

Division(s) affected: *Witney North & East, Eynsham*

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

**18 JUNE 2026**

### **WITNEY/SOUTH LEIGH & HIGH COGGES: A40 WITNEY BY-PASS ROAD – PROPOSED SPEED LIMITS, ‘NO-ENTRY’ & ‘CLEARWAY’ RESTRICTIONS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve the following measures, as advertised:

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

#### **Executive Summary**

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce a number of traffic measures, comprising of: a) new 60mph speed limit on the A40 Witney bypass (various lengths on the ‘on’ & ‘off’ slip roads accessing the B4022 Oxford Hill & ‘Hill Farm Livery Yard’), b) new 40mph speed limits on adjoining roads, including the B4022 Oxford Hill, High Cogges Road, South Leigh Road, and various lengths on the ‘on’ & ‘off’ slip roads accessing the A40 Witney bypass; c) a new ‘No Entry’ restriction will be introduced on the A40 Eastbound off-slip road at its junction with the B4022 Oxford Hill, and the South Leigh No Entry onto the A40 westbound off-slip also formalised, and d) extending ‘Clearway’ restrictions (stopping prohibited at all times) introduced on

the new A40 Eastbound off-slip & Westbound on-slip roads servicing the B4022 Oxford Hill and access to South Leigh – as shown in **Annexes 1 to 4**.

3. The proposals have been put forward in support of the wider 'A40 Access to Witney' transport scheme – which seeks to improve access between Witney and the A40 as part of the Oxfordshire County Council Witney Transport Strategy.

## **Corporate Policies and Priorities**

4. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## **Financial Implications**

5. Funding for consultation on the proposals (and implementation if approved) will be provided from the overall funding envelope for the Access to Witney Scheme. There are no additional budgetary implications, and the proposals therefore remain within the approved budget envelope.
6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*  
*Andrew Price – Interim Business Partnering Accountant*  
[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## **Legal Implications**

7. 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.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*  
*Jennifer Crouch – Principal Solicitor (Regulatory)*  
[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## **Staff Implications**

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

## **Equality & Inclusion Implications**

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

## **Sustainability Implications**

10. The wider 'A40 Access to Witney' transport scheme includes the ongoing construction of new west-facing slip roads at the A40/B4022 Shores Green junction to improve access to Witney, with the principal aims of the project being to:
  - (a) Give residents and drivers more choices, particularly those wanting to access the A40, and enable local and through traffic to access the A40 without needing to travel through the town centre or use the A40/Ducklington Lane junction,
  - (b) Reduce congestion and improve air quality in central Witney, including on Bridge Street and in the Air Quality Management Area,

- (c) Provide new walking and cycling paths and crossings facilities on the B4022 and alongside the A40 that will provide improved and safer connections between South Leigh, High Cogges and Witney and to the shared path along the A40 to Oxford, and
- (d) support the delivery of planned housing growth in Witney as set out in the adopted West Oxfordshire Local Plan 2031.

## Risk Management

11. There are no new risk management issues identified in these proposals.

## Formal Consultation

12. Formal consultation was carried out between 22 March and 15 May 2026. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, relevant local District Councillors, Witney Town Council, South Leigh & High Cogges, and Eynsham Parish Councils, and the local County Councillors representing the Witney North & East, and Eynsham divisions.
13. During the course of the formal consultation, 38 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
60mph speed limits	22 (58%)	2 (5%)	9 (24%)	5 (13%)
40mph speed limits	14 (37%)	5 (13%)	14 (37%)	5 (13%)
No Entry restriction	11 (29%)	1 (3%)	14 (37%)	12 (32%)
Clearway restrictions	5 (13%)	3 (8%)	22 (58%)	8 (21%)

14. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, and a response raising concerns regarding the proposed 60mph speed limits on the belief that speed reductions are doing very little for road safety within the County.
15. The full responses received are shown in **Annex 5**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## Officer Response to Objections/Concerns

16. Officers have provided individual detailed responses to each of the objections in **Annex 5**, with many of the responses received related to the lack of evidence or need for the proposed 60 mph speed limit on the A40 Witney Bypass and the new slip roads.
17. The proposed speed limit has been informed by evidence from recent speed surveys and the changing function of this section of the A40. Survey data identified 85th percentile speeds of up to 85 mph, indicating that vehicle speeds are currently above the national limit and that there is a need for improved speed management.
18. While the new slip roads are being designed to appropriate standards, their introduction will increase the level of merging and diverging movements along this section of the A40. Although this removes existing hazards such as U turn manoeuvres at Hill Farm, it also creates a more complex operating environment, which is not directly comparable with the current layout.
19. The proposed 60 mph limit is therefore intended as a proportionate measure to better align vehicle speeds with the revised road layout, reduce speed differentials between vehicles, and lower the risk and severity of collisions. It also provides a more consistent and coherent transition between speed limits along the route.
20. The intention is not to impose unnecessary restriction, but to ensure that the road operates safely and effectively once the new junction arrangement is in place.
21. Vehicle speeds and overall performance will be monitored following implementation, allowing the Council to review whether the measures are achieving the intended outcomes and make adjustments if required.
22. There were also concerns raised by a number of respondents that the proposed 60mph speed limit on the A40 would result unnecessary congestion and speed differentials. While there is a perception that higher speeds always improve flow, in junction-influenced environments, more moderate and consistent speeds can support smoother traffic progression and more stable vehicle interactions minimising delays.
23. Further, the intention of the proposed limits is to reduce variations in vehicle speeds between the mainline and joining traffic, thereby improving safety and making it easier for drivers to merge and diverge safely.
24. Some respondents only objected to the proposed No Entry restriction on the A40 Eastbound off-slip road at its junction with the B4022 Oxford Hill. The proposed No Entry restriction forms part of the wider traffic management approach associated with the new junction layout. It is intended to control specific vehicle movements and prevent manoeuvres that could give rise to

safety risks or operational conflicts, ensuring that the junction operates as designed.

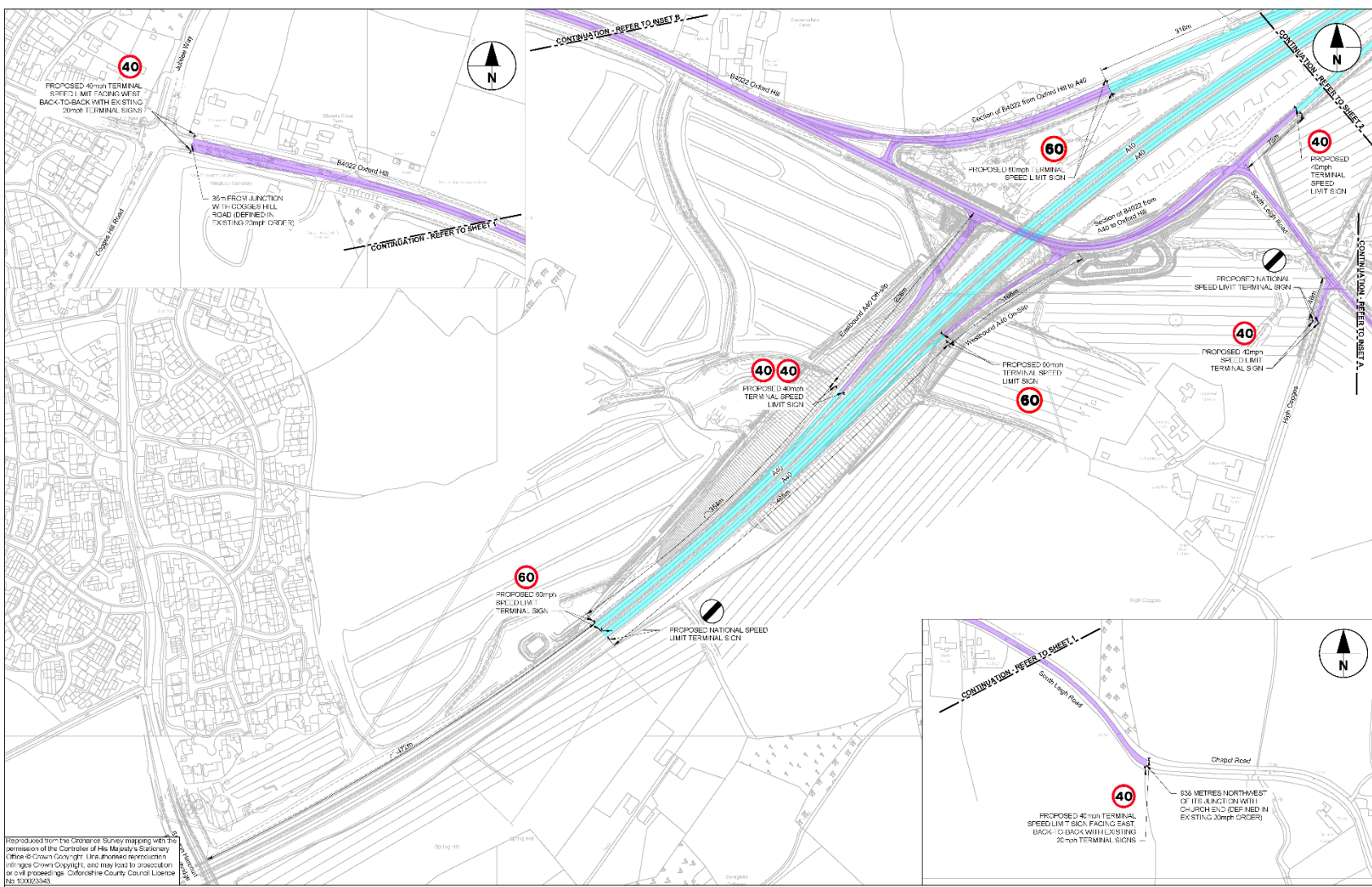
**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                      Annexes 1-4: Consultation plans  
   Annex 5: Consultation responses

