



CHIPPING NORTON TOWN COUNCIL

THE GUILDHALL, CHIPPING NORTON, OXFORDSHIRE OX7 5NJ

TEL: 01608 642341

Email: townclerk@chippingnorton-tc.gov.uk

Office Hours: Mon – Fri 9am – 1pm

TOWN CLERK: Luci Ashbourne

29th September 2022

SUMMONS TO ATTEND A MEETING OF CHIPPING NORTON TOWN COUNCIL

TO: All Members of Chipping Norton Town Council

VENUE: The Council Chamber, Chipping Norton Town Hall

DATE: Wednesday 5th October 2022

TIME: 6:30pm

Cllrs. Sandra Coleman (Town Mayor), Steve Akers, Nova Bradley, Chris Butterworth, Ruth Fisher, Rachel Foakes (Deputy Mayor), Jo Graves, David Heyes, Emily Holmes, Georgia Mazower, Archie Miles, Rizvana Poole, Lexy Tuckwell, Mark Walker, Sharon Wheaton and Natasha Whitmill

Luci Ashbourne
Town Clerk

Recording of Meetings

Under the Openness of Local Government Bodies Regulations 2014 the council's public meetings may be recorded, which includes filming, audio-recording as well as photography.

A G E N D A

1. Apologies for absence.

To consider apologies for absence.

Committee members who are unable to attend the meeting should notify the Town Clerk (townclerk@chippingnorton-tc.gov.uk) prior to the meeting, stating the reason for absence.

2. Declaration of interests.

Members are reminded to declare any disclosable pecuniary interests in any of the items under consideration at this meeting in accordance with the Town Council's code of conduct

3. Minutes

To approve the Minutes of the Full Council meeting held on 20th July 2022.

4. Public Participation

The meeting will adjourn for this item

Members of the public may speak for a maximum of five minutes each during the period of public participation.

5. West Oxfordshire District Councillors update

To receive any updates and information from Chipping Norton's Ward Councillors sitting on WODC.

6. Oxfordshire County Councillors update

To receive any updates and information from Chipping Norton's Ward Councillors sitting on OCC.

7. Community Policing update

To receive an update from the local policing team.

8. Committee Minutes

To note the draft minutes of the following meetings and consider any related recommendations:
a. Community Committee, 7th September 2022.

9. East Chipping Norton Development

To receive an update on the status of the East Chipping Norton Development.

10. Civic Announcements

To receive a report from The Mayor on Civic engagement and activities.

11. Council Action Plan

To note

12. Membership of the Traffic Advisory Sub-Committee

To consider a proposal from the Traffic Advisory Sub-Committee that Cllr Steve Akers is approved as a member. This would require the Scheme of Delegation to state "The Committee shall consist of 6 Town Councillors" and not 5 as currently stated.

13. Civility and Respect Pledge

To pass a resolution to sign up to the civility and respect pledge as requested by The National Association of Local Councils and the Society of Local Council Clerks.

14. Code of Conduct

To adopt the new code of conduct for members

15. General Power of Competence

To receive a report from The Town Clerk, and consider Chipping Norton Town Council adopting the General Power of Competence

16. Accounts

- a. To receive a verbal report from the Chair of The Finance and Resources Committee
- b. To receive and approve the schedule of payments
- c. To receive detailed income and expenditure by budget heading

17. External Audit Report and Certificate

To receive the report from the Council's external auditor and note the statement of conclusion of audit.

18. Flag flying request

To receive a request from CN Amnesty International Group regarding flying the United Nations Flag on October 24th for United Nations Day and on December 10th for Human Rights Day.

19. Cost of Living Crisis

To discuss sending a letter to WODC and OCC with ideas for support for residents to ease the cost of living crisis.

20.20mph Scheme for Towns Consultation

To receive a report and analysis following the 20mph consultation and agree next steps.

21.Planning Applications

To receive and consider a schedule of planning applications from West Oxfordshire District Council.

22.Confidential Session

To resolve to move into a Confidential Session to discuss Separate Business, pursuant to s.1(2) of the Public Bodies (Admission to Meetings) Act 1960. The public and press should leave the meeting during the consideration of items 23 and 24.

23.Legal matters

To receive a report from The Town Clerk and agree next steps.

24.East Chipping Norton Development Trust

To receive a fee proposal regarding setting up an East Chipping Norton Development Trust.

25.Date of the next meeting – Wednesday 7th December 2022.



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Office Hours: Mon – Fri 9am – 1pm

Minutes of a Full Council Meeting held on the 20th July 2022 at 6:30pm in the Lower Hall, Chipping Norton Town Hall

Present:

Cllrs. Sandra Coleman (Town Mayor), Rizvana Poole, David Heyes, Ruth Fisher, Chris Butterworth, Jo Graves, Archie Miles, Sharon Wheaton, Natasha Whitmill (entered at 18:41), Lexy Tuckwell (entered at 7:02)

Also present:

Luci Ashbourne, Town Clerk

Katherine Jang, Deputy Town Clerk

Cllr Mike Cahill, WODC (left at 7:52 before confidential session)

Cllr Geoff Saul, OCC and WODC (left at 7:10 to attend another meeting)

FC41	Apologies for absence. Apologies were received from Cllrs Mark Walker, Rachel Foakes, Emily Holmes, Georgia Mazower, Nova Bradley, and Steve Akers.
FC42	Declaration of interests None received
FC43	Minutes Subject to amendments: FC26 – Capitalisation FC27 – Spelling error FC29 – There have been two working group meetings since the previous Town Council meeting and 12 in total. Councillors approved the Minutes of the Full Council meeting held on 22 nd June 2022. RESOLVED: That subject to the amendments above, that the Chair signs and approves the Minutes of the Full Council meeting held on the 22 nd June 2022 as an accurate record of the meeting.
FC44	Public Participation None received
FC45	West Oxfordshire District Councillors update Cllrs received a verbal report from Cllrs Mike Cahill who said that WODC has intentions to consult as widely as possible with several opportunities for public consultations. They will be starting with digital consultations in July/August and in person with Town and Parish councils in August. Cllr Geoff Saul noted that as a new administration they did not want to continue with the previous administration's agenda through to 2024. There is a new agenda written from scratch which would include public consultation.

	<p>Cllr Saul reported that they are awaiting a draft "Developer contributions supplementary planning document" on the 27th August 2022. This document will discuss how developers will contribute to any ongoing processes at the East Chipping Norton Strategic Development site. Cllrs noted that there is an issue with the lack of land where there will not be enough on-site provision.</p>
FC46	<p>Oxfordshire County Councillors update Cllr Geoff Saul's update about transport had been previously relayed to the Traffic Advisory Committee.</p>
FC47	<p>Committee Minutes Cllrs noted the draft minutes of the following meetings and considered related recommendations:</p> <p>a. Community Committee held on Wednesday 29th June 2022 Members considered a recommendation regarding Grant funding: That the £2500 used for this funding is replenished from general reserves to return grants funding to £26000 for 2022/2023. Cllr Poole proposed the motion as described, seconded by Graves. All in favour. Motion carried. RESOLVED: That the Council replenishes the funding used for the Theatre school meals from general reserves to maintain £26000.</p> <p>b. Strategic Planning Committee held on Wednesday 6th July 2022 c. Finance and Resources Committee held on Wednesday 13th July 2022 d. Staffing Sub-Committee held on Wednesday 13th July 2022 d. Traffic Advisory Sub-Committee held on Thursday 14th July 2022</p>
FC48	<p>East Chipping Norton Development Cllrs received an update from Cllr Coleman on the status of the East Chipping Norton Development. The working party has sent a letter regarding community land trusts to OCC and WODC but have not received a response yet. Members heard that allotment holders are worried about the allotments and noted that it would be good to give some more reassurances that if the allotments are purchased to build a road that they would be required to be replaced within Chipping Norton. Cllr Coleman also reported on the Build Chippy Better field trip to recent developments in Oxfordshire.</p>
FC49	<p>Civic Announcements Cllrs received a report from The Mayor on Civic engagement and activities. Members discussed changing the picture frames in the Council Chamber to a uniform style but decided to retain existing frames.</p> <p>Cllr Coleman noted that there was an arson incident which had caused damage to the play park in Evan's Way. The Clerk noted that the damage had been fixed quickly and efficiently by the Town Council Maintenance Operative and contractors a few days after the event.</p> <p>Cllr Coleman also noted that the next Town Council newsletter will be released at the end of August. Members noted that the next Councillor surgery is on the 30th July 2022 and would be attended by Cllrs Fisher and Whitmill.</p>
FC50	<p>Council Action Plan Cllrs received a draft action plan from The Clerk, which informs the Council's Standing Committees for the ensuing municipal year and beyond. Cllr Coleman proposed to add the word 'sustainable' to the objectives, seconded by Cllr Whitmill. All in favour. Motion carried. RESOLVED: That the Council adopts the action plan as drafted to include the word 'sustainable' in the objectives.</p>

<p>FC51</p>	<p>Flag flying protocol</p> <p>Cllrs received the Council’s draft flag flying calendar. Cllr Coleman noted that as a Council it is required to fly the Union Jack on certain days and is noted in the calendar.</p> <p>The Clerk reported that RAF Ensign asked to be flown on the 21st August to commemorate the air crash during WWII 80 years ago (flag to be provided). Cllr Foakes proposed to add the refugee flag.</p> <p>Cllr Heyes asked if Armistice Day should be added to the calendar as a standard Union Jack flag day.</p> <p>Cllr Poole has proposed to approve the flag flying protocol and calendar with the amendments above, Cllr Butterworth seconded. All in favour. Motion carried.</p> <p>RESOLVED: That the Council approves the Council’s flag flying protocol and calendar.</p> <p>The Clerk recommended increasing the flag budget to £500 to purchase the rest of the flags requested.</p> <p>Cllr Graves proposed to increase the flag budget to £500, seconded by Cllr Miles. All in favour. Motion carried.</p> <p>RESOLVED: That the Council approves increasing the flag budget to £500.</p>
<p>FC52</p>	<p>Christmas 2022</p> <p>a. Cllrs received an update regarding the Christmas Light’s tender. The Clerk suggested that the Council approve a contingency budget of £2000 as some of the infrastructure that the Christmas lights contractor will use belongs to the Town Council. The funds would be used to repair or replace any brackets/power supplies/eyebolts if required so the installation of lights is not slowed down by lack of access to appropriate funding.</p> <p>Cllr Tuckwell proposed to approve a contingency budget as recommended, seconded by Cllr Whitmill. Cllr Butterworth abstained. Motion carried.</p> <p>RESOLVED: That Cllrs agree to approve a contingency budget of £2000 to repair or replace any existing infrastructure used by the Christmas lights if required.</p> <p>b. Cllrs discussed whether the Council wish to manage a Christmas event. Members discussed having a Christmas event and were positive about having another one after pausing for a few years due to COVID. Members discussed previous events and involving local businesses, schools, and community groups. Cllr Graves proposed that the Council investigate holding a Christmas event in Nov/Dec 2022, seconded by Cllr Whitmill. All in favour.</p> <p>RESOLVED: That Cllrs agree to manage a Christmas event in Chipping Norton 2022.</p> <p>Cllrs Whitmill, Tuckwell and Fisher to form a working group for the Christmas event.</p>
<p>FC53</p>	<p>Memorial Bench</p> <p>Cllrs received and considered the following proposal from Cllr Steve Akers:</p> <p><i>I would like to propose to the Town Council that we formally support the purchase and installation of a Memorial Bench to our late colleague, Cllr Eve Coles.</i></p> <p><i>This would be in recognition of Eve's long years of service and many achievements as a Town and District Councillor, and the huge contribution she made to the life and politics of Chipping Norton.</i></p>

	<p><i>This has widespread support, including from Eve's family and her close colleague and former County Councillor for Chipping Norton, Dave Barbour.</i></p> <p><i>The favoured location is for it to be in the New Street Playground overlooking the Muga.</i></p> <p>Cllr Heyes proposed installing the memorial bench, seconded by Cllr Poole. All in favour. Motion carried.</p> <p>RESOLVED: That the Council installs a memorial bench in the proposed location in memorial for Cllr Eve Coles.</p> <p>Members delegated Cllrs Tuckwell, Coleman, and Cahill, to do a site visit to determine the best location for the memorial bench.</p> <p>RESOLVED: Cllr Graves proposed a bench budget of £1000 to install a recycled plastic bench, and if the budget was not sufficient to purchase a standard Eastgate bench, seconded by Cllr Tuckwell. All in Favour. Motion carried.</p>
FC54	<p>20mph Scheme for Towns</p> <p>Cllrs received a report from the Clerk about the 20mph Scheme for Towns. Cllr Tuckwell proposed to progress with plans to implement the survey for the 20mph scheme, seconded by Cllr Miles. All in favour. Motion carried.</p> <p>RESOLVED: That the Council agree to submit the application for Oxfordshire County Council's 20mph Scheme for Towns and launch the public consultation on the Town Council website.</p>
FC55	<p>Policies</p> <p>Cllrs received the following policies as reviewed and approved by the Finance and Resources Committee:</p> <ol style="list-style-type: none"> a. Absence Policy b. Expenses Policy c. Vexatious Complaints Policy d. Member Training Needs Assessment e. Investment strategy f. FOI Publication Policy, Scheme and Procedures g. Communication and Engagement Strategy <p>Cllr Whitmill proposed adopting the above policies as reviewed and approved by the Finance and Resources Committee, seconded by Cllr Butterworth.</p> <p>RESOLVED: That the Council adopts the above policies without further amendments.</p>
FC56	<p>Planning Applications</p> <p>Cllrs received a schedule of planning applications from West Oxfordshire District Council.</p> <p>APPLICATION NO: 22/01732/HHD</p> <p>PROPOSAL: Alterations including: Remodel the entrance hall and bathroom, erection of a two-storey extension, rebuild the conservatory as a garden room on the same footprint. The proposal also includes small increases to the area of hard surface for the entrance driveway.</p> <p>LOCATION: 3 Cox Lane, Chipping Norton Oxfordshire</p> <p>Cllrs noted it would be beneficial to include permeable drainage for the driveway area as proposed.</p> <p>Cllrs have no objections to this planning proposal.</p>

