 Northampton Road 40mph – Support</p> <p>Lanes in the village are narrow - with the exception of Westlands Ave. If anything, the speed on those roads should be 20mph</p>
<p>(o23) Local resident, (Weston on the Green, North Lane)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Partially support B430 Northampton Road 40mph – Support</p> <p>Traffic on the b430 regularly exceeds the current limits. hgvs travelling at night use the b430 as a cut through to m40 junction 10. A lower speed limit will help them be better aware at they are driving through a village.</p> <p>Personally I think the lanes off the b430 eg north lane should be 20mph. These are narrow lanes with children and dog walkers present and lower speeds would make this safer for all.</p>
<p>(o24) Local resident, (Weston on the Green, Knowle Lane)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – No objection</p>

	I fully support all the changes and wish we could have a live speed camera.
(o25) Local resident, (Weston on the Green)	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – No objection</p> <p>I am supporting the proposal - implementation of a 30mph limit is well overdue bearing in mind the B430 has now become an extremely busy road at certain times of the day as it is used by traffic avoiding Junction 9 of the M40. In fact, in my view the speed limit should be 20mph, similar to that introduced at Middleton Stoney.</p>
(o26) Local resident, (Weston on the Green, Northampton Road)	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>my house is about the fall down if the speed limit doesn't come down, the reason people sped up is that they get stuck in A34 so when they reach B430 Northampton Road to use a short cut they speed up to catch up the loss time oxford highway was informed in writing but they took no action because simply they don't care and they are more interested to make more money from the public.</p>
(o27) Local resident, (Weston on the Green, Church Lane)	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>Safety for the children,families & residents of the village and commuters who travel through the village</p>

<p>(o28) Local resident, (Weston on the Green, Mill Lane)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>Walking to businesses up B430 with young children on the footpath is very worrying. Cars go 40mph+ and this can result in a bad accident. Prefer it to be 30mph.</p>
<p>(o29) Local resident, (Weston-on-the-Green, Northampton Road)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Object</p> <p>Even though the speed limit on Northampton Road is 40MPH, cars still exceed the speed limit up and down the road. It would nice if the speed limit was 20MPH but its a good start having speed limit reduced too 30MPH!</p>
<p>(o30) Local group/organisation, (Coalition for Healthy Streets and Active Travel)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>We support this plan to bring safer speed limits to parts of Weston-on-the-Green and we believe it will increase compliance with the existing 20mph speed limits, making the village safer for residents and visitors.</p>
<p>(o31) Local Cllr (Bletchingdon, Whitemarsh Way)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>Traffic Calming and Road Safety are important issues and we support schemes that aim to improve these.</p>

<p>(o32) Member of public, (Heyford)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>Traffic speeds too quickly through WotG. The speed limit should be 20mph</p>
<p>(o33) Local District Cllr, (Cherwell, Kidlington)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>Having walked along the road on many occasions and seen how fast the traffic races through the village it is so important that the speed limits are reduced.</p>
<p>(o34) Local resident, (Weston on the Green, Church Lane)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>Because the B430 is used as a link between the A34 and M40 (especially when, as often, there are problems at Junction 9 of the M40), traffic from these trunk roads tends to travel along the B430 at speeds appropriate to motorways. As Weston on the Green is a residential area, these speeds needs to be strictly curtailed.</p>
<p>(o35) Local resident, (Weston on the Green, Knowle Lane)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p>