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

Contact Officer(s):        Abdul Waraich (Project Manager – Infrastructure Delivery)  
   Mohammed Ilyas (HIF2 Programme Lead – Infrastructure  
   Delivery)

June 2026



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**KEY**

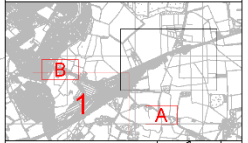
- PROPOSED SIGN LOCATIONS
- PROPOSED 40mph SPEED LIMIT
- PROPOSED 60mph SPEED LIMIT
- PROPOSED 80mph SPEED LIMIT

File Path: \\s:\proj\2016\16-01-17  
 File Name: 2 - TRO SPEED LIMITS - DETAILED DESIGN - 2020

**ANNEX 1**

SAFETY, HEALTH  
IT IS ABSOLUTELY  
CRUCIAL THAT THE  
APPROPRIATE  
CONTRACTORS TO BE  
SELECTED FOR THIS PROJECT  
ARE FULLY AWARE OF THE  
RISKS ASSOCIATED WITH THE  
DRAWING AND IDENTIFIED IN THE PLAN AND PROJECT REQUIREMENTS.

- NOTES**
1. ALL SPEED LIMIT SIGNS MUST BE SUPPLIED WITH REFLECTIVE SHEETS AS SPECIFIED IN THE DRAWING. ALL SIGNS MUST BE SUPPLIED WITH REFLECTIVE SHEETS AS SPECIFIED IN THE DRAWING.
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Issue	By	Date	Author	Check	Rev
Fourth Issue	SW	15/06/25	ACM	PN	001
IFC - FIRST ISSUE	SW	15/06/25	ACM	PN	001
UPDATE TO NORTH-PP	SW	15/06/25	ACM	PN	002
UPDATE TO NORTH-PP	SW	15/06/25	ACM	PN	002
REVISION DETAILS	SW	15/06/25	ACM	PN	002

Approved for construction



Project Title  
**SCAPE OCC  
ACCESS TO WITNEY  
DETAILED DESIGN**

Drawing Title  
**TRO SPEED LIMITS  
SHEET 1 OF 2**

Discipline	Drawn	Reviewed	Approved	Date
302	SW	OL	PN	15/06/25

Project Information

Field	Value
Project Name	General - Schema Work generic information



Drawn	Checked	Volume	Rev
ATW	-ACM	-01	C02
SW-DR	H	00	001
Location	Type	Table	Sheet Number







## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(e2) Email response, (unknown)	<p><b>Concerns</b> – If you look at table RAS0403 [Road safety statistics data tables] you can see there has been a reduction in casualties of 50% in Oxfordshire since 2015.</p> <p>However there has also been a reduction of casualties of 44% in Buckinghamshire over that time period where they have been much more cautious about reducing speed limits.</p> <p>Correcting for population (Buckinghamshire has around 580,000 people vs 760,000 in Oxfordshire) gives Oxfordshire a slightly higher but pretty similar number of road casualties per head of population - as you would expect given both counties are generally low deprivation.</p> <p>Given how little difference there is between the reduction in the two counties the evidence shows that many of the Oxfordshire speed reductions are doing very little if anything for road safety - with of course the negatives of increasing journey times.</p> <p>My gut feeling would be that local residential roads and town centres being reduced to 20 has had a positive impact and that the other changes have done very little.</p>
Officer response:	<p>It is important, however, to distinguish between area-wide casualty trends and the purpose of individual, site-specific speed limit changes. The proposed speed limit changes on the A40 are not intended as a blanket casualty-reduction measure, but as a proportionate response to a changed road environment. Speed survey data for this section of the A40 shows 85th-percentile speeds of up to 85 mph, significantly above the national speed limit, indicating a clear speed-management issue. The introduction of new slip roads will increase merging and diverging movements, creating a more complex layout that is less suited to higher speeds, even though some existing hazardous manoeuvres (such as U-turns at Hill Farm) are being removed.</p>

	<p>Evidence from both national research and local experience suggests that the greatest safety benefits from lower speed limits are achieved on local roads, in residential areas and town centres, particularly where there is interaction between vehicles, pedestrians and cyclists. We agree that these types of locations are likely to have delivered the most tangible safety benefits from 20 mph limits. On higher-standard roads such as the A40, the objective is instead to reduce collision severity, improve speed consistency, and better align driver behaviour with road layout, rather than to deliver large reductions in overall casualty numbers.</p> <p>The proposed 60 mph limit is therefore intended to support safer operation of the revised junction layout, improve speed compliance and consistency, and reduce risk at merge and diverge points, while minimising impacts on journey time. Importantly, vehicle speeds and collision data will be monitored following implementation, allowing the effectiveness of the measures to be reviewed and adjusted if the evidence shows they are not delivering the intended outcomes.</p>
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*B. Online responses:*

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	<p>60mph speed limits – <b>Support</b>  40mph speed limits – <b>Support</b>  No Entry restriction – <b>Support</b>  Clearway restrictions – <b>Support</b></p> <p>All of these support vision zero and the improvement of safety of our traffic network, as well as promoting bus use. My only comment is that the 60mph should perhaps be 50mph instead on the slip roads, but I defer to traffic engineers.</p>
o1 Officer response	<p>Thank you for your support for the proposed measures and for recognising their role in improving road safety and supporting wider objectives such as Vision Zero and sustainable transport, including bus use.</p>

	<p>With regard to your suggestion that a 50 mph limit may be more appropriate on the slip roads, the proposed speed limits have been developed following detailed consideration by traffic engineers, taking account of speed survey data and the future function of the road network. Surveys on this section of the A40 recorded 85th percentile speeds of up to 85 mph, indicating a need for improved speed management. The introduction of new slip roads will increase merging and diverging movements. While these changes improve connectivity and remove existing manoeuvres such as U-turns at Hill Farm, they also create a more complex road environment, which is better suited to a consistent and moderate speed.</p> <p>The proposed 60 mph limit has therefore been identified as a proportionate and balanced approach, aligning vehicle speeds with the revised layout while maintaining efficient traffic flow on this strategic route. It also supports a smoother transition between speed limits along the corridor and helps reduce collision risk and severity.</p> <p>At this stage, a lower limit such as 50 mph on the mainline or slip roads is not considered necessary based on the available evidence. However, the scheme includes monitoring of vehicle speeds and overall performance following implementation, which will allow the Council to review how the road operates in practice and determine whether any future adjustments are required.</p>
(o2) Witney Town Council	<p>60mph speed limits – <b>Support</b>  40mph speed limits – <b>Support</b>  No Entry restriction – <b>Support</b>  Clearway restrictions – <b>Support</b></p> <p>Witney Town Council is supportive of the proposed traffic measures associated with the completion of the new Shores Green junction to the east of Witney. This position reflects the view that the measures have the potential to contribute positively to road safety in the surrounding area. In particular, it was thought that the introduction of revised traffic arrangements and speed management would likely assist in reducing the likelihood and severity of collisions.</p> <p>The proposed changes are also noted in the context of planned development in the Oxford Hill and Cogges area. The Council considers it appropriate that traffic management measures are introduced in advance of this growth, to help ensure that the highway network is suitably prepared to accommodate future demand. This forward-looking approach would support the effective functioning of the road network the agreed development moves forward.</p>

	<p>The proposed reduction in speed limits, including on the approach to the single carriageway section near Hill Farm, is supported in principle as a proportionate measure to reflect local road conditions and its anticipated usage.</p> <p>It is also recognised that lower vehicle speeds can contribute to environmental benefits, including the potential for improvements in local air quality, particularly in an area of existing and proposed residential development. Overall, the Council considers that the proposals represent a reasonable and balanced approach to managing traffic in this location, and is content to support their implementation, subject to appropriate monitoring and any necessary future adjustment.</p>
o2 Officer response	<p>Thank you for your support for the proposed measures and for the considered comments provided by Witney Town Council.</p> <p>We welcome the recognition that the scheme has the potential to contribute positively to road safety and support the effective operation of the local highway network, particularly in the context of planned growth in the Oxford Hill and Cogges areas. The introduction of these measures alongside development is intended to ensure that the network is appropriately configured to manage future demand and changing travel patterns.</p> <p>The proposed speed limits and associated traffic management measures have been developed based on speed survey data and the anticipated function of the revised road layout. Surveys on this section of the A40 recorded 85th percentile speeds of up to 85 mph, indicating a need for improved speed management. The introduction of new slip roads and junction arrangements will increase merging and diverging movements, creating a more complex environment that is better suited to lower, more consistent vehicle speeds.</p> <p>The reduction in speed limits, including on the approach to the single carriageway section near Hill Farm, is therefore considered a proportionate response to local conditions and anticipated usage, helping to reduce collision risk and severity while maintaining the efficient movement of traffic along this strategic route.</p> <p>In addition to safety benefits, the Council acknowledges the potential for wider environmental improvements, including reduced noise and local air quality benefits, particularly in areas of existing and proposed residential development. These outcomes are supported through a combination of speed management, improved junction design, and measures that encourage smoother traffic flow.</p>