FC57	Confidential Session Cllrs resolved to move into a Confidential Session to discuss Separate Business, pursuant to s.1(2) of the Public Bodies (Admission to Meetings) Act 1960. The public and press should leave the meeting during the consideration of items 18 and 19.
FC58	National Protocol Cllrs received and considered a confidential report from The Clerk Cllr Miles proposed that the Council accepts the National Protocol with the agreed amendments. Seconded by Cllr Tuckwell. All in favour. Motion carried. RESOLVED: That the Council formally adopts the National Protocol with proposed amendments.
FC59	Staffing matters Cllrs received a report from The Clerk in relation to the recruitment of a new Facilities and Events Officer as recommended by the organisational review undertaken at the end of 2021. Cllr Whitmill proposed that recruitment of the officer commences as soon as possible, seconded by Cllr Wheaton. All in favour. RESOLVED: That the Council recruit for a new Facilities and Events Officer on SCP 24-28 £23,655-£26,593 pro-rata.
FC60	Date of the next meeting Wednesday 5 th October 2022

The Chair closed the meeting at 8:08pm



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Office Hours: Mon – Fri 9am – 1pm

Minutes of a Community Committee meeting held on 7th September 2022 at 6:30pm in The Council Chamber, Chipping Norton Town Hall

Present:

Cllrs Sandra Coleman (Chair), Rizvana Poole, Steve Akers (Vice-Chair), Rachel Foakes, Jo Graves, Natasha Whitmill (entered at 6:46pm)

1 member of the public

Also Present: Luci Ashbourne, Town Clerk
Katherine Jang, Deputy Town Clerk

CC30	Apologies for absence None received.
CC31	Declaration of interests No declaration of interests were received.
CC32	Minutes RESOLVED: The minutes of the meeting on the 29 th June 2022 were signed as a correct record by the Chair.
CC33	Public Participation None received.
CC34	Committee Action Plan Cllrs noted the Committee Action Plan.
CC35	Town Hall <ul style="list-style-type: none">a. Cllrs received an update from the Clerk regarding scheduled maintenance and surveys. Cllrs discussed the continuing works surrounding the Town Hall maintenance, windows and boiler and making sure that any works are future-proofed and sustainable.b. Cllrs received and considered a request from Chipping Norton Choral Society for the Council to purchase a piano for the Town Hall. Cllrs discussed the limitations of a baby grand piano in the Upper Hall and if it would inconvenience other users. Cllrs mentioned that there used to be a piano in the hall previously and it was difficult to move around for different events. Other issues around maintenance costs. Members discussed the option of an electric keyboard, as modern keyboards are storable, work in concert pitch, and need no maintenance. RESOLVED: In principle, Council is positive about this request but more research needs to be carried out before agreeing to purchase the piano. The Clerk to investigate electric piano costs, impacts on regular hirers, storage, and other factors.c. Cllrs received a report from the Chair regarding the use of the Town Hall as a warm hub to support residents through the cost of living crisis. The Chair proposed using the Town Hall on the 30th September 10am-2pm for a Cost of

	<p>Living event led by Councillors, and proposed a small budget for this to event of £200 to cover this event.</p> <p>RESOLVED: Cllr Whitmill proposed the above event, seconded by Cllr Graves. All in favour, motion carried.</p> <p>The Chair discussed using the Town Hall as a warm hub. Members agreed that any detailed plans would need to be agreed to by the Clerk and the Chair. Cllr Poole proposed, seconded by Cllr Graves. All in favour, motion carried.</p>
<p>CC36</p>	<p>Cemetery</p> <p>a. Cllrs received an update regarding wildflower planting and the next cemetery clean-up day. The Chair reported that this would cost around £150 for yellow rattle seeds to establish a trial wildflower area in the cemetery. Members were happy to include planting the wildflower area during the cemetery clean-up day.</p> <p>b. Cllrs received and considered an amendment to the Cemetery Fees and Regulations to enable people to purchase plots with kerb sets. Members mentioned that they wish to be compassionate toward new grave purchasers to allow kerb sets, but that there can be more issues with maintenance and costs. Cllr Poole proposed to accept the costs as proposed in the Cemetery Fees and Regulations, seconded by Cllr Akers.</p> <p>RESOLVED: That the Council accepts the costs as proposed for the new kerb sets with slight amendments to wording. "Adult kerb sets with chippings" "Under 12 kerb sets with chippings"</p> <p>c. Cllrs received and considered two quotes for resurfacing paths at St Mary's Churchyard.</p> <p>RESOLVED: Cllr Poole proposed to accept the quote for Contractor 2 at a cost of £3600 with the guarantee that it would last at least 10 years. Seconded by Cllr Whitmill. All in favour. Motion carried. This recommendation will need to be approved by Full Council on 5th October because the funding will need to come from general reserves.</p> <p>Cllrs clarified that these works would not interfere with upcoming works taking place at the Church. The Clerk reported that this would need to be approved by the Faculty at the Church.</p> <p>d. Cllrs received an update about Memorial safety testing at Worcester Road Cemetery.</p>
<p>CC37</p>	<p>Play Areas</p> <p>Cllrs received a repairs report from the Clerk.</p> <p>RESOLVED: Cllr Graves proposed to accept the repairs quote for Worcester Road Play Area for the cost of £6603.00, seconded by Cllr Foakes. All in favour, motion carried.</p> <p>The Clerk reported that she and the Chair have met with a play area designer and have consulted with youth workers who have been working at Cotswold Crescent play area to discuss what kind of equipment should be installed there. A full report will be brought to a future meeting.</p>

CC38	<p>War Memorial Cllrs received a repairs report and three quotes to replace the damaged coping stones at the War Memorial.</p> <p>RESOLVED: That in principle members agree to accept replacing the coping stones with imitation stone concrete at a cost of £2300 as long as the Royal British Legion are content with this. This recommendation will need to be approved by Full Council on 5th October because the funding will need to come from general reserves.</p>
CC39	<p>Pool Meadow Cllrs received an interim report from Beaumont Rivers regarding the feasibility study that is being carried out at Pool Meadow. This study is being progressed at pace and has been received positively by residents. Beaumont Rivers have secured grant funding to cover the cost of the planning stage. Acceptance of this requires the Council to send a letter confirming that the study is supported and any works carried out on the back of the study will be managed by The Council as a landowner in the long term.</p> <p>RESOLVED: That the Council writes a letter in support of the upcoming works, proposed by the Chair, seconded by Cllr Graves. All in favour. Motion carried.</p>
CC40	<p>Tree Survey Cllrs received a tree survey report from the Clerk. All priority works are being carried out, and a three year plan will help Council's long term budgeting for tree maintenance.</p>
CC41	<p>Youth Work Cllrs received an update from the Clerk regarding youth work in Chipping Norton. Got2B have reported that post-pandemic fewer young people have been socialising in public spaces and prefer to meet at home. Young people have also expressed a desire to have an after school youth LGBTQ+ group established in Chipping Norton. Members were very supportive about the Town Council finding a suitable time and space for this to take place, and noted that young people will need to be considered when deciding on warm hub spaces in Chipping Norton.</p>
CC42	<p>Confidential Session RESOLVED: In view of the confidential nature of the business to be transacted, the press and public be excluded from the meeting in accordance with the provisions of s.1(2) of the Public Bodies (Admission to Meetings) Act 1960.</p>
CC43	<p>Christmas Lights Cllrs received a report following the Christmas Lights tender exercise. Cllr Whitmill proposed Millennium Quest Ltd, seconded by Cllr Akers, all in favour, motion carried.</p> <p>RESOLVED: That the Council accepts the Christmas Lights quote from Millennium Quest Ltd at a cost of £12,996 per annum for three years.</p>
CC44	<p>Date of next meeting There will be an extraordinary meeting of this committee to agree Grants to Voluntary Bodies. This will be held on Wednesday 19th October at 6:30pm.</p> <p>Standard meeting on 9th November 2022</p>

The Chair closed the meeting at 8:00pm

Signed as a accurate record.....

Date.....

Agenda item 10 - Mayors Report

Diary

10 th August	Interview with Chippy News
17 th August	Planning Committee
7 th September	Communities Committee
8 th September	Welfare Charities Trustees meeting Operation London Bridge Meeting with Clerk Accompanied Town Hall Keeper to fly flag at half mast Met with British Legion at Crown and Cushion
9 th September	Supported The Town Clerk to open of Book of Condolence
9th-18th September	Frequently visited British Legion volunteers and supported all movements of the flag at the Millennium Gardens
11 th September	Declaration of Ascension of King Charles III on Town Hall steps
14 th September	Shortlisting for Events Manager
15 th September	Prosperity Fund meeting with Duncan Enright and Will Barton Allotment Committee
18 th September	Minute Silence in Millennium Garden
20 th September	Interviews for Facilities and Events Manager
29 th September	Meeting with local Police
30 th September	Cost-of-Living Event in The Town Hall Meal with Ukrainian refugees

Correspondence and other matters

I have received and responded to an email from a resident about Chippy Mop during mourning period and sent a formal Thank You to the British Legion for their assistance over the mourning period. A resident from Churchill Road has expressed concern over the number of cats killed on Churchill Road at the edge of town. He was very pleased to take part in the 20mph survey and I have put him in touch with the Speed Watch team on New Street.

We had a strong response for the appointment of our new facilities and Events Manager. The panel unanimously agreed to appoint Tania Kirby. References were exemplary. Tania has accepted the position and will start with us on Monday 24th October 2022. A suitable induction process will be provided.

I have been investigating holding a competition for students at Chipping Norton School to design two cards, one to be used as a Thank You card and one as a Christmas card. I have spoken to the school and they're happy to set this as art homework for Key Stage 3 (Years 7-9) for half term if Council is happy for this to go ahead.

Chipping Norton Town Council – Action and Strategic Plan

Key Themes:

BT	A vibrant, safe and beautiful town
OS	Improved open spaces
CS	Improving Community Services
CE	Community engagement
MC	A Modern, safe and forward thinking Council

Committees:

FC:	Full Council
CC:	Community Committee
SP:	Strategic Planning
FR:	Finance and Resources
TAC:	Traffic Advisory Sub-Committee

Key	Action	Responsible Committee	Whose involved?	Budget	Commen cement	Completion	Notes/Comment
CS1	Undertake an audit and needs assessment of sports provision across the Town and then feed this into WODC's planning needs assessment	SP	CNTC/ Staff / Clubs/ Associations/WODC	N/A	Sep-22	Jan-22	Need to pull together various consultations. Awaiting reports from WODC.
BT1	Promote active travel and transport in the Town	SP	CNTC/Transition CN/Working group/		Ong oing	Ongoing	LCWIP
BT/CE1	Delivering the East Chipping Norton Development Vision Statement	SP	CNTC/OCC/WODC //working group/Community First		Ong oing	Ongoing	Master-planning process paused. Letter sent to OCC and WODC.
CE1							
BT2	20mph scheme for Chipping Norton	SP/TAC	CNTC/OCC	N/A	April 22	April 23	Consultation complete. Analysis and report on this agenda.
CE2	Chippy Phone Box	SP	CNTC staff/CNarts	N/A	Jul-21	Ongoing	CNTC are managing the rota.
BT3	Using WODC's parking funding to promote active travel in the town	SP	CNTC/WODC/Contractors	£4000 EMR	May 21	May-23	Agreed by cabinet member and officer. Location and quotes required.
CS2	New bus shelter at Walterbush road	SP	CNTC/OCC	£106	2020	April 23	New shelter installed. Quotes for sides/seats on way. Planters have been plated with herbs.
CS3	Restoring the town's municipal and memorial benches	SP	CNTC staff/contractors	Street Scene budget and EMR	May 21	May 23	Ten benches complete. There are five more to restore. Second phase has started. The Covid Memorial bench for The Millennium Garden will be delivered and installed soon.
BT4	Reducing HGV's in the town centre	SP/TAC	CNTC/OCC/worki ng group	£8000 for re-routing signs	Ong oing	Ongoing	HGV re-routing signage has been ordered. Working with OCC to help identify safer HGV routes.
BT5	Road Safety	SP/TAC	CNTC/OCC/		Ong oing	Ongoing	Awaiting consultation on proposed new crossings in town centre from OCC. Road safety week – planning.

CS4	Modernise and improve Chipping Norton Town Hall Large project	CC	CNTC Staff/approved consultants/worki ng party	EMR £277,486	Jun- 22	Dec-24	Quinquennial review is complete. Measured survey is complete. Specification for works is being drawn up. CNTC exploring potential for grant funding. New facilities and events officer starting in post on 24 th October 2022.
CS5	Supporting young people in Chipping Norton.	CC	Youth work providers/CNTC/c lubs	Youth opportunity funding Youth Council: 22/23 £1000 EMR £1500	Nov 21	Ongoing	The Council are funding Got2B for two years and actively seek opportunities to promote, support and facilitate better provision for young people in the town
OS/CS1	Improving access, information and biodiversity in Chipping Norton Cemetery	CC	CNTC/Contractors	22-23 £1000 EMR £4174	Ong oing	Ongoing	New regulations approved. Noticeboard has been delivered and is due to be installed in the coming weeks.
OS1	Undertake a condition survey of CNTC recreation areas, then prepare and adopt a planned improvement and upgrade plan Large Project	CC	CNTC	22/23 £5000 EMR £28,895	Jul 22	Nov 24	Park signs have arrived and need to be installed. Health and safety works are complete or in progress. Youth workers have been consulting with young people at Cotswold Crescent play area. Report to Community Committee in November.
CE/OS1	Cemetery clean up days	CC	CNTC Staff, Cllrs and Volunteers	N/A	Ong oing	Ongoing	Two clean up days – April and October.
MC/OS1	Pesticide free Chipping Norton	CC	CNTC/Contractors /landowners/clu bs	N/A	May 22	May 25	Three year action plan adopted. Implementing first year now. Wildflower area to be sown in the Cemetery during the October clean up day.
CE3	Sport awards Ceremony	CC	CNTC/Volunteers/ Clubs/Schools	£500			Date for 2023 to be agreed at the November Community Committee meeting.
OS2	Improving access and biodiversity at Pool meadow Large Project	CC	CNTC/Approved consultants/Work ing Party	22/23 £7000 EMR £2880	202 0	Sept 24	Feasibility study is underway. First interim report has been received. Funding secured for planning stage.
BT6	Christmas lights scheme	CC	CNTC	£15,000 per year	Octo ber 22	Feb 25	The Council are in a three year contract with Millennium Quest LTD. Little trees organised by the community/CNTC
OS3	Fixing pathways in the closed Churchyard	CC	CNTC/St Mary's Church	22-23 £1500	ASA P	ASAP	Quotes received – recommendation re funds on the agenda.
CE4	Providing grants to voluntary bodies/organisations in Chipping Norton	CC	CNTC/Organisatio ns/Clubs/Comm unity groups	22-23 £26000	July 22	October 22	Closed on 25 th September. Extraordinary Community Committee meeting to consider applications to be held on 19 th October 2022.
MC1	Managing Greystones leases	CC	CNTC/tenants		Jul 22	Jan 23	Ongoing.
CS/MC1	Public space safety and compliance	CC	CNTC/Approved consultants/contr actors	Multiple budgets	Ong oing	Ongoing	Memorial safety testing underway – Memsafe Tree Survey underway – Canopy