	<p>The speed of traffic through the village, particularly heavy goods vehicles makes walking on the footpaths feel unsafe. The pavement on the west side of Northampton road is narrow so one is either near speeding traffic or must cross through speeding traffic to use the wide bicycle path.</p> <p>I live on Knowle Lane, if southbound traffic is speeding, I cannot see them when turning right and they bear down on me very fast.</p> <p>Also Knowle Lane is a popular walking route to the footpath at the end, and there are no pavements, so 30 mph would be an welcome top limit.</p>
(o36) Local resident, (Weston On The Green, Milestone Lane)	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>Current speed limits are too high and not well enforced with many drivers exceeding the existing limits. The current limits create a danger to pedestrians walking along the narrow pavements. Also, turning out of some of the village roads onto the B430 can be very difficult at times, especially from Milestone Lane.</p>
(o37) Local resident, (Weston on the Green, North Lane)	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>Traffic speed and volume on the B430 through the village are intolerable and dangerous. I would prefer a 20mph limit but 30 is a good start.</p>
(o38) Local resident, (Weston on the Green, North Lane)	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p>

	Increased pedestrian traffic to businesses. Increased car movements out of North Lane, Milestone Lane, Westlands Avenue, Knowle Lane and Ben Jonson pub car park need slower moving traffic on B430 for safety.
(o39) Local resident, (Weston on the green, Northampton Road)	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>We live next to the roundabout near the slip road for the A34 next to the Chequers Inn on Northampton Road. The amount and speed of the traffic coming past our house shakes the house on a daily basis and has increased considerably over the last few years. The traffic noise is so bad day and night we cannot have our windows open, as well as the pollution. It is so dangerous the speed of many vehicles, it is often they speed up to the roundabout and accelerate swiftly. We fear for our safety both walking out of our house, our grandchildren and trying to pull out in a vehicle. We have lost two kittens on the road. We cannot believe that the speed limit is 40mph when it is a residential area and all over the county other residential areas have been reduced to 20mph with speed humps. It is a rat run and cut through due to the amount of traffic and congestion on the a34. People use this route to leap frog junction 9 on a34 and m40 and rejoin at Middleton stoney. The amount of HGV vehicles is massive, it is these that cause the house to shake and the option of coming through our residential area should not be given as a cut through. There is a weight limit constantly being flouted on the bridge over the a 34 which we have never witnessed being enforced in the 10 years we have lived here. This proposed reduction should happen without question and as a resident this needs to go further and speed humps installed to minimise HGV traffic.</p>
(o40) Local resident, (Weston on the green, Oxford Road)	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>Would be nice to cross the road and cycle, at the moment, with the bends , the traffic at speed, doesn't allow much time to jump out the way</p>

<p>(o41) Local resident, (Weston on the green, Village Farm Court)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>Making the roads safer especially for residents</p>
<p>(o42) Local resident, (Weston on the Green, Westlands Avenue)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>Common sense</p>
<p>(o43) Local resident, (Weston on the Green, Northampton Road)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>we live at the northern most end of Weston on the Green and suffer from vehicles driving into the village at high speed. We have tried to get the 40mph sign reinstated but to no avail. Even during the construction of the new estate vehicles were speeding into the village but no response to our concerns. Now with children in the estate and traffic joining the B430 at a bend it is essential that speeds are reduced.</p>
<p>(o44) Local resident, (Weston-on-the-Green, North Lane)</p>	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>I strongly support this - in the time we have lived in Weston-on-the-Green there have been at least 4 accidents on the B430 near the corner of North Lane and all of these could have been avoided if the speed limit was lower. These</p>

	changes will not make any journeys meaningfully longer, but they will be considerably safer, quieter and and more the speed you'd expect to find in a village
(o45) Local resident, (Weston-on-the-Green, Northampton Road)	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>Full support for road safety reasons, particularly in view of the increasing number of children in the village.</p>
(o46) Local resident, (Weston-on-the-Green, Northampton Road)	<p>B430 Northampton Road 30mph – Support B430 Oxford Road 30mph – Support Various Village roads 30mph – Support B430 Northampton Road 40mph – Support</p> <p>The Northampton road has long been utilised by dog walkers, runners and visitors of the milk shed cafe. With narrow pavements, cars travelling at 40 mph and, also often in excess of this limit, present a significant risk to pedestrians. The reduction of the speed limit to 30 mph would substantially reduce this risk, as well as reducing the high level of traffic noise produced.</p>