	<p>We also note and welcome your support for implementing these measures in a forward-looking manner, aligned with planned growth. As highlighted, the scheme will be subject to ongoing monitoring following implementation, including assessment of vehicle speeds and operational performance. This will ensure that the measures are performing as intended and allow for any necessary future adjustments based on observed conditions.</p> <p>Overall, we appreciate Witney Town Council's support and its acknowledgment that the proposals represent a balanced and evidence-led approach to managing traffic and improving safety in this location.</p>
(o3) Local resident, (Witney, Newland)	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>No objection/No opinion</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>No objection/No opinion</b></p> <p>The 60 MPH limit is unnecessary &amp; unjustified. The existing two slips work perfectly well with the national speed limit &amp; there is no evidence that the new slips won't - surely they have been properly designed for a 70 MPH road in the first place?</p>
o3 Officer response	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph speed limit and your view that the existing and new slip roads should be able to operate safely under the national speed limit.</p> <p>The proposed speed limit has been informed by evidence from recent speed surveys and the changing function of this section of the A40. Survey data identified 85th percentile speeds of up to 85 mph, indicating that vehicle speeds are currently above the national limit and that there is a need for improved speed management.</p> <p>While the new slip roads are being designed to appropriate standards, their introduction will increase the level of merging and diverging movements along this section of the A40. Although this removes existing hazards such as U-turn manoeuvres at Hill Farm, it also creates a more complex operating environment, which is not directly comparable with the current layout.</p>

	<p>The proposed 60 mph limit is therefore intended as a proportionate measure to better align vehicle speeds with the revised road layout, reduce speed differentials between vehicles, and lower the risk and severity of collisions. It also provides a more consistent and coherent transition between speed limits along the route.</p> <p>The intention is not to impose unnecessary restriction, but to ensure that the road operates safely and effectively once the new junction arrangement is in place. As with all elements of the scheme, vehicle speeds and overall performance will be monitored following implementation, allowing the Council to review whether the measures are achieving the intended outcomes and make adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o4) Local resident, (Aston, Manor Close)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>No objection/No opinion</b>  No Entry restriction – <b>Support</b>  Clearway restrictions – <b>Support</b></p> <p>There appears to be no reason to reduce the A40 to 60mph e.g. nearby housing etc. As a main through road, it should operate at the national speed limit of 70mph.</p>
<p>o4 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph speed limit and your view that, as a principal through route, the A40 should remain at the national speed limit.</p> <p>The proposed reduction in speed limit is not driven solely by roadside land use (such as housing), but by the changing function and layout of this section of the road. The introduction of the new Shores Green junction and associated slip roads will increase the frequency of merging and diverging movements, resulting in a more complex driving environment than the existing arrangement.</p> <p>The proposed 60 mph limit is intended as a proportionate and precautionary measure to better align vehicle speeds with these changes. Lower and more consistent speeds through junction areas can help to reduce speed differentials between vehicles, improve driver reaction times, and reduce both the likelihood and severity of collisions.</p>

	<p>While the A40 will continue to serve as an important strategic route, the aim is to strike an appropriate balance between maintaining efficient traffic flow and ensuring that the road operates safely in light of its updated layout and function.</p> <p>As with all elements of the scheme, the operation of the road, including vehicle speeds, will be monitored following implementation. This will allow the Council to review the effectiveness of the measures in practice and make any adjustments if the evidence indicates that changes are required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
(o5) Local resident, (Carterton, Teasel Way)	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>No objection/No opinion</b></p> <p>Not needed.</p>
o5 Officer response	<p>Thank you for your comments.</p> <p>We note your objection to both the proposed 60 mph and 40 mph speed limits.</p> <p>While the response is brief, it is important to clarify that the proposed speed limits have been developed as part of a comprehensive package of measures associated with the new Shores Green junction and wider changes to the road network. These changes alter how this section of the A40 operates, including the introduction of additional junction movements and interactions between vehicles.</p> <p>The proposed speed limits are therefore intended as proportionate measures to support safe and consistent vehicle speeds in a more complex road environment, helping to reduce speed differentials and the likelihood and severity of collisions. The 40 mph limits on the B4022 in particular are focused on areas where traffic conditions, geometry, or proximity to junctions require greater control of vehicle speeds.</p>

	<p>The aim is to ensure that the network continues to function effectively while maintaining an appropriate level of safety for all users, rather than introducing restrictions without justification.</p> <p>As with all aspects of the scheme, vehicle speeds and overall network performance will be monitored following implementation, allowing the Council to review how the measures operate in practice and make adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o6) Local resident, (Abingdon, Alexander Close)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>Support</b></p> <p>The A40 is a dual carriageway with a central reservation, so I do not see a reason to reduce the speed limit to 60 mph.</p>
<p>o6 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph speed limit and your view that, as a dual carriageway with a central reservation, the A40 should remain subject to the national speed limit.</p> <p>While the presence of a central reservation is an important safety feature, the proposed speed limit is influenced not only by the road's classification, but by its function and layout, particularly at and between junctions. The introduction of the new Shores Green junction and associated slip roads will increase merging and diverging movements, creating a more complex traffic environment than a typical uninterrupted dual carriageway.</p> <p>In this context, the proposed 60 mph limit is intended as a proportionate measure to better align vehicle speeds with the revised road conditions. Reducing speeds in areas with increased vehicle interaction can help to improve driver awareness and reaction time, reduce speed differentials, and lower both the likelihood and severity of collisions.</p>

	<p>The objective is to ensure that this section of the A40 continues to operate safely and efficiently as part of the wider network, recognising that it will function as a junction-influenced corridor rather than a purely free-flowing dual carriageway.</p> <p>As with all elements of the scheme, vehicle speeds and operational performance will be monitored following implementation, allowing the Council to assess how the road is functioning in practice and make any adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o7) Local resident, (Eynsham, Acre End Street)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>Support</b></p> <p>The A40 is the only high-speed road in the area and often congested with buses, lorries, farm vehicles etc. Having the 70mph section allows for the safe overtake of these larger slower vehicles and free flowing of traffic.</p>
<p>o7 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, and your view that retaining a 70 mph limit supports overtaking and the free flow of traffic, particularly given the presence of larger and slower vehicles such as buses, lorries and agricultural traffic.</p> <p>The role of the A40 as a key strategic route is recognised, and maintaining efficient movement of traffic is an important consideration. However, the proposed speed limit changes reflect the fact that this section of the road will no longer operate as a simple high-speed corridor. The introduction of the new Shores Green junction and associated slip roads will increase the number of merging, diverging, and lane-changing movements, leading to a more complex traffic environment.</p> <p>In this context, slightly lower and more consistent speeds can help to reduce speed differentials between vehicles, including between faster-moving cars and slower vehicles such as HGVs and buses. This can improve</p>

	<p>overall traffic stability, reduce braking and acceleration, and support safer overtaking opportunities where appropriate, rather than relying on higher maximum speeds alone.</p> <p>The proposed 60 mph limit is therefore intended as a balanced approach, helping to maintain reliable traffic flow while improving safety in an area with increased vehicle interaction. Similarly, the 40 mph limits on the B4022 are focused on locations where additional control of vehicle speeds is required due to junction layouts or local conditions.</p> <p>The aim is not to unnecessarily restrict movement on the network, but to ensure that the road continues to function safely and efficiently in its updated form.</p> <p>As with all aspects of the scheme, vehicle speeds and traffic conditions will be monitored following implementation, allowing the Council to review how the road is operating in practice and make any adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o8) Member of public, (Burford, Bridge street)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>Object</b>  Clearway restrictions – <b>No objection/No opinion</b></p> <p>I drive this road multiple times per week and there is no justification for decreasing from the nationally accepted 70mph speed limit on dual carriageways to 60mph. I have never seen an accident on this road and visibility is great. Wha problem are you trying to solve?!</p>
<p>o8 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, and your view that there is no clear justification for reducing the speed limit from the national standard on a dual carriageway where visibility is good and collisions may not be readily apparent.</p>