							Play park inspections – Weekly checks MO, 6 monthly inspections undertaken by the insurance company Town Hall FRA complete
MC2	Health and Safety Audit	FR	CNTC/Approved consultants		May 21	Sept 22	All recommendations following the H&S audit are now either complete or in progress.
MC3	Ensuring the Council has modern, workable, compliant policies and procedures	FR	CNTC		May 19	Jan 22	A full list of policies are on the F&R forward work programme and are being worked through systematically.
CE5	Flying flags to mark national and local events and commemorations	FC	CNTC	£200 for the purchase of flags	Jun 22	Ongoing	Protocol agreed June FC. NHS flag to be flown on 5 th July22. Calendar agreed. New request on this agenda.
MC4	Ensure that the Council's website is compliant, accessible, engaging, up to date and relevant	FC/FR	CNTC/Developers		January 21	Ongoing	Website launched in June 22. Continuing development.
MC5	Ensure that the Council's IT software, hardware, systems and documents are professional, safe and secure.	FR	CNTC/STL Systems		May 21	Ongoing	The Council's IT and phone systems are managed by STL Solutions
MC6	Review the Council's fees and charges annually	FR	CNTC		Ongoing	Ongoing	January 2023
MC7	Appoint the internal auditor	FR	CNTC		Ongoing	Ongoing	To be reviewed
CE6	Develop a Communications Strategy	FR	CNTC	n/a	July 22		Adopted at F&R 13 th July 22
MC/CE1	Ensure that the Council is open and transparent	FR	CNTC		Ongoing	Ongoing	New website launched. Policies in place. FOI procedures adopted at F&R 13 th July
MC8	Ensure that the Council's finances are invested wisely	FR/FC	CNTC				Review investment strategy and identify advisor
MC9	Ensure that staff and members are suitably trained	FR/FC	CNTC/training providers	£3000	July 22		Carry out needs assessment

Agenda item 13 - Civility and Respect Pledge

To pass a resolution to sign up to the civility and respect pledge

Definition of Civility and Respect
Civility means politeness and courtesy in behaviour, speech, and in the written word.
Examples of ways in which you can show respect are by listening and paying attention to others, having consideration for other people's feelings, following protocols and rules, showing appreciation and thanks, and being kind.

The National Association of Local Councils (NALC), the Society of Local Council Clerks (SLCC), and One Voice Wales (OVW), believe now is the time to put civility and respect at the top of the agenda and start a culture change for the local council sector.

By our council signing up to the civility and respect pledge we are demonstrating that our council is committed to treating councillors, clerks, employees, members of the public, representatives of partner organisations, and volunteers, with civility and respect in their role.

Signing up is a simple process, which requires councils to register and agree to the following statements:

Statement	Tick to agree
Our council has agreed that it will treat all councillors, clerk and all employees, members of the public, representatives of partner organisations, and volunteers, with civility and respect in their role.	
Our council has committed to training councillors and staff.	
Our council has signed up to Code of Conduct for councillors	
Our council has good governance arrangements in place including, staff contracts, and a dignity at work policy.	
Our council will commit to seeking professional help in the early stages should civility and respect issues arise.	
Our council will commit to calling out bullying and harassment when it happens.	
Our council will continue to learn from best practice in the sector and aspire to being a role model/champion council e.g., via the Local Council Award Scheme	
Our council supports the continued lobbying for the change in legislation to support the Civility and Respect Pledge, including sanctions for elected members where appropriate.	

Agenda item 14 - Member Code of Conduct

1.0 Introduction

The Council has a duty to promote and maintain high standards of conduct by members and co-opted members of the Council, and formally adopt a code of conduct, in accordance with the *Localism Act 2011*.

2.0 Purpose of the Code of Conduct

The purpose of this Code of Conduct is to assist you, as a Councillor, in modelling the behaviour that is expected of you, to provide a personal check and balance, and to set out the type of conduct that could lead to action being taken against you. It is also to protect you, the public, fellow Councillors, local authority officers and the reputation of local government. It sets out general principles of conduct expected of all Councillors and your specific obligations in relation to standards of conduct. The fundamental aim of the Code is to create and maintain public confidence in the role of the Councillor and in Local Government.

3.0 Definitions

For the purposes of this Code of Conduct, a “Councillor” means a member or co-opted member of the local authority. A “co-opted member” is defined in the *Localism Act 2011 Section 27(4)* as “a person who is not a member of the authority but who

- 3.1 is a member of any committee or sub-committee of the authority, or;
- 3.2 is a member of, and represents the authority on, any joint committee or joint sub-committee of the authority;

and who is entitled to vote on any question that falls to be decided at any meeting of that committee or sub-committee”.

4.0 General Principles of Councillor Conduct

Everyone in public office and all who serve the public or deliver public services, including Councillors and local authority officers, should uphold the Seven Principles of Public Life, also known as the Nolan Principles, (see Appendix A).

Building on these principles of selflessness, objectivity, accountability, openness, honesty and integrity and leadership, the following general principles have been developed specifically for the role of Councillor.

In accordance with the public trust placed in Councillors, on all occasions a Councillor shall:

- act with integrity and honesty
- act lawfully
- treat all persons fairly and with respect; and
- lead by example and act in a way that secures public confidence in the role of Councillor.
- impartially exercise their responsibilities in the interests of the local community
- not improperly seek to confer an advantage, or disadvantage, on any person
- avoid conflicts of interest
- exercise reasonable care and diligence; and
- ensure that public resources are used prudently in accordance with the local authority's requirements and in the public interest.

These general principles have been incorporated into the obligations of the Code of Conduct as set out below.

5.0 Application of the Code of Conduct

This Code of Conduct applies to you as soon as you sign your declaration of acceptance of the office of Councillor or attend your first meeting as a co-opted member and continues to apply to you until you cease to be a Councillor.

This Code of Conduct applies to you when you are acting in your capacity as a Councillor which may include when:

- you misuse your position as a Councillor
- Your actions would give the impression to a reasonable member of the public with knowledge of all the facts that you are acting as a Councillor;

The Code applies to all forms of communication and interaction, including at face-to-face meetings, at online or telephone meetings, in written communication, in verbal communication, in non-verbal communication and in electronic and social media communication, posts, statements and comments.

Your Monitoring Officer has statutory responsibility for the implementation of the Code of Conduct, and you are encouraged to seek advice from your Monitoring Officer on any matters that may relate to the Code of Conduct.

Town and parish Councillors are encouraged to seek advice from their Clerk, who may refer matters to the Monitoring Officer.

6.0 Standards of Councillor Conduct

This section sets out the obligations (in bold below), which are the minimum standards of conduct required of a Councillor. Should a Councillor's conduct fall short of these standards, a complaint may be made against them, which may result in action being taken.

Guidance is also included below each obligation to help explain the reasons for the obligations and how they should be followed.

6.1 Respect

A Councillor:

6.1.1 Shall treat everyone, including other Councillors and members of the public with respect.

6.1.2 Shall treat local authority employees, employees and representatives of partner organisations and those volunteering for the local authority with respect and respect the role they play.

Respect means politeness and courtesy in behaviour, speech, and in the written word. Debate and having different views are all part of a healthy democracy. As a Councillor, you can express, challenge, criticise and disagree with views, ideas, opinions and policies in a robust but civil manner. You should not, however, subject individuals, groups of people or organisations to personal attack.

In your contact with the public, you should treat them politely and courteously. Rude and offensive behaviour lowers the public's expectations and confidence in Councillors.

In return, you have a right to expect respectful behavior from everyone. If members of the public are being abusive, intimidating or threatening you are entitled to stop any conversation or interaction in person or online and report them to the relevant social media provider and/or the police. This also applies to fellow councillors, where action could then be taken under the Councillor Code of Conduct, and local authority employees, where concerns should be raised in line with the local authority's councilor- officer protocol.

6.2 Bullying, Harassment and Discrimination

A Councillor:

6.2.1 Shall not bully any person.

6.2.2 Shall not harass any person.

6.2.3 Shall promote equalities and not discriminate against any person.

Bullying is offensive, intimidating, malicious or insulting behaviour, an abuse or misuse of power through means that undermine, humiliate, denigrate or injure the recipient. Bullying might be a regular pattern of behaviour or a one-off incident, happen face-to-face, on social media, in emails or phone calls, happen in the workplace or at work social events and may not always be obvious or noticed by others.

The Protection from Harassment Act 1997 defines harassment as conduct that causes alarm or distress or puts people in fear of violence and must involve such conduct on at least two occasions. It can include repeated attempts to impose unwanted communications and contact upon a person in a manner that could be expected to cause distress or fear in any reasonable person.

Discrimination is where someone is treated unfairly because of a protected

characteristic. Protected characteristics are specific aspects of a person's identity defined by the Equality Act 2010. They are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Legislation places specific duties on local authorities. Councillors have a central role to play in ensuring that equality issues are integral to the local authority's performance and strategic aims, and that there is a strong vision and public commitment to equality across public services.

6.3 Impartiality of Officers of the Council

A Councillor:

6.3.1 Shall not compromise, or attempt to compromise, the impartiality of anyone who works for, or on behalf of, the local authority.

Officers work for the local authority as a whole and must be politically neutral, (other than political assistants where applicable). They should not be coerced or persuaded to act in a way that would undermine their neutrality. A Councillor may question officers in order to understand, for example, their reasons for proposing to act in a particular way, or the content of a report that they have written. However, a Councillor must not try and force them to act differently, change their advice, or alter the content of that report, if doing so would prejudice their professional integrity.

6.4 Confidentiality and access to information

A Councillor:

6.4.1 Shall not disclose information either given to them in confidence by anyone or acquired by them which they believe, or ought reasonably to be aware, is of a confidential nature, unless

- i. They have received the consent of a person authorised to give it; or**
- ii. They are required by law to do so; or**
- iii. the disclosure is made to a third party for the purpose of obtaining professional legal advice provided that the third party agrees not to disclose the information to any other person; or**
- iv. the disclosure is reasonable and in the public interest; and also made in good faith and in compliance with the reasonable requirements of the local authority and consultation with the Monitoring Officer has taken place prior to its release.**

6.4.2 Shall not improperly use knowledge gained solely as a result of their role as a Councillor for the advancement of themselves, their friends, family members, employer or business interests.

- 6.4.3 Shall not prevent anyone from getting information that they are entitled to by law.**
- 6.4.4 When making decisions on behalf of, or as part of, the Council shall have due regard to any professional advice provided by the Council's Officers.**

6.5 Disrepute

A Councillor:

- 6.5.1 Shall not bring their role or local authority into disrepute.**

As a Councillor, you are trusted to make decisions on behalf of your community and your actions and behaviour are subject to greater scrutiny than that of ordinary members of the public. You should be aware that your actions might have an adverse impact on you, other Councillors and/or your local authority and may lower the public's confidence in your or your local authority's ability to discharge your/its functions.

6.6 Use of position

A Councillor:

- 6.6.1 Shall not use, or attempt to use, their position improperly to the advantage or disadvantage of anyone.**

A Councillor should not take advantage of opportunities, responsibilities and privileges to further their own or others' private interests or to disadvantage anyone unfairly.

6.7 Local authority Resources and Facilities

A Councillor:

- 6.7.1 Shall not misuse council resources.**
- 6.7.2 Shall, when using the resources of the local authority or authorising their use by others, act in accordance with the local authority's requirements; and ensure that such resources are not used for political purposes unless that use could reasonably be regarded as likely to facilitate, or be conducive to, the discharge of the functions of the local authority or of the office to which they have been elected or appointed.**

A Councillor may be provided with resources and facilities by the local authority to assist them in carrying out their duties as a Councillor. Examples may include office support, stationery, equipment such as phones, computers and transport and access and use of local authority buildings and rooms.

6.8 Compliance with the Code of Conduct

A Councillor:

- 6.8.1 Shall undertake Code of Conduct training as required by the local authority.**
- 6.8.2 Shall cooperate with any Code of Conduct assessment, investigation, hearing and/or determination.**
- 6.8.3 Shall not intimidate or attempt to intimidate any person who is likely to be involved with the administration of any investigation or proceedings.**
- 6.8.4 Shall comply with any sanction imposed on them following a finding that they have breached the Code of Conduct.**

It is extremely important for a Councillor to demonstrate high standards, to have your actions open to scrutiny and not to undermine public trust in the local authority or its governance. If you do not understand or are concerned about the local authority's processes in handling a complaint you should raise this with the Monitoring Officer.

7.0 Registering and Declaring Interests

You need to register your interests so that the public, local authority employees and fellow councillors know which of your interests might give rise to a conflict of interest. The register is a public document that can be consulted when (or before) an issue arises. The register also protects you by allowing you to demonstrate openness and a willingness to be held accountable. You are personally responsible for deciding whether or not you should disclose an interest in a meeting, but it can be helpful for you to know early on if others think that a potential conflict might arise. It is also important that the public know about any interest that might have to be disclosed by you or other councillors when making or taking part in decisions, so that decision making is seen by the public as open and honest. This helps to ensure that public confidence in the integrity of local governance is maintained.

7.1 Disclosable Pecuniary Interests

A Councillor must, within 28 days of taking office as a member or co-opted member, notify the Council's Monitoring Officer of any disclosable pecuniary interest as defined by regulations made by the Secretary of State (see Appendix B), where the pecuniary interest is yours, your spouse's or civil partner's, or is the pecuniary interest of somebody with whom you are living with as a husband or wife, or as if you were civil partners. Section 29 of the Localism Act 2011 requires the Monitoring Officer to establish and maintain a register of interests of members of the authority.

You must disclose the interest at any meeting of the Council at which you are present, where you have a disclosable interest in any matter being considered and where the matter is not a 'sensitive interest'. If it is a 'sensitive interest', you must disclose the fact that you have an interest but do not have to disclose the nature of it. (A sensitive interest is an interest which, in the opinion of the Monitoring Officer, if disclosed, could lead to the Councillor, or a person connected with them, being subjected to violence or intimidation.) You are personally responsible for deciding whether or not you should disclose an interest in a meeting.