	<p>While personal driving experience is important, the assessment of appropriate speed limits is based on a broader evidence base, including measured traffic speeds, road layout, and anticipated changes to how the road will operate. In this case, the introduction of the new Shores Green junction and associated slip roads will significantly change the character of this section of the A40, increasing merging, diverging, and lane-changing movements.</p> <p>Although there may not be a high frequency of visible incidents under the current layout, the objective of the scheme is to take a proactive, preventative approach to road safety, consistent with Vision Zero principles. This means addressing known risk factors, such as high speeds and increased vehicle interaction, before collisions occur, rather than responding only after a pattern of incidents is established.</p> <p>The proposed 60 mph limit is therefore intended as a proportionate measure to better align vehicle speeds with the more complex junction environment, helping to reduce speed differentials, improve driver reaction times, and reduce the likelihood and severity of collisions. The 40 mph limits on the B4022 are similarly targeted at locations where additional speed management is appropriate due to local conditions and traffic movements.</p> <p>The aim is not to address a single existing issue in isolation, but to ensure the road continues to operate safely and efficiently as its function evolves.</p> <p>As with all elements of the scheme, the Council will monitor vehicle speeds and operational performance following implementation, allowing the effectiveness of the measures to be reviewed and adjustments made if necessary.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o9) Local resident, (Carterton, Ritchens Drive)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>Object</b>  Clearway restrictions – <b>Object</b></p> <p>Reducing speed on the main road will introduce tail backs, bunching and unnecessary accelerations increasing output of exhaust gases or consumption of battery power (as applicable). Reducing speed on approach roads will introduce speed differentials where the slip joins the main carriageway.</p>

	<p>Relieving congestion on the A40 should be focused on the blockage created by the new developments between the Wolvecote roundabout and the railway bridge where higher speed (60 mph) traffic is dumped into a poorly designed junction. A slip between the A40 and Peartree roundabout to allow A34 traffic to avoid north Oxford.</p>
<p>o9 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry and Clearway restrictions, and your concerns regarding potential impacts on congestion, vehicle emissions, and overall network operation.</p> <p>The proposed measures have been developed to reflect the changing function of this section of the A40, particularly following the introduction of the new Shores Green junction. This will increase the level of merging, diverging and lane-changing movements, creating a more complex operating environment than at present.</p> <p>In this context, managing speeds to achieve greater consistency can help to reduce sudden braking, acceleration and bunching, which are often key contributors to congestion and inefficient traffic flow. While there is a perception that higher speeds always improve flow, in junction-influenced environments, more moderate and consistent speeds can support smoother traffic progression and more stable vehicle interactions.</p> <p>In relation to your concern about speed differentials at slip roads, the intention of the proposed limits is to reduce variations in vehicle speeds between the mainline and joining traffic, thereby improving safety and making it easier for drivers to merge and diverge safely.</p> <p>We note your wider comments regarding congestion on other parts of the A40 corridor, including toward Wolvercote and the Peartree area. While these are important considerations, they are outside the scope of this specific scheme, which is focused on ensuring that the Shores Green junction and its immediate surroundings operate safely and effectively.</p> <p>The overall aim of the proposals is to balance safety, network performance and environmental considerations, ensuring that the road functions reliably as conditions evolve, including with planned growth in the area.</p>

	<p>As with all aspects of the scheme, traffic conditions, including speeds and flow, will be monitored following implementation, allowing the Council to review performance and make any necessary adjustments based on observed outcomes.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o10) Local resident, (Ducklington, Standlake Road)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>Object</b>  Clearway restrictions – <b>Object</b></p> <p>Simpler is better. Additional complications and signage tend to cause more accidents. Without a shadow of doubt the top priority for West Oxfordshire is improving the appalling road surfaces. Motorists swerving to avoid potholes are dangerous. The extra tyre wear due to potholes is an environmental catastrophe.</p>
<p>o10 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry and Clearway restrictions, and your view that simplicity in road layouts is important.</p> <p>The principle of keeping road layouts clear and easy to understand is recognised, and the scheme has been designed to ensure that any additional signage and restrictions are necessary, proportionate, and consistent with the revised road layout. The introduction of the new Shores Green junction changes how this section of the A40 operates, increasing the level of merging, diverging and turning movements, and requiring a more structured approach to traffic management than currently exists.</p> <p>The proposed measures, including speed limits and restrictions, are therefore intended to improve clarity and predictability for drivers, rather than introduce unnecessary complexity. By establishing more consistent vehicle speeds and clearly defined movements, the scheme aims to reduce uncertainty, improve driver behaviour, and lower the risk of collisions.</p> <p>We also acknowledge your concerns regarding road surface condition and the impact of potholes. Road maintenance is an important issue, and defects such as potholes can indeed affect safety, vehicle condition and</p>

	<p>user experience. However, maintenance programmes are managed separately from this scheme, and concerns relating to road condition are addressed through dedicated inspection and repair processes across the wider network.</p> <p>The measures proposed as part of this scheme are focused specifically on managing traffic safely and effectively in response to the new junction layout and future traffic demands, rather than addressing surface condition issues.</p> <p>As with all elements of the scheme, the operation of the road will be monitored following implementation, allowing the Council to review how the measures perform in practice and make any adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o11) Local resident, (Hailey, Hailey)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>Object</b>  Clearway restrictions – <b>Object</b></p> <p>No evidence to support these restrictions</p>
<p>o11 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry and Clearway restrictions, and your view that there is no evidence to support these measures.</p> <p>The proposals have been developed using an evidence-based approach, including consideration of recorded traffic speeds, the existing road layout, and importantly the changes introduced by the new Shores Green junction. These changes alter how this section of the A40 will operate, increasing the number of merging, diverging and turning movements, and therefore the level of interaction between vehicles.</p> <p>In this context, the proposed speed limits and associated restrictions are intended as proportionate measures to manage vehicle speeds and movements in a more complex environment, rather than being introduced in</p>

	<p>isolation. Lower and more consistent speeds in junction-influenced areas are widely recognised as helping to improve driver reaction times, reduce speed differentials, and lessen both the likelihood and severity of collisions.</p> <p>The No Entry and Clearway restrictions are similarly designed to provide clarity and control over vehicle movements, ensuring that the new junction arrangement operates safely and efficiently and that unintended or unsafe manoeuvres are avoided.</p> <p>The intention is therefore not to introduce unnecessary restrictions, but to ensure that the road network continues to function safely, clearly and effectively as its layout and use evolve.</p> <p>As with all elements of the scheme, the Council will monitor traffic conditions, including speeds and overall performance, following implementation, allowing the effectiveness of the measures to be reviewed and adjustments made if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o12) Local resident, (Witney, Oxford road)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>Object</b>  Clearway restrictions – <b>Object</b></p> <p>Will lead to more congestion and speeding.</p>
<p>o12 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry and Clearway restrictions, and your view that there is no evidence to support these measures.</p> <p>The proposals have been developed using an evidence-based approach, including consideration of recorded traffic speeds, the existing road layout, and importantly the changes introduced by the new Shores Green junction. These changes alter how this section of the A40 will operate, increasing the number of merging, diverging and turning movements, and therefore the level of interaction between vehicles.</p>

	<p>In this context, the proposed speed limits and associated restrictions are intended as proportionate measures to manage vehicle speeds and movements in a more complex environment, rather than being introduced in isolation. Lower and more consistent speeds in junction-influenced areas are widely recognised as helping to improve driver reaction times, reduce speed differentials, and lessen both the likelihood and severity of collisions.</p> <p>The No Entry and Clearway restrictions are similarly designed to provide clarity and control over vehicle movements, ensuring that the new junction arrangement operates safely and efficiently and that unintended or unsafe manoeuvres are avoided.</p> <p>The intention is therefore not to introduce unnecessary restrictions, but to ensure that the road network continues to function safely, clearly and effectively as its layout and use evolve.</p> <p>As with all elements of the scheme, the Council will monitor traffic conditions, including speeds and overall performance, following implementation, allowing the effectiveness of the measures to be reviewed and adjustments made if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o13) Local resident, (Witney, Point place)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>Object</b>  Clearway restrictions – <b>Object</b></p> <p>Not needed. Stop messing with our roads that dont need fixing</p>
<p>o13 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry and Clearway restrictions, and your view that there is no evidence to support these measures.</p> <p>The proposals have been developed using an evidence-based approach, including consideration of recorded traffic speeds, the existing road layout, and importantly the changes introduced by the new Shores Green</p>

	<p>junction. These changes alter how this section of the A40 will operate, increasing the number of merging, diverging and turning movements, and therefore the level of interaction between vehicles.</p> <p>In this context, the proposed speed limits and associated restrictions are intended as proportionate measures to manage vehicle speeds and movements in a more complex environment, rather than being introduced in isolation. Lower and more consistent speeds in junction-influenced areas are widely recognised as helping to improve driver reaction times, reduce speed differentials, and lessen both the likelihood and severity of collisions.</p> <p>The No Entry and Clearway restrictions are similarly designed to provide clarity and control over vehicle movements, ensuring that the new junction arrangement operates safely and efficiently and that unintended or unsafe manoeuvres are avoided.</p> <p>The intention is therefore not to introduce unnecessary restrictions, but to ensure that the road network continues to function safely, clearly and effectively as its layout and use evolve.</p> <p>As with all elements of the scheme, the Council will monitor traffic conditions, including speeds and overall performance, following implementation, allowing the effectiveness of the measures to be reviewed and adjustments made if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o14) Local resident, (Eynsham, B4044)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>Object</b>  Clearway restrictions – <b>Support</b></p> <p>Cannot see the evidence for the need to make the speed changes</p>
<p>o14 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry restriction, and your concern regarding the cumulative impact of traffic regulations on drivers and the wider economy.</p>

	<p>The Council recognises the importance of ensuring that any measures introduced on the highway network are proportionate, justified, and do not place unnecessary restrictions on road users. The proposals in this case are not intended to limit driver freedom, but to respond to the changing layout and function of this section of the A40, particularly with the introduction of the new Shores Green junction.</p> <p>These changes will increase the level of merging, diverging and turning movements, meaning that the road will operate differently from a typical uninterrupted high-speed dual carriageway. In such environments, managing speeds and vehicle movements is necessary to ensure that traffic can interact safely and predictably.</p> <p>The proposed speed limits and restrictions have therefore been developed as a balanced approach, aiming to maintain efficient movement along this important route while reducing risk and supporting reliability of journey times. More consistent speeds can also help to limit stop-start driving conditions, which in turn supports smoother traffic flow.</p> <p>We acknowledge your wider concern regarding the cumulative effect of regulations. For this reason, the scheme has been designed as a coherent package, ensuring that measures work together to create a clear and understandable road environment, rather than introducing isolated or unnecessary interventions.</p> <p>As with all elements of the scheme, traffic conditions and road performance will be monitored following implementation, allowing the Council to review their effectiveness and make any adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o15) Local resident, (Eynsham, Orchard Close)</p>	<p>60mph speed limits – <b>Object</b> 40mph speed limits – <b>Object</b> No Entry restriction – <b>Object</b> Clearway restrictions – <b>Support</b></p> <p>I see no good evidence for further restricting drivers's liberty in this way. The cumulative effect of petty regulations is not merely annoying, it's slowing down an already stagnant economy.</p>
<p>o15 Officer response</p>	<p>Thank you for your comments.</p>

	<p>We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry restriction, and your concern regarding the cumulative impact of traffic regulations on drivers and the wider economy.</p> <p>The Council recognises the importance of ensuring that any measures introduced on the highway network are proportionate, justified, and do not place unnecessary restrictions on road users. The proposals in this case are not intended to limit driver freedom, but to respond to the changing layout and function of this section of the A40, particularly with the introduction of the new Shores Green junction.</p> <p>These changes will increase the level of merging, diverging and turning movements, meaning that the road will operate differently from a typical uninterrupted high-speed dual carriageway. In such environments, managing speeds and vehicle movements is necessary to ensure that traffic can interact safely and predictably.</p> <p>The proposed speed limits and restrictions have therefore been developed as a balanced approach, aiming to maintain efficient movement along this important route while reducing risk and supporting reliability of journey times. More consistent speeds can also help to limit stop-start driving conditions, which in turn supports smoother traffic flow.</p> <p>We acknowledge your wider concern regarding the cumulative effect of regulations. For this reason, the scheme has been designed as a coherent package, ensuring that measures work together to create a clear and understandable road environment, rather than introducing isolated or unnecessary interventions.</p> <p>As with all elements of the scheme, traffic conditions and road performance will be monitored following implementation, allowing the Council to review their effectiveness and make any adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o16) Member of public, (Haddenham, Not applicable)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>Object</b>  Clearway restrictions – <b>Support</b></p> <p>All the ludicrously low speed limits across Oxfordshire encourage is people exceeding the speed limits by very large amounts which reduces road safety as the speed differential is larger.</p>

	<p>Divided highways are much safer than other roads across the world so a speed limit reduction isn't necessary. I am sure the new slip roads will be long enough to get up to 70mph before joining the main road - this isn't the Newbury bypass where the slip roads are short. Nor is it like the motorways in e.g. Las Vegas where you have to cross multiple lanes of traffic in a mile at 70mph.</p>
o16 Officer response	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, as well as the No Entry restriction, and your concerns regarding compliance with speed limits and their impact on safety.</p> <p>The Council recognises that speed limits must be credible and appropriate to the road environment in order to encourage compliance. The proposed limits in this case have been developed in response to the changing function of this section of the A40, particularly with the introduction of the new Shores Green junction, which will increase merging, diverging and lane-changing movements compared to the existing layout.</p> <p>While dual carriageways with central reservations are generally safer than other road types, this section will operate less like a free-flowing highway and more like a junction-influenced corridor, where there is greater interaction between vehicles. In such environments, managing speeds can help to reduce speed differentials, improve driver reaction times, and support safer merging and overtaking behaviour.</p> <p>In relation to your point about compliance, setting a speed limit that reflects the actual road conditions is intended to support more consistent and predictable driver behaviour. This, alongside the physical layout of the junction and associated measures, is designed to encourage appropriate speeds rather than relying solely on enforcement.</p> <p>The design of the new slip roads has been undertaken to appropriate standards; however, the overall objective is to ensure that both the mainline and joining traffic operate at compatible speeds, reducing conflict and improving safety as vehicles enter and leave the carriageway.</p> <p>The proposed measures are therefore intended as a balanced and proportionate approach, taking into account both the strategic role of the A40 and the need to safely accommodate the increased level of vehicle interaction associated with the new junction.</p>

	<p>As with all aspects of the scheme, vehicle speeds and road performance will be monitored following implementation, allowing the Council to review how the measures are working in practice and make any adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o17) Local resident, (Witney, New Yatt Road)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>Partially support/concerns</b>  Clearway restrictions – <b>Support</b></p> <p>Stop reducing speed limits on major roads</p>
<p>o17 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, your partial support for the No Entry restriction, and your view that speed limits on major roads should not be reduced.</p> <p>The A40's role as an important strategic route is fully recognised, and maintaining efficient movement along the corridor has been a key consideration in developing the proposals. However, the introduction of the new Shores Green junction means that this section of the road will no longer operate as a purely high-speed, free-flowing route. Instead, it will experience increased merging, diverging and turning movements, which changes how drivers interact with the road and with each other.</p> <p>In this context, the proposed speed limits are intended as proportionate measures to reflect the revised function of the route, rather than a general reduction applied to major roads. Managing speeds in junction-influenced areas can help to improve consistency in driver behaviour, reduce speed differentials, and lower the likelihood and severity of collisions, while still supporting reliable traffic flow.</p> <p>The No Entry and Clearway restrictions form part of a coordinated package of measures, designed to ensure that vehicle movements are clear and predictable and that the junction operates safely and efficiently. Your partial support for these elements is noted.</p>

	<p>The overall aim is to achieve a balanced approach, maintaining the strategic role of the A40 while ensuring that it functions safely under its updated layout and in the context of future traffic growth.</p> <p>As with all aspects of the scheme, the operation of the road, including vehicle speeds and traffic conditions, will be monitored following implementation, allowing the Council to review performance and make any necessary adjustments based on observed outcomes.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o18) Local resident, (Witney, Welch Way)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Object</b>  No Entry restriction – <b>Support</b>  Clearway restrictions – <b>Support</b></p> <p>There is no increase in traffic onto A40 and with some vehicles exiting A40 it's only reducing. There is no reason for a speed reduction and will only add to slow moving traffic in the area.</p>
<p>o18 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph and 40 mph speed limits, your partial support for the No Entry restriction, and your view that speed limits on major roads should not be reduced.</p> <p>The A40's role as an important strategic route is fully recognised, and maintaining efficient movement along the corridor has been a key consideration in developing the proposals. However, the introduction of the new Shores Green junction means that this section of the road will no longer operate as a purely high-speed, free-flowing route. Instead, it will experience increased merging, diverging and turning movements, which changes how drivers interact with the road and with each other.</p> <p>In this context, the proposed speed limits are intended as proportionate measures to reflect the revised function of the route, rather than a general reduction applied to major roads. Managing speeds in junction-influenced areas can help to improve consistency in driver behaviour, reduce speed differentials, and lower the likelihood and severity of collisions, while still supporting reliable traffic flow.</p>

	<p>The No Entry and Clearway restrictions form part of a coordinated package of measures, designed to ensure that vehicle movements are clear and predictable and that the junction operates safely and efficiently. Your partial support for these elements is noted.</p> <p>The overall aim is to achieve a balanced approach, maintaining the strategic role of the A40 while ensuring that it functions safely under its updated layout and in the context of future traffic growth.</p> <p>As with all aspects of the scheme, the operation of the road, including vehicle speeds and traffic conditions, will be monitored following implementation, allowing the Council to review performance and make any necessary adjustments based on observed outcomes.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o19) Local resident, (Eynsham, Clover Place)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Partially support/concerns</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>No objection/No opinion</b></p> <p>The Council has not provided any evidence to support the need for the 60mph restriction on the A40. The fact that there are to be new entrance/exit slip roads does not in itself require a lower speed limit; if it did, then there would be a requirement for such limits around every similar junction in the country, which is clearly not the case.</p> <p>The amount of extra traffic which the new junctions will generate is not excessive, and certainly nothing like that carried by similar junctions elsewhere where such speed restrictions have not been suggested or implemented. In fact, safety on the A40 will be improved by the new slip roads, as a major current hazard will be removed; this is the large amount of vehicles using the over-bridge at Hill Farm to make U turns. These vehicles slow unexpectedly in front of a single line of traffic when turning eastbound, and join slowly in from of westbound traffic on the other side of the bridge.</p> <p>So overall the new sliproads are very welcome, but no further speed restriction is justified. As usual, the presumed danger comes only from those drivers who do not drive carefully or at a sensible speed, and these are the very drivers who will ignore the new speed limits anyway, making the imposition of lower limits on law abiding drivers completely ineffectual.</p>