Following any disclosure of an interest not on the Council's register, or the subject of pending notification, you must notify the Monitoring Officer of the interest within 28 days beginning with the date of disclosure.

Unless dispensation has been granted, by the Monitoring Officer, you may not participate in any discussion of, or vote on, or discharge any function related to any matter in which you have a disclosable pecuniary interest. You must withdraw from the room or chamber when the meeting discusses and votes on the matter.

Where you have a disclosable pecuniary interest on a matter to be considered or being considered by you as a Cabinet member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

You must ensure that your register of interests is kept up to date and within 28 days of becoming aware of any new interest, or of any change to a registered interest, notify the Monitoring Officer.

You should note that failure to register or disclose a disclosable pecuniary interest as set out in Appendix B is a criminal offence under the Localism Act 2011.

7.2 Other Registerable Interests

You must also register your other registerable interests with the Monitoring Officer within 28 days of taking office and ensure these are kept up to date by notifying any changes within 28 days.

Where a matter arises at a meeting which **directly relates** to the financial interest or wellbeing of one of your Other Registerable Interests (as set out in Appendix C), you must disclose the interest. Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing. You may speak on the matter only if members of the public are also allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest.

Where you have an Other Registerable Interest on a matter to be considered or is being considered by you as a Cabinet member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

7.3 Non-Registerable Interests

Where a matter arises at a meeting which **directly relates** to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests at 7.1 above), or the financial interest or wellbeing of a relative or close associate, you must disclose the interest. You may speak on the matter only if members of the public are also allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a sensitive interest you do not have to disclose the nature of the interest.

Where a matter arises at a meeting which **affects** your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under Other Registrable Interests as set out at 7.2 above and appendix C you must disclose the interest. In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a. to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b. a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest.

Where you have a Non-Registerable Interest on a matter to be considered or is being considered by you as a Cabinet member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

8.0 Gifts and Hospitality

A Councillor:

- 8.1 Shall not accept gifts or hospitality, irrespective of estimated value, which could give rise to real or substantive personal gain or a reasonable suspicion of influence to show favour from persons seeking to acquire, develop or do business with the local authority or from persons who may apply to the local authority for any permission, licence or other significant advantage.**

- 8.2 Shall register with the Monitoring Officer any gift or hospitality with an estimated value of at least £50 within 28 days of its receipt.**
- 8.3 Shall register with the Monitoring Officer any significant gift or hospitality that they have been offered but have refused to accept.**

The presumption should always be not to accept significant gifts or hospitality but there may be times when such a refusal may be difficult if it is seen as rudeness in which case you could accept it but must ensure it is publicly registered.

You do not need to register gifts and hospitality which are not related to your role as a Councillor.

It is appropriate to accept normal expenses and hospitality associated with your duties as a Councillor.

Appendix A – The Seven Principles of Public Life

The principles are:

Selflessness

Holders of public office should act solely in terms of the public interest.

Integrity

Holders of public office must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must disclose and resolve any interests and relationships.

Objectivity

Holders of public office must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias.

Accountability

Holders of public office are accountable to the public for their decisions and actions and must submit themselves to the scrutiny necessary to ensure this.

Openness

Holders of public office should act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for so doing.

Honesty

Holders of public office should be truthful.

Leadership

Holders of public office should exhibit these principles in their own behaviour. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs.

Appendix B: Disclosable Pecuniary Interests

"Disclosable Pecuniary Interest" means an interest of yourself, or of your partner if you are aware of your partner's interest, within the descriptions set out in the table below.

"Partner" means a spouse or civil partner, or a person with whom you are living as husband or wife, or a person with whom you are living as if you are civil partners.

This table sets out the explanation of Disclosable Pecuniary Interests as set out in the [Relevant Authorities \(Disclosable Pecuniary Interests\) Regulations 2012](#).

Subject	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract made between the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners (or a firm in which such person is a partner, or an incorporated body of which such person is a director* or a body that such person has a beneficial interest in the securities of*) and the council — (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged. (c)

Subject	Description
Land and Property	<p>Any beneficial interest in land which is within the area of the council.</p> <p>‘Land’ excludes an easement, servitude, interest or right in or over land which does not give the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners (alone or jointly with another) a right to occupy or to receive income.</p>
Licenses	<p>Any licence (alone or jointly with others) to occupy land in the area of the council for a month or longer.</p>
Corporate tenancies	<p>Any tenancy where (to the councillor’s knowledge)—</p> <p>(a) the landlord is the council; and</p> <p>(b) the tenant is a body that the councillor, or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners is a partner of or a director* of or has a beneficial interest in the securities* of.</p>
Securities	<p>Any beneficial interest in securities* of a body where—</p> <p>(a) that body (to the councillor’s knowledge) has a place of business or land in the area of the council; and</p> <p>(b) either—</p> <p>(i) the total nominal value of the securities* exceeds £25,000 or one hundredth of the total issued share capital of that body; or</p> <p>(ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the councillor, or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners have a beneficial interest exceeds one hundredth of the total issues share capital of that class.</p>

* ‘Director’ includes a member of the committee of management of an industrial and provident society.

* ‘Securities’ means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

Appendix C: Disclosure of Other Registrable Interests

You must register as an Other Registrable Interest:

- a) any unpaid directorships
- b) any Body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority
- c) any Body
 - (i) exercising functions of a public nature
 - (ii)** directed to charitable purposes or
 - (iii)** one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union)

of which you are a member or in a position of general control or management

Agenda item 15 - General Power of Competence (GPC)

The Town Clerk has now completed and passed the Certificate in Local Council Administration course and has the recognised sector specific CiLCA qualification. This means that the Council can now adopt the General Power of Competence if it so wishes.

General Power of Competence

The General Power of Competence (GPC) was introduced by the Localism Act 2011 and gives a Council the power to do anything an individual can do as long as it is reasonable and aligned to Council priorities. It is referred to the "Power of first resort" and enables Council's to resolve to act on matters with greater confidence.

For a Council to be eligible the total number of Councillors elected at the last election must equal or exceed two thirds of its total number of Councillors.

The Clerk must hold at least one of the sector specific qualifications

- The Certificate in Local Council Administration (CiLCA).
- The Certificate of Higher Education in Local Council Administration
- The first level of the Foundation Degree in Community Engagement
- The Certificate of Higher Education in Local Policy and Governance

A Town Council must agree, at a meeting of Full Council, that it meets the criteria for eligibility and a resolution to that effect must be written clearly into the minutes of the meeting. The Council must review eligibility at every relevant annual meeting of the Council¹

You can read more about GPC here:

<https://www.local.gov.uk/sites/default/files/documents/general-power-competence--0ac.pdf>

It should be noted that adopting the General Power of Competence does not change the way the Council operates, its standing order, scheme of delegation or financial regulations. The Council remains a corporate body and therefore all decisions will still be considered formally at public meetings, and resolved democratically.

Recommendation:

That Chipping Norton Town Council adopt the following resolution:

Chipping Norton Town Council hereby confirms we meet the eligibility criteria for adoption of a General Power of Competence as defined in the Localism Act 2011 and SI 965 The Parish Councils (General Power of Competence)(Prescribed Conditions) Order 2012. We further resolve to adopt a General Power of Competence. If adopted, the GPC will remain in place until the annual meeting to be held in 2023 immediately after Town council elections are concluded. If then, again approved, it will remain in force until the annual meeting immediately following the next elections for the Town council.

¹ "relevant annual meeting" means an annual meeting that takes place in a year of ordinary elections of town councillors¹

Unity Trust Bank

List of Payments made between 30/06/2022 and 13/09/2022

<u>Date Paid</u>	<u>Payee Name</u>	<u>Reference</u>	<u>Amount Paid</u>	<u>Authorized Ref</u>	<u>Transaction Detail</u>
30/06/2022	Unity Trust Bank	DD	7.20		Bank charges
30/06/2022	Unity Trust Bank	DD	48.30		Bank charges
01/07/2022	WODC	ONLINE	225.00	JG/DH	Rates-Guildhall
01/07/2022	Chipping Norton Regulated Past	Online	1,000.00		New Street Rec. rent-2022-23
01/07/2022	Executive Safety Solutions Ltd	Online1	231.48		Fire Ext. service-T/H
01/07/2022	Seasons Mechanical Ltd	Online2	580.54		Repairs to WC/Kitchen tap-T/H
01/07/2022	Adobe Systems Software	DD	12.64		Adobe software subscription
01/07/2022	GrenkeLeasing Ltd	Online	497.74		Photocopier quarterly fee
05/07/2022	Kettering Playsafe Ltd	Online3	1,645.44		Playground repairs
05/07/2022	British Gas	DD	99.44		Gas charges-Town Hal
05/07/2022	Proludic Ltd	Online4	43.93		Rec repairs/New Street
05/07/2022	S J Aplin Playgrounds Ltd	Online5	792.00		Playground repairs-CG/New Str
05/07/2022	The Community Heartbeat Trust	Online6	72.00		Pads for defibrillators
05/07/2022	Thomas Cleaning Ltd	Online7	124.32		Town Hall monthly cleaning
05/07/2022	Canopy	Online	890.40		Pedestrian gate-New Str.Rec
05/07/2022	Canopy	Online1	576.00		Tree work-St Mary's
06/07/2022	C/N Theatre	ONLINE	2,500.00	JG/DH	Grant
06/07/2022	Rialtas Business Solutions Ltd	Online1	649.20		RBS Maintenance/Support
12/07/2022	WODC	ONLINE	852.00	DH/JG	Rates Town Hall
12/07/2022	WODC	ONLINE	16.00	DH/JG	Rates Greystones
12/07/2022	WODC	ONLINE	121.00	DH/JG	Rates Cemetery
12/07/2022	Rialtas Business Solutions Ltd	Online	1,297.20		Bookings Software
13/07/2022	Canva Pty Limited	DD	10.99		Canva subscription
14/07/2022	KopyRite	Online	225.60		Banner/Boards-East CN event
14/07/2022	Alfred Groves & Sons Limited	Online2	157.95		Compost/Perlite-Planters Walt.
14/07/2022	K J Millard - Skip Hire	Online3	228.00		Skip at cemetery
14/07/2022	Gill & Co (Ironmongers) Limite	Online4	63.38		Various items
19/07/2022	Viking	Online	62.30		Stationery/Stamps
19/07/2022	ESPO	Online1	161.50		Various items-T/H
19/07/2022	Thames Valley Water Services L	Online2	48.00		Monthly temp.monitoring-T/H
19/07/2022	GD Services Limited	Online3	144.00		Dishwasher repair-T/H
19/07/2022	J English Window Cleaning	ONLINE	80.00	DH/RP	Window cleaning-T/H
19/07/2022	██████████	ONLINE	5.00	DH/RP	Cleaning products-T/H
19/07/2022	██████████	ONLINE	87.19	DH/RP	Weed control/Soil for planters
19/07/2022	Topiarus Horticulture Ltd	Online6	716.64		Gardening work-Middle Row
19/07/2022	Ubico Limited	Online7	181.84		Weekly empty of bins-July
19/07/2022	Topiarus Horticulture Ltd	Online8	516.00		Gardening work-Nov 21
20/07/2022	Adobe Systems Software	DD	12.64		Adobe subscription
20/07/2022	Unity Trust Bank	ONLINE	7,959.96	RP/DH	Salaries-July
25/07/2022	STL Communications Limited	DD	529.02		Telephone/Broadband
25/07/2022	1000 Flags Limited	PAYPAL	10.00	RP/DH	Flags-Suffragette
25/07/2022	eBay	PAYPAL	26.50	RH/DH	Flags
25/07/2022	The Flag Shop Limited	Paypal	127.85		Flags
26/07/2022	HMRC	ONLINE	1,675.33	DH/RP	Tax/NI-July
26/07/2022	OCC Pension Fund	ONLINE	2,447.53	DH/RP	LGPS contributions-July
26/07/2022	██████████	ONLINE	10.40	RP/DH	Bus tickets-training Banbury
26/07/2022	Kettering Playsafe Ltd	Online	582.00		Slide repair-Cots Gate

List of Payments made between 30/06/2022 and 13/09/2022

<u>Date Paid</u>	<u>Payee Name</u>	<u>Reference</u>	<u>Amount Paid</u>	<u>Authorized Ref</u>	<u>Transaction Detail</u>
26/07/2022	KopyRite	Online1	21.60		Councillor Surgery poster
26/07/2022	Thames Valley Water Services L	Online2	48.00		Water temperature-T/H
26/07/2022	Travis Perkins	Online3	5.76		Postcrete-Cots Gate
26/07/2022	Surveybase Ltd	Online4	5,658.00		Measured survey-T/H
26/07/2022	Canopy	Online5	900.00		Tree Survey
27/07/2022	Zoom Video Communications Inc.	PAYPAL	11.99		Zoom subscription
02/08/2022	Treetech Arboricultural Servic	Online	528.48		Gutter cleaning-T/H
02/08/2022	██████████	ONLINE	10.00	RP/DH	Telephone T/H-July
02/08/2022	██████████	ONLINE	20.00	RP/DH	Plants for Walterbush rd bus
02/08/2022	Travis Perkins	Online1	46.37		Various items-Cemetery
02/08/2022	MEMSAFE	Online2	168.00		Cemetery sign
02/08/2022	WODC	ONLINE	852.00	DH/RP	Rates-Town Hall
02/08/2022	Thomas Cleaning Ltd	Online1	124.32		Cleaning T/H
02/08/2022	WODC	ONLINE	225.00	RP/DH	Rates Guildhall-August
03/08/2022	Adobe Systems Software	DD	12.64		Adobe subscription
03/08/2022	McCracken & Sons Ltd	Online	1,367.24		Gardening work-June
03/08/2022	██████████	ONLINE	15.00	RP/DH	Plants-planters bus shelter
04/08/2022	SLCC	Online	410.00		Cilca fee-KJ
05/08/2022	ToolStation	Paypal	42.99		Digital Measuring Wheel
05/08/2022	ToolStation	PAYPAL	42.99	RP/JG	Digital measuring wheel
05/08/2022	ToolStation	PAYPAL	-42.99		Digital measuring wheel
08/08/2022	Smith of Derby	Online	180.00		Town Hall clock repair
08/08/2022	Oxfordshire Association of Loc	Online2	132.00		Staff training-KJ
08/08/2022	Oxfordshire Comm.& Vol. Action	PAYPAL	10.00	RP/DH	Job advert
08/08/2022	K J Millard - Skip Hire	Online	228.00		Skip at cemetery
09/08/2022	British Gas	DD	34.08		Gas T/H
10/08/2022	Canva Pty Limited	DD	10.99		Canva subscription
10/08/2022	Drewett Signs	Online2	419.46		Names on Mayor board-T/H
10/08/2022	Gill & Co (Ironmongers) Limite	Online3	18.98		Misc.-T/H
10/08/2022	SDK Environmental Ltd	Online1	1,512.00		Pest control-Cemetery
10/08/2022	SLCC	Online	445.00		National Conference-LA
10/08/2022	Thames Valley Water Services L	Online5	48.00		Water temp.check-T/H
12/08/2022	WODC	ONLINE	16.00	DH/RP	Rates-Greystones
12/08/2022	WODC	ONLINE	121.00	DH/RP	Rates-Cemetery
16/08/2022	██████████	ONLINE	12.06	RP/DH	Watering cans-Cem./Guildhall
16/08/2022	McCracken & Sons Ltd	Online1	1,367.24		Grounds maintenance-July
16/08/2022	The Sign Builder	Online2	276.35		Dog area signs-Rec
16/08/2022	Flassfibre Flagpoles Limited	Online3	57.54		NHS Flag
16/08/2022	Canopy	Online4	216.00		Tree work-Greystones
17/08/2022	ID Card Centre	PAYPAL	27.31	RP/DH	Lanyards
17/08/2022	UK Security Products	PAYPAL	44.95	RP/DH	Shipping Container Lock
19/08/2022	Adobe Systems Software	DD	12.64		Adobe subscription
19/08/2022	Unity Trust Bank	ONLINE	7,868.09	DH/RP	Salaries-August
22/08/2022	██████████	ONLINE	10.00	DH/RP	Telephone-August
22/08/2022	OCC Pension Fund	ONLINE	2,381.93	RP/DH	LGPS Contributions-August
22/08/2022	HMRC	ONLINE	1,612.46	RP/DH	Tax/NI-August
22/08/2022	Viking	Online6	55.58		Photo frame

List of Payments made between 30/06/2022 and 13/09/2022

<u>Date Paid</u>	<u>Payee Name</u>	<u>Reference</u>	<u>Amount Paid</u>	<u>Authorized Ref</u>	<u>Transaction Detail</u>
22/08/2022	Swift Digital Services	Online7	213.07		Photocopier costs-May/Aug
22/08/2022	Swift Digital Services	Online8	6.00		Photocopier-env. levy
24/08/2022	STL Communications Limited	DD	529.02		Telephone/Broadband
25/08/2022	Zoom Video Communications Inc.	DD	11.99		Zoom subscription
30/08/2022	Drain Doctor Plumbing	Online9	1,159.56		Drain maintenance-G/S
30/08/2022	WODC	ONLINE	225.00	RP/DH	Rates Guildhall-September
30/08/2022	Canopy	Online	948.00		Tree work Cornish Rd Rec
30/08/2022	MEMSAFE	Online1	2,382.60		Memorial Testing Aug 2022
30/08/2022	J English Window Cleaning	ONLINE	125.00	RP/DH	Window cleaning
01/09/2022	Adobe Systems Software	DD	12.64		Adobe subscription
02/09/2022	eBay	PAYPAL	54.86	RP/JG	Keyboard cases
08/09/2022	British Gas	DD	123.90		Gas-T/H
12/09/2022	WODC	ONLINE	121.00	RP/DH	Rates-Cemetery
12/09/2022	WODC	ONLINE	852.00	RP/DH	Rates-T/H
12/09/2022	WODC	ONLINE	16.00	RP/DH	Rates-Greystones
12/09/2022	Canva Pty Limited	DD	10.99		Canva subscription
12/09/2022	Southern Regalia	PAYPAL	39.00	RP/JG	Mourning rosettes
13/09/2022	McCracken & Sons Ltd	Online	1,367.24		Grounds maintenance-August
13/09/2022	SLCC	Online	230.00		K Jang SLCC membership
13/09/2022	Gill & Co (Ironmongers) Limite	Online1	5.20		Nuts & bolts-PO
13/09/2022	Chipping Norton News	Online2	30.00		Advertising space
13/09/2022	Kettering Playsafe Ltd	Online3	6,444.00		New Street rec. repairs
13/09/2022	Kettering Playsafe Ltd	Online4	1,074.42		Cotswold Gate repairs
13/09/2022	Wicksteed Leisure Ltd	Online5	268.21		Playground repairs
13/09/2022	Viking	Online6	41.96		Stationery
13/09/2022	Ubico Limited	Online7	181.84		Litter & dog bins emptying-Aug
13/09/2022	Kettering Playsafe Ltd	Online8	1,634.10		New Street repairs
13/09/2022	Travis Perkins	Online9	14.45		Solid dense block-PO
13/09/2022	Travis Perkins	Online10	145.71		Railway sleepers-PO
13/09/2022	Naturescape Limited	Online11	149.50		Yellow rattle seeds-Cemetery
13/09/2022	██████████	ONLINE	4.00	RP/JG	Coffee-Guildhall
13/09/2022	██████████	ONLINE	136.40	RP/JG	Expenses claim
Total Payments			<u>74,494.16</u>		

	Actual Last Year	Actual Year To Date	Current Annual	Variance Annual	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<u>Finance & resources</u>								
<u>100 Administration</u>								
3210 Admin Charges	7,683	0	5,000	5,000			0.0%	
3211 C N History Trail	27	0	0	0			0.0%	
3290 Miscellaneous Income	12,933	21	0	(21)			0.0%	
3291 Tourist Information	0	0	51	51			0.0%	
Administration :- Income	<u>20,643</u>	<u>21</u>	<u>5,051</u>	<u>5,030</u>			0.4%	<u>0</u>
4100 Salaries/Superann/Nl	96,080	44,277	132,000	87,723		87,723	33.5%	
5110 Stationery	620	152	1,000	848		848	15.2%	
5120 Photocopying Costs	2,617	1,117	2,600	1,483		1,483	43.0%	
5125 Tourist Information	229	0	500	500		500	0.0%	
5127 C N History Trail	0	(6)	0	6		6	0.0%	
5200 Postage	251	84	700	616		616	12.1%	
5210 Telephone	4,620	1,951	3,800	1,849		1,849	51.3%	
5310 Office Equipment	141	0	2,000	2,000		2,000	0.0%	
5340 Website Costs	4,496	1,520	1,000	(520)		(520)	151.9%	
5360 Computer Hardware/Software	2,078	2,135	3,000	865		865	71.2%	
6200 Rent	1,150	0	1,150	1,150		1,150	0.0%	
6210 Rates	2,695	1,345	2,700	1,355		1,355	49.8%	
7100 Travel & Subsistence	0	45	200	155		155	22.3%	
7300 Staff & Councillors Training	2,698	1,425	3,000	1,575		1,575	47.5%	
7500 Legal & Professional Fees	695	160	1,500	1,340		1,340	10.7%	
7510 Audit Fees	2,265	1,018	2,500	1,482		1,482	40.7%	
7600 Subscriptions	1,827	1,985	2,000	15		15	99.3%	
7630 Bank Charges	200	56	100	45		45	55.5%	
7650 Insurance	1,458	1,800	1,800	0		0	100.0%	
7710 Election Expenses	0	4,404	4,404	0		0	100.0%	
7720 Other Miscellaneous Expenses	794	329	1,500	1,171		1,171	21.9%	
Administration :- Indirect Expenditure	<u>124,913</u>	<u>63,796</u>	<u>167,454</u>	<u>103,658</u>	<u>0</u>	<u>103,658</u>	38.1%	<u>0</u>
Net Income over Expenditure	<u>(104,269)</u>	<u>(63,775)</u>	<u>(162,403)</u>	<u>(98,628)</u>				
6001 less Transfer to EMR	12,810	0						
Movement to/(from) Gen Reserve	<u>(117,079)</u>	<u>(63,775)</u>						
<u>102 Miscellaneous</u>								
3100 Precept Income	315,055	170,420	340,840	170,420			50.0%	
3180 Interest Receivable	244	1,666	200	(1,466)			833.0%	
3230 Manorial Land (Pace Petroleum)	15,000	3,750	15,000	11,250			25.0%	

	Actual Last Year	Actual Year To Date	Current Annual	Variance Annual	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
3290 Miscellaneous Income	6,000	6,405	0	(6,405)			0.0%	6,405
Miscellaneous :- Income	336,299	182,241	356,040	173,799			51.2%	6,405
4100 Salaries/Superann/Nl	16,255	6,862	15,700	8,838		8,838	43.7%	
6405 Christmas Late Night Shopping	130	0	1,000	1,000		1,000	0.0%	
6407 Xmas Lights/Trees	13,732	0	15,000	15,000		15,000	0.0%	
6418 Defibrillators	0	296	500	204		204	59.2%	186
6460 Streetscene	11,989	274	10,000	9,726		9,726	2.7%	87
6461 HGV signs	0	0	8,000	8,000		8,000	0.0%	
6462 Grit Bins/Snow	(0)	0	3,500	3,500		3,500	0.0%	
6490 Trees/Flower Beds Middle Row	258	697	2,500	1,803		1,803	27.9%	
6495 Street Furniture	2,752	1,420	3,000	1,580		1,580	47.3%	
6498 Contingency Fund	(1,394)	2,648	10,000	7,352		7,352	26.5%	
7100 Travel & Subsistance	927	809	1,600	791		791	50.6%	
7500 Legal & Professional Fees	23,831	2,933	29,000	26,067		26,067	10.1%	
7720 Other Miscellaneous Expenses	1,291	414	1,250	836		836	33.1%	
Miscellaneous :- Indirect Expenditure	69,771	16,353	101,050	84,697	0	84,697	16.2%	273
Net Income over Expenditure	266,528	165,888	254,990	89,102				
6000 plus Transfer from EMR	7,530	273						
6001 less Transfer to EMR	4,000	6,405						
Movement to/(from) Gen Reserve	270,058	159,756						
<u>104 Youth</u>								
5322 Expenses	6,405	0	19,215	19,215		19,215	0.0%	
Youth :- Indirect Expenditure	6,405	0	19,215	19,215	0	19,215	0.0%	0
Net Expenditure	(6,405)	0	(19,215)	(19,215)				
6000 plus Transfer from EMR	6,405	0						
Movement to/(from) Gen Reserve	0	0						
<u>200 Mayors Allowance</u>								
7200 Hospitality & Entertaining	2,385	52	3,000	2,948		2,948	1.7%	
7690 Mayors Allowance	2,730	110	2,800	2,690		2,690	3.9%	
Mayors Allowance :- Indirect Expenditure	5,115	162	5,800	5,638	0	5,638	2.8%	0
Net Expenditure	(5,115)	(162)	(5,800)	(5,638)				
Finance & resources :- Income	356,943	182,262	361,091	178,829			50.5%	
Expenditure	206,204	80,311	293,519	213,208	0	213,208	27.4%	
Net Income over Expenditure	150,739	101,951	67,572	(34,379)				
plus Transfer from EMR	13,935	273						
less Transfer to EMR	16,810	6,405						

	Actual Last Year	Actual Year To Date	Current Annual	Variance Annual	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
Movement to/(from) Gen Reserve	<u>147,864</u>	<u>95,820</u>						
<u>Community</u>								
<u>101 Grants</u>								
7670 Grants-Voluntary Organisations	31,000	2,500	26,000	23,500		23,500	9.6%	
7680 Youth Council	0	0	2,500	2,500		2,500	0.0%	
Grants :- Indirect Expenditure	<u>31,000</u>	<u>2,500</u>	<u>28,500</u>	<u>26,000</u>	<u>0</u>	<u>26,000</u>	<u>8.8%</u>	<u>0</u>
Net Expenditure	<u>(31,000)</u>	<u>(2,500)</u>	<u>(28,500)</u>	<u>(26,000)</u>				
<u>110 Town Hall</u>								
3115 Lettings Income	20,059	15,990	26,000	10,010			61.5%	
3140 WODC Water Rates Contrib	81	102	100	(2)			101.9%	
3290 Miscellaneous Income	0	50	0	(50)			0.0%	
Town Hall :- Income	<u>20,140</u>	<u>16,142</u>	<u>26,100</u>	<u>9,958</u>			<u>61.8%</u>	<u>0</u>
4100 Salaries/Superann/Nl	22,715	7,022	19,800	12,778		12,778	35.5%	
5140 Promotion	0	0	1,500	1,500		1,500	0.0%	
5210 Telephone	545	182	630	448		448	28.9%	
6110 Heat and Light	6,016	398	6,000	5,602		5,602	6.6%	
6130 Water & Sewerage	657	694	680	(14)		(14)	102.1%	
6210 Rates	10,230	5,118	10,230	5,113		5,113	50.0%	
6230 Window Cleaning	725	290	800	510		510	36.3%	
6240 Alarm/Fire Extinguisher Insp	2,348	193	1,600	1,407		1,407	12.1%	
6310 Cleaning / Sanitary Expenses	1,180	485	1,500	1,015		1,015	32.3%	
6330 Waste Disposal	555	291	600	309		309	48.5%	
6400 Repairs	2,906	10,328	30,000	19,672		19,672	34.4%	4,715
6408 New Equipment	0	179	2,500	2,321		2,321	7.1%	
7610 Licences	605	620	800	180		180	77.5%	
7650 Insurance	2,834	2,800	3,000	200		200	93.3%	
7720 Other Miscellaneous Expenses	567	185	500	315		315	37.0%	
Town Hall :- Indirect Expenditure	<u>51,882</u>	<u>28,784</u>	<u>80,140</u>	<u>51,356</u>	<u>0</u>	<u>51,356</u>	<u>35.9%</u>	<u>4,715</u>
Net Income over Expenditure	<u>(31,742)</u>	<u>(12,642)</u>	<u>(54,040)</u>	<u>(41,398)</u>				
6000 plus Transfer from EMR	0	4,715						
Movement to/(from) Gen Reserve	<u>(31,742)</u>	<u>(7,927)</u>						
<u>120 Greystones</u>								
3110 Rents Receivable	2,040	250	2,040	1,790			12.3%	