o19 Officer response	<p>Thank you for your detailed comments.</p> <p>We note your objection to the proposed 60 mph speed limit, your concerns regarding the need for any reduction from the national speed limit, and your views on the effectiveness of such measures. We also note your partial support for the proposed 40 mph limits and your acknowledgement of the benefits of the new slip roads.</p> <p>The Council agrees that the introduction of the new slip roads will deliver clear safety benefits, particularly through the removal of existing manoeuvres such as U-turns at Hill Farm, which can create sudden and unexpected conflicts for drivers. This is an important improvement delivered by the scheme.</p> <p>However, the proposed 60 mph speed limit does not arise solely from the presence of slip roads, nor is it intended to be applied uniformly to all similar junctions. Instead, it reflects the specific characteristics of this location, including the overall layout, traffic conditions, and the way in which vehicle movements will change once the junction is in operation. The scheme introduces a greater number of merging, diverging and lane-changing movements over a relatively short section of road, which alters the function of this part of the A40 from a more free-flowing route to a junction-influenced corridor.</p> <p>In this context, the proposed speed limit is intended as a proportionate response to local conditions, helping to create more consistent speeds between vehicles and improving the safety of interactions between mainline traffic and vehicles entering or leaving the carriageway. The aim is not simply to respond to traffic volumes, but to address the type and complexity of vehicle movements, which are key factors in collision risk.</p> <p>We acknowledge your view that driver behaviour plays a fundamental role in road safety. However, speed limits and road design are both established tools for influencing driver behaviour and reducing risk across the network. The intention is to create conditions that encourage safer and more predictable driving, rather than relying solely on individual driver judgement.</p> <p>The proposals are therefore intended to balance the recognised benefits of the new junction layout with the need to ensure that the road continues to operate safely and effectively under its revised conditions.</p> <p>As with all elements of the scheme, vehicle speeds and traffic conditions will be monitored following implementation, allowing the Council to assess how the road is operating in practice and make any adjustments if required.</p>
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	<p>We appreciate you taking the time to provide such detailed feedback.</p>
<p>(o20) Local resident, (Clanfield, I don't think so)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Partially support/concerns</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>Partially support/concerns</b></p> <p>Too many different speed limits, people are not obeying unless they seem sensible.</p>
<p>o20 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph speed limit, your partial support for the 40 mph limits and Clearway restrictions, and your concern that having multiple different speed limits may lead to reduced compliance if drivers do not perceive them as sensible.</p> <p>The Council recognises the importance of setting clear, consistent and credible speed limits that reflect the road environment. The proposed limits have been developed to align with the changing function of this section of the A40, particularly following the introduction of the new Shores Green junction. This will create a more complex arrangement, with increased merging, diverging and turning movements, which requires a different approach to speed management compared to a simpler, uninterrupted route.</p> <p>While this does result in different speed limits along the corridor, these are intended to be logical and location sensitive, with lower limits applied in areas where vehicle interaction, junction activity or road geometry justify additional control. This approach is designed to help drivers better understand the conditions ahead and respond appropriately, rather than applying a single uniform limit that may not reflect local risks.</p> <p>In relation to compliance, the scheme also incorporates supporting design measures, such as road layout, signage and junction configuration, which help to reinforce appropriate speeds and encourage more consistent driver behaviour. The aim is to ensure that speed limits feel proportionate to the environment and are therefore more likely to be followed in practice.</p>

	<p>Overall, the proposals seek to strike a balance between simplicity, safety and network efficiency, ensuring that the road operates clearly and predictably in its revised form.</p> <p>As with all aspects of the scheme, vehicle speeds and driver behaviour will be monitored following implementation, allowing the Council to review how well the measures are understood and complied with, and to make any adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o21) Local resident, (Eynsham, Tilgarsley Road)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Partially support/concerns</b>  No Entry restriction – <b>Support</b>  Clearway restrictions – <b>Support</b></p> <p>If this is genuine consultation then why are the 40mph and 60 mph signs already in place. Shouldn't this have happened before signs installed? I see no reason for the speed limit on the dual carriageway not to be 70mph around this junction. Slip roads look to be long so plenty of time for vehicles to speed up or slow down (much better than Joining A40 westbound at A415 when tight bend limits joining vehicles ability to gain speed). On 40mph speed limit on slip roads, sign on eastbound off slip road is very close to the A40. In order to meet 40 mph cars may need to brake sharply before leaving A40 so if 40 mph limit on slip road needs to be much closer to B4022 junction. Not sure where it is planned for the 40 mph limit to cease on the westbound on slip road but once on slip road vehicles need to be able to accelerate consistently to get up to speed of dual carriageway, so should go to higher limit as soon as possible. No objection 40 mph on B4022 around various on and off slip roads on the B4022.</p>
<p>o21 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph speed limit, your partial support for the 40 mph limits, and your support for the No Entry and Clearway restrictions. We also note your concerns regarding the timing of signage installation and the detailed operation of the speed limits on the slip roads.</p> <p>With regard to the presence of speed limit signage, in some cases signs may be installed in advance of formal implementation as part of construction and scheme delivery. The legal speed limit does not come into effect until</p>

	<p>the relevant Traffic Regulation Order is confirmed and brought into force. The consultation process remains a genuine opportunity to consider feedback before final decisions are made.</p> <p>In relation to the 60 mph limit, while the A40 is currently a dual carriageway operating at the national speed limit, the introduction of the new Shores Green junction changes the way this section of road will function. Increased merging, diverging and lane-changing movements mean that it will operate as a more junction-influenced corridor, and the proposed speed limit is intended as a proportionate measure to improve safety and consistency of vehicle speeds in this environment.</p> <p>Regarding the operation of the 40 mph limits on the slip roads, your comments on the positioning of signs and driver behaviour are noted. The location of speed limit changes is carefully considered as part of the detailed design to ensure that drivers can adjust speeds safely and progressively, without the need for harsh braking or acceleration. Points such as the distance of signage from junctions and the opportunity for vehicles to accelerate on entry slips are important aspects of this design process and will be reviewed to ensure they are appropriate.</p> <p>The aim is to strike a balance between allowing vehicles to safely merge at suitable speeds and ensuring that traffic conditions remain controlled in areas of higher interaction, particularly near junctions and connecting roads such as the B4022. Your support for the 40 mph limit in this area is noted.</p> <p>Overall, the proposals are intended to provide a coherent and safe operating environment, taking account of both the strategic role of the A40 and the need to manage traffic effectively around the new junction.</p> <p>As with all aspects of the scheme, the road layout, speed limits and driver behaviour will be monitored following implementation, allowing adjustments to be made if necessary based on observed conditions.</p> <p>We appreciate you taking the time to provide detailed and constructive feedback.</p>
<p>(o22) Local resident, (witney, Southlawn)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Support</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>Support</b></p>

	<p>the whole shores green is a new layout, why not see the results before more changes,, some of your options may be negated, some I see as sensible,, but here may also be more restrictions needed,, it is very hard to anticipate public behavior, be fluid and be ready to act accordingly when the issues arise.</p> <p>Data collection leads to information led solutions survey regularly act accordingly</p>
o22 Officer response	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph speed limit, your support for the 40 mph limits and Clearway restrictions, and your view that, given the new layout at Shores Green, it may be preferable to allow the scheme to operate before introducing additional measures.</p> <p>The Council recognises the importance of monitoring new infrastructure and responding to live conditions, and agrees that data-led decision making is essential. However, the proposed speed limits form part of a coordinated package of measures introduced alongside the new junction layout, rather than being additional changes applied afterwards. The intention is to ensure that the road operates safely from the point it becomes operational, particularly given the increased level of merging, diverging and lane-changing movements associated with the new arrangement.</p> <p>Introducing appropriate speed management at this stage is considered a proportionate and precautionary approach, helping to establish consistent driver behaviour and reduce risk as users adapt to the new layout. This is particularly important during the initial period when driver familiarity may be lower and patterns of use are still developing.</p> <p>We acknowledge your point that it can be difficult to anticipate behaviour, and that flexibility is important. For this reason, the scheme includes a commitment to ongoing monitoring and data collection, including vehicle speeds and traffic conditions. This will allow the Council to take an evidence-led approach to reviewing how the junction and associated measures are performing in practice.</p> <p>Should the data indicate that adjustments are required, whether to speed limits, layout, or other controls, the Council will be able to respond accordingly to ensure the network continues to operate safely and efficiently.</p> <p>We appreciate your constructive comments and your support for a data-led approach to managing the network.</p>