	Actual Last Year	Actual Year To Date	Current Annual	Variance Annual	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
3111 Rugby Club Right Of Access	175	0	175	175			0.0%	
Greystones :- Income	2,215	250	2,215	1,965			11.3%	0
6210 Rates	60	94	375	281		281	25.0%	
6400 Repairs	1,519	1,146	2,500	1,354		1,354	45.9%	
7650 Insurance	227	300	300	0		0	100.0%	
Greystones :- Indirect Expenditure	1,805	1,540	3,175	1,635	0	1,635	48.5%	0
Net Income over Expenditure	410	(1,290)	(960)	330				
<u>130 Cemetery</u>								
3190 Interments & Memorials	14,969	6,515	11,200	4,685			58.2%	
3191 Grave Purchase	7,040	2,680	4,000	1,320			67.0%	
3290 Miscellaneous Income	0	50	0	(50)			0.0%	
Cemetery :- Income	22,009	9,245	15,200	5,955			60.8%	0
6130 Water & Sewerage	69	30	100	70		70	30.4%	
6210 Rates	1,258	721	1,000	279		279	72.1%	
6400 Repairs	200	5,846	1,000	(4,846)		(4,846)	584.5%	4,846
6465 Contract	11,156	3,723	12,500	8,777		8,777	29.8%	
6471 Skips for cemetery	720	380	600	220		220	63.3%	
7650 Insurance	454	500	600	100		100	83.3%	
7720 Other Miscellaneous Expenses	314	303	500	197		197	60.6%	
Cemetery :- Indirect Expenditure	14,171	11,504	16,300	4,796	0	4,796	70.6%	4,846
Net Income over Expenditure	7,838	(2,259)	(1,100)	1,159				
6000 plus Transfer from EMR	0	4,846						
Movement to/(from) Gen Reserve	7,838	2,587						
<u>140 Closed Churchyard</u>								
6400 Repairs	1,515	740	1,500	760		760	49.3%	
6468 Maintenance incl. drains	2,234	1,488	3,700	2,212		2,212	40.2%	
Closed Churchyard :- Indirect Expenditure	3,749	2,228	5,200	2,972	0	2,972	42.8%	0
Net Expenditure	(3,749)	(2,228)	(5,200)	(2,972)				
<u>151 Recreation</u>								
6200 Rent	1,000	1,000	1,000	0		0	100.0%	
6400 Repairs	1,983	12,765	4,500	(8,265)		(8,265)	283.7%	8,265
6410 New Equipment	7,955	0	30,000	30,000		30,000	0.0%	
6413 Sports Awards	305	0	500	500		500	0.0%	

	Actual Last Year	Actual Year To Date	Current Annual	Variance Annual	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
6420 Litter/Dog Bin Emptying	4,364	2,758	6,500	3,742		3,742	42.4%	
6465 Contract	7,341	1,838	5,200	3,363		3,363	35.3%	
7650 Insurance	2,700	2,225	2,700	475		475	82.4%	
7720 Other Miscellaneous Expenses	447	250	1,000	750		750	25.0%	
Recreation :- Indirect Expenditure	<u>26,095</u>	<u>20,836</u>	<u>51,400</u>	<u>30,564</u>	<u>0</u>	<u>30,564</u>	<u>40.5%</u>	<u>8,265</u>
Net Expenditure	<u>(26,095)</u>	<u>(20,836)</u>	<u>(51,400)</u>	<u>(30,564)</u>				
6000 plus Transfer from EMR	0	8,265						
Movement to/(from) Gen Reserve	<u>(26,095)</u>	<u>(12,571)</u>						
<u>160 Events</u>								
6414 Annual Events	0	338	9,500	9,162		9,162	3.6%	
6419 Occasional Events	0	1,706	2,500	794		794	68.2%	
Events :- Indirect Expenditure	<u>0</u>	<u>2,043</u>	<u>12,000</u>	<u>9,957</u>	<u>0</u>	<u>9,957</u>	<u>17.0%</u>	<u>0</u>
Net Expenditure	<u>0</u>	<u>(2,043)</u>	<u>(12,000)</u>	<u>(9,957)</u>				
<u>180 Pool Meadow</u>								
6417 Maintenance	120	0	7,000	7,000		7,000	0.0%	
Pool Meadow :- Indirect Expenditure	<u>120</u>	<u>0</u>	<u>7,000</u>	<u>7,000</u>	<u>0</u>	<u>7,000</u>	<u>0.0%</u>	<u>0</u>
Net Expenditure	<u>(120)</u>	<u>0</u>	<u>(7,000)</u>	<u>(7,000)</u>				
<u>185 Millennium Garden</u>								
6417 Maintenance	11	0	0	0		0	0.0%	
6465 Contract	1,266	352	1,500	1,148		1,148	23.5%	
Millennium Garden :- Indirect Expenditure	<u>1,277</u>	<u>352</u>	<u>1,500</u>	<u>1,148</u>	<u>0</u>	<u>1,148</u>	<u>23.5%</u>	<u>0</u>
Net Expenditure	<u>(1,277)</u>	<u>(352)</u>	<u>(1,500)</u>	<u>(1,148)</u>				
<u>186 War Memorial</u>								
6465 Contract	127	0	200	200		200	0.0%	
6470 War Memorial	400	0	500	500		500	0.0%	
War Memorial :- Indirect Expenditure	<u>527</u>	<u>0</u>	<u>700</u>	<u>700</u>	<u>0</u>	<u>700</u>	<u>0.0%</u>	<u>0</u>
Net Expenditure	<u>(527)</u>	<u>0</u>	<u>(700)</u>	<u>(700)</u>				
Community :- Income	44,364	25,637	43,515	17,878			58.9%	
Expenditure	130,627	69,787	205,915	136,128	0	136,128	33.9%	
Net Income over Expenditure	<u>(86,263)</u>	<u>(44,150)</u>	<u>(162,400)</u>	<u>(118,250)</u>				
plus Transfer from EMR	0	17,825						
Movement to/(from) Gen Reserve	<u>(86,263)</u>	<u>(26,325)</u>						

	Actual Last Year	Actual Year To Date	Current Annual	Variance Annual	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
Grand Totals:- Income	401,307	207,899	404,606	196,707			51.4%	
Expenditure	336,831	150,097	499,434	349,337	0	349,337	30.1%	
Net Income over Expenditure	<u>64,476</u>	<u>57,802</u>	<u>(94,828)</u>	<u>(152,630)</u>				
plus Transfer from EMR	13,935	18,098						
less Transfer to EMR	16,810	6,405						
Movement to/(from) Gen Reserve	<u>61,601</u>	<u>69,495</u>						

Section 3 - External Auditor Report and Certificate 2021/22

In respect of

Chipping Norton Town Council

1 Respective responsibilities of the body and the auditor

Our responsibility as auditors to complete a **limited assurance review** is set out by the National Audit Office (NAO). A limited assurance review is **not a full statutory audit**, it does not constitute an audit carried out in accordance with International Standards on Auditing (UK & Ireland) and hence it does not provide the same level of assurance that such an audit would. The UK Government has determined that a lower level of assurance than that provided by a full statutory audit is appropriate for those local public bodies with the lowest levels of spending.

Under a limited assurance review, the auditor is responsible for reviewing Sections 1 and 2 of the Annual Governance and Accountability Return in accordance with NAO Auditor Guidance Note 02 (AGN 02) as issued by the NAO on behalf of the Comptroller and Auditor General. AGN 02 is available from the NAO website – <https://www.nao.org.uk/code-audit-practice/guidance-and-information-for-auditors/>.

This authority is responsible for ensuring that its financial management is adequate and effective and that it has a sound system of internal control. The authority prepares an Annual Governance and Accountability Return in accordance with *Proper Practices* which:

- summarises the accounting records for the year ended 31 March 2022; and
- confirms and provides assurance on those matters that are relevant to our duties and responsibilities as external auditors

2 External auditor report 2021/22

On the basis of our review of Sections 1 and 2 of the Annual Governance and Accountability Return, in our opinion the information in Sections 1 and 2 of the Annual Governance and Accountability Return is in accordance with the Proper Practices and no other matters have come to our attention giving cause for concern that relevant legislation and regulatory requirements have not been met.

Other matters not affecting our opinion which we draw to the attention of the authority:

Section 14(1) of the Audit and Accounts Regulations 2015 requires the period of public rights should be a 'single period of 30 working days'. The Council provided a period of 31 working days in 2021-22 for the review of their records. Whilst we consider providing a longer period than legally required to be a trivial breach of the regulations it can lead to other issues, therefore the council should ensure it provides the precise period in the future.

We note that the Internal Auditor answered 'No' to assertion L of the Annual Internal Audit Report, regarding the Transparency Code. Due to its size, Council is not required to follow the Transparency Code, although it can voluntarily choose to and best practice would be to follow it, we have no further concerns in this area.

3 External auditor certificate 2021/22

We certify/~~do not certify~~* that we have completed our review of Sections 1 and 2 of the Annual Governance and Accountability Return, and discharged our responsibilities under the Local Audit and Accountability Act 2014, for the year ended 31 March 2022.

*We do not certify completion because:

External Auditor Name



External Auditor Signature

Date

11/09/2022

Smaller Authority Name: Chipping Norton Town Council

NOTICE OF CONCLUSION OF ANNUAL AUDIT

ACCOUNTS FOR THE YEAR ENDED 31 MARCH 2022
Accounts and Audit Regulations 2015

- 1 The audit of accounts for (Smaller Authority Name) Chipping Norton Town Council for the year ended 31 March 2022 has been completed and the accounts have been published.

- 2 The Annual Return is available for inspection by any local government elector in the area of (Smaller Authority Name) Chipping Norton Town Council on application to
 - (a) (Name of Clerk)
Luci Ashbourne

 - (b) (Address of Clerk)
The Guildhall,
Chipping Norton, OX7 5NJ

 - (c) (Telephone/email, and hours and arrangements to view)
01608 642341 townclerk@chippingnorton-tc.gov.uk
Mon-Fri 9am-1pm

- 3 Copies will be provided to any person on payment of £_NIL_ for each copy of the Annual Return

Announcement made by (Name of Clerk)

Luci Ashbourne

Date of Announcement

26th September 2022

Agenda item 18 - Request to fly a Flag from Chipping Norton Amnesty International Group.

The United Nations Flag consists of olive branches holding a circular map of the world. It is In white on a sky blue background. The olive branches symbolize peace and the whole world map depicts the area of concern to the United Nations in achieving its main purpose which is peace and security. It has 12 stars because the number 12 is the symbol of completeness and unity. The circle is also a symbol of unity.

We feel this is an appropriate flag for the Town Council to fly as the UN sentiments and aims of peace, security and unity are of extreme importance in these turbulent times. It would show that our small town in the Cotswolds is able to encompass global as well as local concerns.

The dates we would propose would be: -

United Nations Day - October 24th and Human Rights Day – December 10th

The Group are happy to buy and take care of the flag, and to write a short description for the base of the flag pole if this is felt useful.

Chipping Norton Amnesty International Group.

Since this request was submitted The Clerk and CN Amnesty noted that there is an official flag for Human Right's day and therefore the request is that the United Nations Flag be flown on 24th October and the Human Rights Flag be flown on 10th December. Both flags will be purchased by CN Amnesty International Group, and signs will be placed near the flagpole to inform residents of what the flags are and why they're flying.

More information on the Human Rights Flag here
<https://flytheflag.org.uk/about/>



The United Nations Flag



The Human Rights Flag

Agenda item 19 – Cost-of-living crisis

Cllr Steve Akers has drafted the letter below for Council to consider sending to the Leaders of Oxfordshire County Council and West Oxfordshire District Councils.

Dear Colleagues,

COST OF LIVING CRISIS

I am writing to you on behalf of Chipping Norton Town Council.

At a recent informal emergency meeting of Chipping Norton Councillors to discuss the Cost of Living Crisis, Councillors were keen to ensure that:-

- Social rents are frozen*
- tenants are not evicted if they are unable to pay their rent due to the cost of living crisis*
- residents are not disconnected by suppliers if they are unable to pay their utility bills, especially their energy bills*

We wish to work with you across all three tiers of local Government to:-

- seek the commitment of yourselves and all social landlords across Oxfordshire, especially here in West Oxfordshire, to agree an immediate rent freeze, such as that established by the Scottish Government*
- to seek the agreement of these landlords and social housing providers to non-eviction agreements. Such agreements to be drafted by specialist Council Officers in conjunction with these organisations*
- seek the commitment of energy suppliers to non-disconnection agreements*

We also seek your support, both financial and political, for Cost of Living support initiatives being made by organisations in Chipping Norton, such as those organised by the Chippy Larder, and supported by our Town Council.

If it would be helpful to discuss these asks, please do not hesitate to contact me.

I look forward very much to hearing from you.

Recommendation

That council consider approval of this letter being sent by The Mayor on behalf of Chipping Norton Council.

20MPH SCHEME FOR TOWNS

Consultation Report Chipping Norton Town Council - 2022

@ townclerk@chippingnorton-tc.gov.uk The Guildhall, Chipping Norton, OX7 5NJ
chippingnorton-tc.gov.uk @CNTownCouncil



SUMMARY

The following report summarises the results received from the 20mph scheme community consultation undertaken by Chipping Norton Town Council. The survey was undertaken between the 22nd July 2022-14th September 2022 and received a total of 256 responses – the majority (255) collected online and 1 hard copy submission.

The majority of respondents were Chipping Norton residents (79%), with other responses collected from those who visited (10%), attended school in (5%), or worked in locally in Chipping Norton (4%). A small number of respondents were local or county Councillors (2%).

The results indicate that a majority of respondents are supportive of the 20mph scheme in Chipping Norton, with 64% fully supportive and 9% somewhat supportive of the scheme. 21% of respondents were not supportive of the scheme or had concerns about implementation (6%).

When respondents were asked which roads should remain 30mph, 30% of comments mention Worcester Road, 11% mention London Road. Respondents who were somewhat supportive or had concerns about the 20mph scheme mentioned that the 20mph zones should be extended to cover school areas.

When asked which roads should become 20mph, 37% of comments mention that the schools should be included (Holy Trinity Primary School on London Road and Chipping Norton Secondary School on Burford Road).

Overall, the responses indicate that Chipping Norton is supportive of the 20mph scheme, and key areas to include in the future 20mph zones will be school zones.

RESPONSES

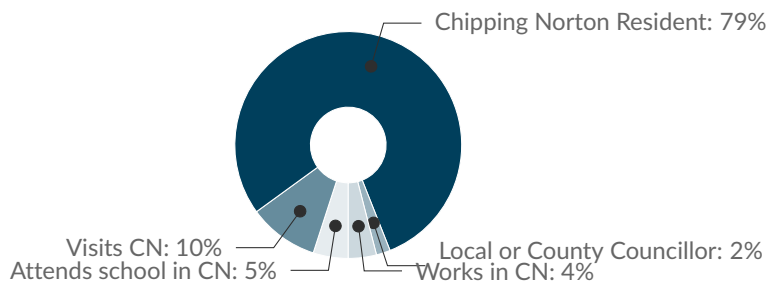


Fig 1. Please select one of the following that best describes the capacity you are completing the questionnaire in

Survey Respondents	Count
Chipping Norton Resident	201
Visits Chipping Norton	26
Attends school in Chipping Norton	13
Works in Chipping Norton	10
Local or County Councillor	6
Total	256

THE 20MPH SCHEME FOR CHIPPING NORTON

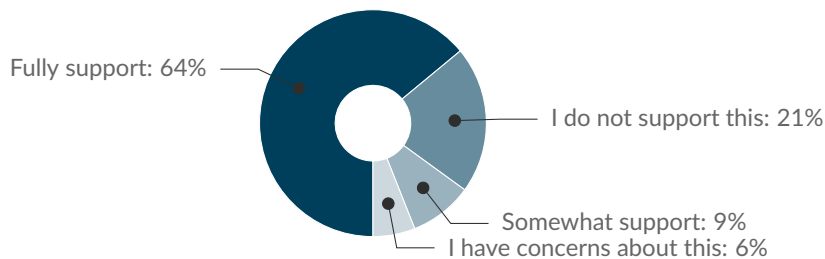


Fig 2. How do you feel about the 20mph scheme in Chipping Norton?

20mph Scheme in Chipping Norton	Count
Fully support	164
Somewhat support	23
I have concerns about this	15
I do not support this	53
Don't know	0
Total	255

CURRENT 30MPH ZONES

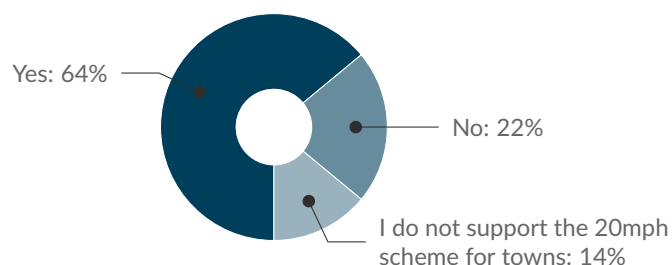


Fig 3. Do you believe that all 30mph zones in Chipping Norton should become 20mph?

Do you believe that all 30mph zones should become 20mph?	Count
Yes	164
No	56
I do not support the 20mph scheme for towns	36
Total	256

KEY INSIGHTS FROM FREE TEXT QUESTIONS

Q1: Which roads should remain 30mph (54 responses)

- 16 comments mention Worcester Road
 - 6 comments mention London Road
 - Respondents who indicated that they were not supportive of the 20mph scheme indicated that all current 30mph roads should remain 30mph
-

Q2: Which roads should become 20mph? (49 responses)

- 18 comments mention that areas outside schools should become 20mph zones
 - Respondents who indicated that they were not supportive of the 20mph scheme specified that no roads should become 20mph
-

Q3: Please let us know your reasons for taking part in the consultation – i.e. why you support or object to the 20mph scheme being introduced in Chipping Norton? (221 responses)

- 21 comments mention the recent accidents in Chipping Norton town centre being an impetus for responding to the survey.
- 22 comments mention the impact of the 20mph zone and pollution – residents have conflicting feelings about the 20mph scheme worsening or lessening the impact of airborne pollutants in the town.
- 9 comments mention that they have concerns about implementation of the scheme as current drivers ignore the existing 30mph zones. Comments mention that the 20mph scheme should be implemented with other traffic calming measures such as increased signage on roads, flashing signs, speed cameras, etc.
- 16 comments mention HGV's and issues surrounding large vehicles passing through the town center.
- 18 comments mention the narrowness of pavements in Chipping Norton and that having a lower speed limit would benefit pedestrian safety, especially those travelling with young children.
- 34 comments mention that a lower speed limit would benefit children's safety walking in town.

APPENDIX: FULL TEXT RESPONSES

Responses copied verbatim with names and addresses redacted.

Q: Please can you specify which roads you think should remain at 30mph?

All of them

All the roads coming in to the town

The 30 Mph should be maintained . After MS London Road. After the Secondary school Burford Road After the Children's playground Worcester Road. After Aldi Banbury road Over Norton Road

All

New Street/Worcester Road beyond Dunstan Ave/Penhurst through to Southerndown. Burford Road beyond High School / Leisure Centre (but 20 in Cotswold Gate development).

Over Norton Road beyond Park Road, the final residential side road. 20mph in Over Norton village area out to just beyond village hall.

Banbury Road at current 30mph change point (or perhaps a little higher, beyond Banbury Crossing). But 20 in the new residential development opposite plant nursery.

I believe that all the 30mph roads in Chipping Norton should remain 30mph roads.

London rd Banbury rd are fine. Burford rd is fine as is

All roads

All roads

Worcester road beyond the Owen Mumford should remain 30 as there are no side roads and residency is on one side of the road only- to limit this area to 20 will simply devalue the 30 limit

Noone all town its be 20mph it be perfect.

Areas outside the current 20mph zone should remain 30mph. Maybe extending g the 20mph zone to cover the schools

all of them waste of tax payers money

Most roads

Only the town centre should remain 20mph and up to the schools. There is no need to extend this throughout Chipping Norton

Stretches on outskirts of Chippy e.g. Worcester Road alongside the common, where there are fewer access points and no on street parking. Better to start with 30 and reduce to 20 if we want drivers to obey.

Worcester Road

I think generally the limits will currently. There are however other areas of concern like maybe traffic lights or a roundabout at the top of new street, also a major change to the road and crossing by the Ace Centre as this is extremely dangerous and no one seems to stop at the crossings as too many other distractions.

Out of town roads

All of them

Worcester Road beyond cemetery/Owen Mumford. Consideration should also be given to where zone should start on Burford Road eg at junction of road to Charlbury or at Greystones

I think not all 30mph should become 20mph. It is difficult enough with the lorries passing town, we shouldn't slow down the traffic even more.

All roads that carry main traffic - A-roads and through roads Many roads - policing the 30 limit would be more helpful....if people don't stick to that (they certainly don't) and don't get penalised, there's no hope of ensuring 20 is adhered to.

Worcester Road, New Street, London Road, Banbury Road

The 'A' roads through the town, with improved signage and speed sensors Worcester Road past the tweed mill, the common(past toy lane, kennel lane etc.), as far as the 50 mph sign. Banbury road as it is now.

All

London and Banbury Roads down to the roundabout near the petrol station. The main access roads (e.g.London Road, New Street) ought to be 30 for some of the length as you enter Chippy, but down to 20 by the time you get to the centre of town. Worcester Road but only beyond the current speed camera - though this should perhaps be more informed by residents of that area than me.

Roads from A44 to double roundabouts (near MS and Aldi) and near Bliss Mill. roads not in the central part of the Town

All except those already 20th in the town centre. Any roads away from schools and with low footfall.

All - except those named in which roads to be 20mph. Only IF this was to be implemented.

Worcester Road (possibly) and Banbury Road (possibly)

All

Main A roads should stay at 30mph

I live on Worcester Road and I don't want the pollution increased which would be the case if vehicles proceeded at 20 mph as the internal combustion engine is not efficient at such a low speed. It would be good if the 30mph limit were to be observed and drivers who exceeded this limit were prosecuted.

I believe that the current 30mph roads should remain as they are.

ALL OF THEM,

The current 20mph limit is more than enough

As they are now

Worcester Road beyond the cemetery should remain at 30mph.. Roads with a grass verge between the pavement and the road with proper pedestrian crossings eg Banbury Road beyond Aldi that are not past schools could also remain at 30mph.

Worcester Rd from Station Lane to the boundary Banbury Rd Burford Rd beyond the school/leisure complex entrance

All roads should remain at 30mph except for residential cul de sacs

The main roads away from the centre of town or residential areas where paths are separate from the road. An example would be the A44 as it enters the town past the Veterinary Hospital to the start of the current 20 mph zone and Worcester Road running into the current speed camera.

Any which are currently set at that level, though there may be some of which I am not aware.

Main Roads into through town must remain

I thought there already was a 20mph speed restriction through the town centre. I am happy for that to stay but don't feel it needs to be throughout the town. The poor man who was killed in a road traffic collision was in the 20mph zone. Speed isn't always the problem.

Roads such as Worcester road on the way out of town

Banbury Road, Worcester Road, London Road, Over Norton Road

Q: Please can you specify which roads you think should become 20mph?

The main stretch through the town from the two mini roundabouts to Sainsbury car park one way and to the other mini roundabouts and Albion Rd. Should be 20mph on Burford Rd when school is in process.

inside a perimeter set by MS,Aldi ,Secondary school Burford Road,Playground Worcester Rd, The Keys junction on the Churchill Road

Only outside schools

London Road for existing 30mph zone from just beyond Health Centre. All of town centre as currently so 20mph out to High school, all residential areas, Churchill Road to current 30mph end by Tilsley Road.

None.

New street should extend 20 to include the play ground

None

By the school., when it's open

London, Banbury, Over-Norton, Churchill and Burford

Cross Leys and Dunstan Avenue two of them drivers and delivery driver use for race Everyday.

The current 20mph zone should be kept and extended to cover the school areas.

None

Sections with obvious hazards such as around schools and shops or where previous serious accidents have occurred

Distons Lane - parked cars + lots of pedestrians including children, elderly (including from Penhurst), and animals. Very unsuitable to go faster than 20 but too many do!

The ones which are already 20 are fine.

New Street, town centre, past all schools

None

All other roads

The central main streets, the schools streets and on some estates, yes , but not all.

Residential only

None

All residential roads

Over Norton road; London road, certainly past Holy Trinity school and beyond. (If not already 20). Burford road as far as Charlbury turn. Churchill road past all built up area -(is this already 20?)

None

High Street going through the town where there have been alot of accidents with pedestrians and vehicles. Particularly near Harpers and further down near Sainsbury's. Also the approach from both ways to the school and leisure cente.

Banbury Road, up to the Cromwell Park junction London Road, up to the Health Centre junction Burford Road, up to junction with Charlbury road Churchill Road up to end of town (current 30/50 line) Over Norton Road up to last house on the uphill side.

High road behind the Co-op, narrow road in front of what was Harper's and through the market square, theatre road, possibly some other very narrow roads especially residential roads.

Retain those already at 20mph

No more

Any roads near schools

New Street, Burford Road The Green.

All other roads, in particular in or near the centre of town

none

The roads in housing estates should reduce to 20mph

Perhaps roads inside estates and residential areas with no trunk roads passing through, also roads near schools.

None.

Outside schools only

None

We would be better off stopping the lorry's coming through town

Centre of town

Roads past schools should be 20mph . Roads that are purely residential rather than routes to other destinations should be 20mph. Churchill Road with many parked cars and poor visibility should be 20mph

All other roads

Heavily residential areas away from the main central roads.

There are already sufficient, as far as I am aware. Roads such as Spring Street, Church Lane and so on can be acceptable with a 20mph limit; I would not expect a motorist to be able to manage 30mph on them anyway.

residential streets that are a not a main route into town

Near schools.

Roads near schools

Churchill Road; extend 20 limit on Burford Road to beyond the School traffic lights, all housing estate roads eg Walter-bush road, Dunstan Avenue, The Leys, etc..

I would love the A44 Worcester Road to be 20mph but the 30mph flashing sign is mostly ignored and it is dangerous just trying to cross the road to walk into town. I haven't had the confidence to cross the road for 5 years!

Q: Please let us know your reasons for taking part in the consultation -i.e. why you support or object to the 20mph scheme being introduced in Chipping Norton.

My daughter walks to school and with such narrow paths in so many parts of town it's a no brainer The amount of children that use these inadequate pathways and the lorries that cut through when the main town is closed This would go a long way to help keep our children safe Also the speed cameras are situated in the wrong places, surely the safety of residents and visitors is paramount so surely we need one when entering congested areas not entering and exiting the town

You asked for people's views!

Hi - I live on New Street and the difference when drivers slow down to 20mph is palpable - especially the lorries. 20mph feels much safer for both pedestrians and other road users. Crucially, there is a very significant decrease in noise and vibrations when drivers travel at this speed and I believe slowing down will literally save these old buildings we live in and which give the town its unique character. If 20mph deters the HGVs from bombing through our town that is an added bonus. Yes to 20mph - it's a no-brainer!

Too much money is spent on putting in speed limits where other measures would do more good. Yes limits where there are large numbers of people but not on the ones where you do not get pedestrians. It is rare you can do more than 20mph through the town anyway. Spend the money sorting out the 2 silly roundabouts no one knows how to use and the awful bend by Sainsburys where lorries mount the pavement to get round

I am a shopkeeper in Chipping Norton. My shop is on the High Street. I witness on a day to day basis the problems with traffic speeding through the town, heavy trunk thundering past the shop and passers by on the pavement. This heavy trunk includes tractors with heavy loads, hay bales, articulated lorries, wagons with heavy plant on top (?), buses ambulances at top speed and boy racers. Most acute is the horsefair end of High street, (where I am) as there is no crossing. Pedestrians attempt to cross the road when they can 'find a gap' in the traffic. This area has a higher than average number of Senior citizens and higher than average number of vulnerable older people. It is absolutely necessary to put a 20 mph speed limit in. Not to mention other measures. **[NAME AND ADDRESS REDACTED]**

I fully support this. Living on the over norton road in chipping Norton has become so dangerous. With the buses always travelling dangerously fast and numerous complaints being made to stage coach about the speed in which the buses think it's acceptable to drive down a residential street where children play is worrying. We also suffer from all the marks Cotswold bakery vans and staff who drive down the road at about 60mph approaching chipping Norton from over norton as they gain speed coming down the hill. They have often been seen having to over take cars in the dip because they simply can't slow down fast enough. I have 2 children who attend school in chipping Norton and nursery. No one ever stops on the zebra crossings and all approach the double round about far too fast. Speed in chipping Norton is an enormous problem which seems to have largely just been ignored.

The 20 mph zone should encompass the whole Town from where the current 30mph is in force , the zone at the moment is to small

I have school aged children that will be walking independently to school and that is a concern at the moment.

People speed through Chippy including lorries making it an unsafe town. My inly concern is, how will it be enforced

Living in a very busy area has its problems already and cars going faster than they need to, especially where there are children and elderly, only causes more. 20 is plenty please.

The walk to CNS can feel quite dangerous along the fire station side with cars accelerating to 30mph, I think a 20mph speed limit would make this narrow path safer.

As a resident I feel that there are some parts of Chippy that need a lower speed limit, especially near the schools and the ACE Centre.