<p>(o23) Local resident, (Botley, Hazel)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Support</b>  No Entry restriction – <b>Support</b>  Clearway restrictions – <b>Support</b></p> <p>The Dual carriageway A40 should be a national trunk road and as such national speed limit. It should not be up to OCC to restrict it in any way</p>
<p>o23 Officer response</p>	<p>Thank you for your comments.</p> <p>Oxfordshire County Council is the highway authority for the A40 in Oxfordshire and has responsibility for its management and maintenance.</p> <p>We note your objection to the proposed 60 mph speed limit, alongside your support for the 40 mph limits, No Entry restriction and Clearway restrictions. We also note your view that, as a dual carriageway, the A40 should remain subject to the national speed limit and should not be restricted locally.</p> <p>The strategic importance of the A40 is fully recognised, and the aim of the proposals is to ensure that it continues to operate safely and efficiently as part of both the local and wider transport network. While national guidance sets a default position for speed limits, it also allows highway authorities to apply locally appropriate limits where road conditions, layout, and function justify a different approach.</p> <p>In this case, the introduction of the new Shores Green junction changes the way this section of the A40 will operate. Rather than functioning as a continuous, free-flowing dual carriageway, it will experience increased merging, diverging and turning movements, which require a more managed speed environment to ensure safe interaction between vehicles.</p> <p>The proposed 60 mph limit is therefore intended as a proportionate, site-specific measure, reflecting the revised function of the road rather than its classification alone. The aim is to reduce speed differentials, improve driver reaction time, and support safer operation through and around the junction, while maintaining reliable journey times along the route.</p>

	<p>Your support for the other elements of the scheme is noted. These measures form part of a coordinated package designed to provide a clear and predictable layout, helping the network to function effectively as traffic patterns evolve, including with planned growth in the area.</p> <p>As with all aspects of the scheme, vehicle speeds and traffic conditions will be monitored following implementation, allowing the Council to review how the road is operating in practice and make any adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o24) Local resident, (Witney, Holloway Road)</p>	<p>60mph speed limits – <b>Object</b>  40mph speed limits – <b>Support</b>  No Entry restriction – <b>Support</b>  Clearway restrictions – <b>Support</b></p> <p>Generally support the proposals.  The introduction of a new 60mph limit does not seem worth the investment of time and money to make the difference from the national speed limit.</p>
<p>o24 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your objection to the proposed 60 mph speed limit, alongside your support for the 40 mph limits, No Entry restriction and Clearway restrictions. We also note your view that, as a dual carriageway, the A40 should remain subject to the national speed limit and should not be restricted locally.</p> <p>The strategic importance of the A40 is fully recognised, and the aim of the proposals is to ensure that it continues to operate safely and efficiently as part of both the local and wider transport network. While national guidance sets a default position for speed limits, it also allows highway authorities to apply locally appropriate limits where road conditions, layout, and function justify a different approach.</p> <p>In this case, the introduction of the new Shores Green junction changes the way this section of the A40 will operate. Rather than functioning as a continuous, free-flowing dual carriageway, it will experience increased merging, diverging and turning movements, which require a more managed speed environment to ensure safe interaction between vehicles.</p>

	<p>The proposed 60 mph limit is therefore intended as a proportionate, site-specific measure, reflecting the revised function of the road rather than its classification alone. The aim is to reduce speed differentials, improve driver reaction time, and support safer operation through and around the junction, while maintaining reliable journey times along the route.</p> <p>Your support for the other elements of the scheme is noted. These measures form part of a coordinated package designed to provide a clear and predictable layout, helping the network to function effectively as traffic patterns evolve, including with planned growth in the area.</p> <p>As with all aspects of the scheme, vehicle speeds and traffic conditions will be monitored following implementation, allowing the Council to review how the road is operating in practice and make any adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o25) Local resident, (Witney, Birch Grove)</p>	<p>60mph speed limits – <b>Partially support/concerns</b>  40mph speed limits – <b>Partially support/concerns</b>  No Entry restriction – <b>Object</b>  Clearway restrictions – <b>Partially support/concerns</b></p> <p>The wording of question 4 is utterly ridiculous. After 1 year of building the new slip roads you're asking to add a no entry sign to it? This can't be what you mean, in which case you must reword with detailed images as it's totally confusing what is meant.</p>
<p>o25 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your partial support for the proposed 60 mph and 40 mph speed limits and Clearway restrictions, as well as your objection to the No Entry restriction. We also acknowledge your concerns regarding the clarity of the consultation material, particularly in relation to the wording of Question 4.</p> <p>The No Entry restriction forms part of the overall traffic management approach associated with the new junction layout and is intended to control specific vehicle movements and prevent manoeuvres that could create safety</p>

	<p>risks or operational issues onto the opposing direction of traffic on the slip roads. It does not relate to removing access that has only recently been constructed, but rather to ensuring that the new layout operates as intended.</p> <p>We recognise the importance of presenting proposals in a way that is easy to understand, particularly where layouts are new or complex. Your suggestion for clearer wording and the use of more detailed plans or images is noted, and this will be taken into account in future consultations and communications where possible.</p> <p>More broadly, the proposed measures are intended to create a clear, consistent and safe road environment following the introduction of the new junction, particularly given the increased level of interaction between vehicles.</p> <p>As with all aspects of the scheme, the operation of the junction and associated restrictions will be monitored following implementation, and any issues relating to clarity, compliance or driver behaviour can be reviewed and addressed if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o26) Local resident, (Eynsham, Newland Street)</p>	<p>60mph speed limits – <b>Partially support/concerns</b>  40mph speed limits – <b>Partially support/concerns</b>  No Entry restriction – <b>Support</b>  Clearway restrictions – <b>Partially support/concerns</b></p> <p>On point 5 - what would happen in an emergency or breakdown.</p>
<p>o26 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your partial support for the proposed 60 mph and 40 mph speed limits and Clearway restrictions, as well as your support for the No Entry restriction. We also acknowledge your concern regarding how emergencies or vehicle breakdowns would be managed under the proposed arrangements.</p> <p>Provision for emergencies and breakdowns is an important consideration in the design of any highway scheme. The introduction of Clearway restrictions is intended to prevent unnecessary stopping in live traffic lanes, thereby improving safety and maintaining traffic flow. However, these restrictions do not prevent vehicles from stopping in</p>

	<p>genuine emergencies. In such situations, drivers are permitted to stop where necessary, and this is recognised within traffic regulation and enforcement practices.</p> <p>The design of the road, including verge areas, slip roads and junction layouts, takes into account the need for drivers to leave the main carriageway where possible in the event of a breakdown, reducing risk to both the affected vehicle and other road users. Emergency services also retain full access to the network at all times.</p> <p>Overall, the aim of the proposed measures is to create a safer and more predictable road environment, while still ensuring that appropriate flexibility exists to deal with unforeseen incidents such as breakdowns or emergencies.</p> <p>As with all aspects of the scheme, the operation of the road will be monitored following implementation, and any issues relating to safety or practical operation can be reviewed and addressed if required.</p> <p>We appreciate you taking the time to raise this important point.</p>
(o27) Local resident, (Witney, Witney)	<p>60mph speed limits – <b>No objection/No opinion</b>  40mph speed limits – <b>No objection/No opinion</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>Support</b></p> <p>n/a</p>
o27 Officer response	<p>Thank you for your comments.</p> <p>We note your partial support for the proposed 60 mph and 40 mph speed limits and Clearway restrictions, as well as your support for the No Entry restriction</p>
(o28) Local resident, (Witney, French Close)	<p>60mph speed limits – <b>No objection/No opinion</b>  40mph speed limits – <b>No objection/No opinion</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>Support</b></p> <p>Agree with safety reasons</p>

o28 Officer response	<p>Thank you for your comments.</p> <p>We note your partial support for the proposed 60 mph and 40 mph speed limits and Clearway restrictions, as well as your support for the No Entry restriction.</p>
(o29) Local resident, (Minster Lovell, Church Road)	<p>60mph speed limits – <b>No objection/No opinion</b>  40mph speed limits – <b>No objection/No opinion</b>  No Entry restriction – <b>Object</b>  Clearway restrictions – <b>No objection/No opinion</b></p> <p>Its a survey and I am given you my opinion</p>
o29 Officer response	<p>Thank you for your comments.</p> <p>We note your objection to the No Entry restriction, as well as your neutral position on the other proposed measures.</p> <p>We also acknowledge your comment regarding the consultation itself. The purpose of this process is to gather a wide range of views, and all responses are considered as part of the decision-making process. Your feedback has therefore been recorded and taken into account.</p> <p>The proposed No Entry restriction forms part of the wider traffic management approach associated with the new junction layout. It is intended to control specific vehicle movements and prevent manoeuvres that could give rise to safety risks or operational conflicts, ensuring that the junction operates as designed.</p> <p>While not all respondents will agree with every element of the proposals, the aim is to deliver a coherent and safe road environment, particularly given the changes to traffic patterns and movements introduced by the scheme.</p> <p>As with all aspects of the proposals, the operation of the restriction will be monitored following implementation, allowing the Council to review how it is working in practice and make any adjustments if required.</p> <p>We appreciate you taking the time to provide your feedback.</p>

<p>(o30) Local resident, (Eynsham, Irrelevant)</p>	<p>60mph speed limits – <b>No objection/No opinion</b>  40mph speed limits – <b>Support</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>No objection/No opinion</b></p> <p>n/a</p>
<p>o30 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your partial support for the proposed 60 mph and 40 mph speed limits and Clearway restrictions, as well as your support for the No Entry restriction.</p>
<p>(o31) Local resident, (Witney, Newland Mill)</p>	<p>60mph speed limits – <b>No objection/No opinion</b>  40mph speed limits – <b>Support</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>No objection/No opinion</b></p> <p>Having used the existing junction arrangements, I'm please to see the creation of the new slip roads on and off the A40 at Shores Green.</p>
<p>o31 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your support for the proposed 40 mph speed limits and your neutral position on the other elements of the scheme. We also welcome your positive feedback regarding the delivery of the new slip roads at Shores Green.</p> <p>The creation of these new links is a key part of the scheme and is intended to improve accessibility to and from the A40, as well as to redistribute traffic more effectively across the local network. This should help to reduce pressure on existing junctions and improve overall journey reliability in the area.</p>

	<p>The supportive speed management measures, including the 40 mph limits, are designed to complement the new layout by ensuring that vehicle speeds are appropriate to the increased level of junction activity and interaction, helping the road to operate safely and efficiently.</p> <p>While you have expressed no strong view on the other elements, these have been developed as part of a coordinated package of measures to ensure the junction and surrounding network function as intended following the changes.</p> <p>As with all aspects of the scheme, the road will be monitored following implementation to assess how it operates in practice and to identify whether any further refinements are needed.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o32) Local resident, (Witney, West End)</p>	<p>60mph speed limits – <b>Support</b>  40mph speed limits – <b>Support</b>  No Entry restriction – <b>No objection/No opinion</b>  Clearway restrictions – <b>Support</b></p> <p>Slower speeds = safer roads, less noise, less pollution.</p> <p>If only there was more enforcement measures to ensure people stick to them..... Especially the 20 mph limit in Witney itself.</p>
<p>o32 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your support for the proposed 60 mph and 40 mph speed limits, as well as the Clearway restrictions, and your view that lower speeds can contribute to improved safety, reduced noise and better air quality.</p> <p>The Council agrees that appropriate speed management plays an important role in creating safer and more environmentally sustainable road conditions. The proposed limits have been developed to reflect the changing function of this section of the A40, helping to ensure that vehicle speeds are more consistent and better suited to the increased level of interaction associated with the new junction layout.</p>

	<p>We also note your comments regarding enforcement, particularly in relation to 20 mph limits within Witney. Effective compliance is an important factor in delivering the intended benefits of any speed limit.</p> <p>While enforcement is primarily a matter for the police, the scheme has been designed so that road layout, signage and traffic management measures work together to encourage appropriate driver behaviour, rather than relying solely on enforcement action.</p> <p>Your feedback highlights the importance of ensuring that speed limits are both credible and supported by the road environment, which remains a key consideration in the development of such schemes.</p> <p>As with all aspects of the proposals, vehicle speeds and driver behaviour will be monitored following implementation, allowing the Council to review how effectively the measures are working in practice.</p> <p>We appreciate you taking the time to provide your feedback.</p>
<p>(o33) Local resident, (Cogges in Witney., Manor Road)</p>	<p>60mph speed limits – <b>Support</b> 40mph speed limits – <b>Support</b> No Entry restriction – <b>Support</b> Clearway restrictions – <b>No objection/No opinion</b></p> <p>I think these proposals will benefit the residents of [Cogges,] Witney and South Leigh compared to the current restricted access to the A40. I also think the speed restrictions and limited access to slips roads from the opposite direction are reasonably sensible.</p>
<p>o33 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your support for the proposed speed limits and No Entry restriction, and your view that the scheme will benefit residents in Cogges, Witney and South Leigh.</p> <p>The new slip roads are intended to improve access to the A40 and reduce pressure on existing local routes. The associated speed limits and controlled movements are designed to support safe and efficient operation of the revised junction.</p>

	<p>We appreciate your view that the proposals represent a sensible and balanced approach, and thank you for taking the time to provide your feedback.</p>
<p>(o34) Local resident, (Eynsham, Witney, Chilbridge Road)</p>	<p>60mph speed limits – <b>Support</b> 40mph speed limits – <b>Support</b> No Entry restriction – <b>Support</b> Clearway restrictions – <b>Support</b></p> <p>If all of this stops the excessive traffic coming down to the two mini roundabouts then I am in favour.</p>
<p>o34 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your support for the proposed measures and your view that they may help reduce traffic using the two mini roundabouts.</p> <p>The new slip roads are intended to improve access to and from the A40 and redistribute traffic more effectively, which should help reduce pressure on existing junctions and local roads, including the mini roundabouts.</p> <p>We appreciate your support and thank you for taking the time to provide your feedback.</p>
<p>(o35) Local resident, (Shores Green Witney, Shores Green A40 sli road)</p>	<p>60mph speed limits – <b>Support</b> 40mph speed limits – <b>Support</b> No Entry restriction – <b>Support</b> Clearway restrictions – <b>Support</b></p> <p>I live on the A40 slip road at Shores Green, and the new road layout has removed the safety buffer that previously existed for residents entering and exiting their driveways. The former layout included a hatched area on the inside lane, which encouraged vehicles to move into the outside lane and created a safer environment for accessing our properties.</p>

	<p>With the removal of this feature, both myself and my neighbour are now required to enter and leave our driveways directly into fast-moving traffic, including cars, buses, and heavy goods vehicles travelling at speeds of up to 70 mph. I believe this has significantly increased the risk to residents' safety.</p> <p>I am also extremely concerned that local residents who are directly affected by these changes were not personally informed or consulted. I have written to both the Highways Authority and the local council to express my concerns regarding the dangers created by the new layout. To date, I have received no response and have instead been forced to rely on searching online for updates and information regarding the scheme. I support the proposed changes for my own safety reasons</p>
o35 Officer response	<p>Thank you for your comments.</p> <p>We note your support for the proposed measures and your concerns regarding the impact of the new road layout on access to your property.</p> <p>We acknowledge the importance of safe access for residents, particularly where properties front onto or are accessed from higher-speed roads. The changes to the layout, including the removal of features such as hatched areas, can alter how vehicles position themselves on the carriageway and may affect how residents experience entering and exiting their driveways. Your concerns about this change are understood.</p> <p>The proposed speed limits form part of the wider scheme to help ensure that vehicle speeds are more consistent and appropriate to the updated layout, which in turn can improve safety for all users, including those accessing adjacent properties.</p> <p>We are also sorry to hear about your experience in seeking information and responses. Ensuring that residents feel informed and able to engage with the process is important, and your feedback will be noted to help improve communication going forward.</p> <p>As the scheme becomes operational, conditions will be monitored, and feedback such as yours is valuable in identifying any locations where further review may be required.</p> <p>We appreciate your support for the proposals and thank you for taking the time to highlight these concerns.</p>

<p>(o36) Local resident, (Shores Green Witney, OX29 6UU, Shores Green)</p>	<p>60mph speed limits – <b>Support</b> 40mph speed limits – <b>Support</b> No Entry restriction – <b>Support</b> Clearway restrictions – <b>Support</b></p> <p>I am resident on the A40 on slip at Shores Green and any safety restrictions are welcome because current layout is dangerous for accessing my property, all safe lanes were removed at the start of roadworks and have not been reinstated.</p>
<p>o36 Officer response</p>	<p>Thank you for your comments.</p> <p>We note your support for the proposed measures and your concerns regarding the safety of accessing your property from the A40 slip road.</p> <p>We recognise that changes to the road layout, including the removal of previous features such as informal buffer space or lane markings, can affect how residents experience access to their properties. Your concerns about the current arrangement and the absence of features that previously provided an element of separation from passing traffic are understood.</p> <p>The proposed speed limits and associated measures are intended to help ensure that vehicle speeds are more consistent and appropriate to the revised layout, which can improve safety for all users, including residents accessing adjacent properties. Lower and more predictable speeds can help provide drivers with more time to react to turning movements and improve overall conditions on the slip roads.</p> <p>Your feedback regarding the current situation is important, and as the scheme progresses, conditions will be monitored in operation. This will allow the Council to review whether any further adjustments or additional measures are required to support safe access for residents.</p> <p>We appreciate your support for the proposals and thank you for taking the time to raise these concerns.</p>
<p>(o37) Local resident, (Witney, Birdlip Close)</p>	<p>60mph speed limits – <b>Support</b> 40mph speed limits – <b>Support</b> No Entry restriction – <b>Support</b></p>

	<p>Clearway restrictions – <b>Support</b></p> <p>n/a</p>
o37 Officer response	<p>Thank you for your comments.</p> <p>We note your support for the proposed measures and your view that they may help reduce traffic using the two mini roundabouts.</p> <p>The new slip roads are intended to improve access to and from the A40 and redistribute traffic more effectively, which should help reduce pressure on existing junctions and local roads, including the mini roundabouts.</p> <p>We appreciate your support and thank you for taking the time to provide your feedback.</p>
(o38) Local resident, (Witney, The Willows)	<p>60mph speed limits – <b>Support</b>  40mph speed limits – <b>Support</b>  No Entry restriction – <b>Support</b>  Clearway restrictions – <b>Support</b></p> <p>Sound like safe, reasonable proposals</p>
o38 Officer response	<p>Thank you for your comments.</p> <p>We note your support for the proposed measures and your view that they may help reduce traffic using the two mini roundabouts.</p> <p>The new slip roads are intended to improve access to and from the A40 and redistribute traffic more effectively, which should help reduce pressure on existing junctions and local roads, including the mini roundabouts.</p> <p>We appreciate your support and thank you for taking the time to provide your feedback.</p>