The paths in Chippy are very narrow and the roads are increasingly busy, it too often feels unsafe to be a pedestrian and as a former parent of one of the primary schools it's a concern while walking with small children.

All residential areas should be 20mph there are so many cars on the roads and speed is dangerous. However, I live in Albion Street which has been 20mph for some considerable time yet no one sticks to 20mph and it is not enforced. So can you tell me how making all Chippy 20mph is going to make any difference if the present zones are not enforced?

It slows the response of your fire service. Also the last 2 serious accident that have happened in the town have been in the 20mph and you have shown no facts on how it has improved the town

I generally support the scheme but it needs doing properly this time. The current scheme misses out the three most important locations.The infants/ junior school London Road.The playground Worcester Road.The senior school Burford road.Additionally the 20 mph signs are too small and the 20 needs repeating painted on the road surface every 50 metres.

The speed camera in Chippy is already a big revenue earner, 20 mph is just a money grab.

I hope this will contribute to road safety improvements and pollution reductions. Whilst it takes some getting used to as a driver and can be a slight challenge in a modern vehicle to drive quite slowly, I don't think there is any huge necessity to drive any faster than 20mph in the built up areas of the town.

I believe we should be more ambitious if we wish to encourage walking and cycling and I don't believe the 20mph scheme achieves this. In my opinion, it does nothing to encourage walking/cycling over cars because you are still bound by the roads – why take a bike when it has to traverse the exact same route as a car? I think the best way to encourage this change is to create more footpaths/cyclepaths through the town that aren't accessible to cars, similarly to how the Dutch discourage car use by making walking/cycling the most convenient option (induced demand). Additionally, determined cyclists will cycle regardless, it should about encouraging the hesitant, and sharing the road with cars is perhaps the biggest barrier to this. I know this option isn't immediately achievable, however the 20mph scheme seems all style and no real substance, and frankly, a bit of a waste of time and money.

Chipping Norton would be a safer place for our communities if we had a 20mph speed limit throughout the town. It is a way forward.

We live on Albion St and see most drivers do not take any notice of the 20mph limit. they are driving over the speed bumps so fast the car bottoms out with a lot of noise. There seems no deterrent make them driving slower? Also when cars and motorbikes leave the small roundabout at the bottom of Burford road they seem to think its a race track? Just one more thing we have started to notice a lot more larger HGV using Albion St which does not seem safe at times.

I am interested in taking part in the consultation but as yet do not know whether I support the initiative. I need more information. I will do some online research and see what the evidence supports.

It is proved that fewer serious accidents happen at a lower speeds. Some of the time traffic travels at about that speed through the day and sometimes slower! If lower speeds were a problem, why do motorways always lower the limit when busy to get more traffic through an area then the same must be true for towns. People will feel safer walking, some with children and the elderly (there is a lot of retirement housing) on the narrow paths on our streets. It may yet reduce noise from the latest craze of having to drive too fast just to make the car exhaust bang, but that is an enforcement issue unless we can get volunteers to have a speed watch.

Support for environmental and safety reasons. Will hopefully encourage more walking and cycling.

Chipping Norton is my home town. It's the place where I come to shop, meet friends family . I was born worked in the town for many years. It is a rural market town, but I feel that those trying to impose these limits are attempting to turn it into some kind of West London suburb. I have to drive into Chipping Norton. There is no feasible alternative. The argument that pollution would be reduced doesn't bear scrutiny. How long has the data shown that slow moving traffic through Horsefair exceeds the pollution limits? You can't have it both ways. I have no time for Mr Courts, but I agree with his quoted comment in the September Chipping Norton News

It is a busy town, lots of pedestrians, there have been a number of RTA's that I am aware of and I Belstone the risk of traffic accidents involving pedestrians and children would be greatly reduced.

Many of the roads in Chippy are narrow and can feel somewhat dangerous at times so slowing the traffic down will be beneficial for all.

I support the scheme for safety reasons, and to make moving around in the town more pleasant for pedestrians and cyclists.

Too many hgv and dangerous to pedestrians . I use a mobility scooter and it is frightening. By pass desperately needed Rollright Stones mentioned for years but nothing done

I especially belive that the 20mph should happen much earlier on the Banbury, London and Burford Roads as there are schools on two of them with crossings that cars often have to break hard to stop at and the pavement is very narrow on one side of Banbury RoadThe traffic goes fast in the centre of town and then they spped up to go down New Street.Lower speeds will also help reduce emissions and particulates in the town It will also wind up Jeremy Clarkson

Cars currently exceeding all speed limits

Pleasanter and safer for peds and cyclists, quieter, better for those livings by roads

Very concerned about the very large lorries thundering along and the level of air pollution!

I have a young family. I feel that traffic travels too fast through the town

The roads around Chipping Norton can become over congested at peak times and reducing the speed limit will just make matters worse. Drivers should themselves naturally become more aware in built up areas and drive accordingly. What should change on the streets of Chipping Norton is the reduction of HGV's.

The existing 20 is not working simply because the police van is only ever seen in the 30 areas. Police the 20s 2 or 3 times a week strictly drivers will start to respect it . Don't extend the 20. S to include the 30s it will be too slow for too long and the whole thing will fail . A few raised narrowed crossings would slow the trucks or even put them off coming through Chippy. The police could make a fortune by having a blitz on the huge tractors who have no visible identity on on either end. Please call another public meeting to discuss further urgently. Thanks

I fully support the scheme for 20 mph in town but it needs to be monitored with speed cameras especially at weekends . There is a lot more that could be done to support pedestrians in town eg keep greenery trimmed at the moment the crossing at the bottom of London Rd is very difficult to cross .

As a dog walker I am very aware of the many hazards walking in Chipping Norton . If you would like more info call me .

We need to make our streets safer . We have already had someone die crossing the road recently . It will also cut pollution and noise for people living on these streets. In addition cycling will be a more pleasurable experience which could encourage the uptake.more children could then walk or cycle to school in a safe and healthier environment (if we could get rid of the huge lorries coming through town even better)

The should be a good safety and community measure although I can find flaky evidence on both sides. My main concern is the lack of any clear plan nor resource for enforcement and compliance, and the fact that main roads (eg past Holy Trinity/Hospital) will by regulation need traffic calming/gating and flashing indicator measures which OCC would have to be funded by parish/Town Council - this is not feasible nor realistic. OCC need to step up if they are serious

This is safer action for everyone. With the recent accidents at the top of New St, we need to be doing something. Doing nothing is not an option.

It is not possible to go over 20 mph generally with the traffic and just on the outskirts 30 mph is not dangerous.

I support making 20mph scheme for safety reasons and reducing emissions.

The only place I think should be 20mph is at the front of school

I'm a cyclist, pedestrian and driver. I feel some of the pavements are too narrow and drivers often exceed 30. With kids it can be a little nerve racking. A 20 limit might get those who do 40+ to do 30+. I'm a confident cyclist but don't see many people on town bikes. If it was safer maybe we would see more people visiting the town and shops on bikes. Electric bikes are becoming more and more common too making cycling more accessible.

It is far easier for drivers to understand that a whole town has the same speed limit, rather than some streets do and some streets don't. Whole boroughs in London are 20mph zones and it is perfectly easy to understand. We need to encourage safe speeds consistently throughout our town if we are to encourage walking, cycling and particularly the safety of our young people. The Regulations normally require speed control events every 60 metres, which is very expensive, but if very obvious signage and constrictions are placed at the entry to the town, informing drivers that the whole town is 20 mph, that should alert drivers sufficiently.

I am a parent of a child at Chipping Norton School and I visit the town regularly for shopping and medical appointments etc. there are large numbers of young people on the pavements leading to the school at the beginning and end of the day and I am keen to support any initiative that creates a safer environment for them.

Our street is used as a rat run for builders using Travis Perkins etc at the bottom of the hill. We have children as well as pets in the street and it is dangerous the speeds that they travel down. On the main road out of town past the park, lorries travel quickly and there are often children and families getting in/out of cars and crossing the road - it is only a matter of time before there is a serious accident.

As a resident of West Street, the impact of the volume of traffic, the speed, noise and pollution has increased considerably in the four years since we moved here. Most vehicles exceed the limit.

Fully support 20mph makes so much difference Why not?

Reducing to 20 mph makes things *much* safer for everyone.

Local councillor who has been involved in driving the 20s plenty agenda, locally and across Oxfordshire

I support it but it's not ever going to be enforced, every Monday night at 9oclock there are a number of youngsters that come speeding out of the leisure centre, great big lorries that go through town at more than 20 but where's the enforcement a sign that flashes no one gives a s*** about, police cannot do there jobs at the moment so I don't hold high hopes

The town was never designed for cars and lorries and so a 20mph speed limit is much more appropriate than 30mph. This would significantly reduce the level of injury from collisions with pedestrians and cyclists. Vehicles should not dominate use of the town centre . We have kids at two of the schools in Chipping Norton and regularly see the dangers. For example at the New Street crossing by Sainsburys, on West Street, and the Burford Road. A town-wide 20mph limit is simple to understand and ties in with the wider move in this direction across the country.

The everyday flow of traffic through, during daylight hours in chipping norton is below 20mph anyway , so I do not see any reason to lower the speed limit . If only for making revenue.

I visit and spend a lot of time in Chipping Norton to see my partner who lives here.My objection is mostly based around the fact that most accidents seem to happen at specific poorly designed junctions that can not handle the amount of traffic flow. The A361-A44 T-Junction in town centre comes to mind, which is already set to a 20 limit that doesn't help. As there is constant traffic along the A44 along with the poor visibility around the corner to the left, nobody can get out of the A361, leading to people jumping out in front of traffic when it isn't safe - causing accidents. There needs to be traffic lights, a mini roundabout, or some other form of traffic flow control to mitigate the issue which the lower speed limit has done nothing to solve.Another hotspot I've noticed myself is the turnoffs onto the A44 in the town centre from the local shops/car park, where the same issue happens where people don't give way for traffic and just pull out (and pedestrians just walk into the road oblivious to traffic).A blanket lowering of speed limits to 20 will not solve any of these issues and can even exaggerate them by holding more traffic on the same roads for longer - reducing flow. The junctions where these accidents occur need to be improved - as shown by the current 20 limit in the town centre being a failure to prevent these accidents.As active travel is related to this reduction, I personally only travel into the town

centre (once I'm at my partner's house) by walking and this can already be achieved down routes off of the main roads. The routes on main roads already have plenty of crossings, and speed of the traffic has never deterred or worried me (though some bins would be nice outside of the town centre). In terms of discouraging car use, lower limits will never discourage using a car, only worsen traffic flow and lengthen journey times for zero good reason. The area generally does not have good public transport links and the car is generally the only way to get anywhere. If speed limits are being introduced purely to make the roads more frustrating rather than for safety, the speed limits serve no purpose and will have very little compliance. Congestion and emissions will be best resolved by directing through traffic around the town rather than through it via a bypass. Speed limits will do nothing to solve the problem of through traffic. Around schools, I find the best solution to speed limits is what the Scottish implement. Two enforceable speed limits for the same road, but one is active when lights flash during school hours. One speed limit is whatever the road would naturally be, the other is 20mph. This is the perfect compromise between retaining a road's traffic flow whilst having all the safety benefits of slower speeds in case of a pedestrian collision. This somewhat exists in England but the lower limit isn't enforceable as it's a suggested limit, though this generally has a very high compliance in my experience. I feel this is a better solution over a blanket 20 as when no children are about, compliance will be very low as there is no hazard in the road, leading to people generally following limits less in important areas. From personal experience of 30 limits reduced to 20 in my own town / towns near me in North Worcestershire/West Midlands County, compliance is near enough non-existent as most people deem 20 to be too slow when no hazards are in the road. This leads to dangerous behaviours such as tailgating and overtaking in unsafe residential areas, negating any form of safety benefit a 20 limit would bring. People tend to completely ignore a speed limit if it's placed with no specific hazard and is just a blanket reduction, as there is no hazard to slow down for. People also tend to slow down when hazards are present. In conclusion, I don't believe blanket limits are a good idea in general, I feel that a road's speed limit should be set for the conditions of that road. Most of the issues affecting safety are caused from other problems, such as bad junctions that were never designed for the amount of traffic flowing through them. This along with the general inconsiderate/dangerous driving (pulling out in front of vehicles) which is rife within the town centre. I also feel compliance with the speed limits will be lower if roads become 20mph where not necessary and that introducing limits purely to discourage car use will only exaggerate this. Whilst not being a resident of the town, I hope my opinion is considered and hope to see specific accident blackspot junctions improved, rather than blanket limits enforced. Thank you.

speed limits mean drivers 'concentration is divided which can be dangerous

The existing 20mph scheme was drawn too narrowly and missed key routes (West Street, London Road) where there are local schools and narrow streets and pavements. The roads are becoming busier with new homes being built and the increasing HGV problem (number and dangerous driver behaviour) remaining unresolved many years on.

Research from around the world and in the UK proves beyond doubt that reducing the speed limit to 20 mph will reduce accidents and the severity of accidents. The reduction in speed will also help to reduce pollution in the town not just because this will reduce tail pipe emissions, but also because safer, slower roads will encourage more walking and cycling. We have a couple of 20mph limits in the town already, proving that they have no effect on traffic flow.

I totally support a 20mph speed limit in the whole of Chipping Norton where it is presently 30MPH. The footpaths are narrow in many places, and it's so great to see them used by the whole community, but it is very dangerous and quite frightening in places, with vehicles (lorries, cars, tractors, motorbikes) speeding past within close touching distance. A lower speed limit would be safer for pedestrians, cyclists, wildlife and pets. Living on Churchill Road, we see many interesting interpretations of 30 MPH, unfortunately most considerably over that limit, coming into Chippy and leaving Chippy! So a decrease in the speed limit would be greatly appreciated, for safety and noise reasons.

As a resident and business owner in Chipping Norton I see the main road as the biggest problem the town has. It appears that human beings have to behave like second class citizens in the town as cars and lorries trash our quality of life. We need massive change to get Human beings being treated with respect again.

All local areas of chipping Norton need to be made 20mph. I have been over just off of Albion street and even with all the speed bumps in place, people still speed. I now live on the Cotswold Gate development, off of the Burford road, and this decontrol needs to be a certified 20mph area. People from the Walterbush road side of Chippy use it as a quick get through to get to the Burford road, and there is a lot of speeding. There are a lot of children on this development and who play at the park, ride their bikes and it's scary to watch how people still speed.

High revving vehicles and fast moving HGV's all make West Street a dangerous place to live. The narrow pavements cause huge splashes to residents attempting to walk in. to town. Children walk to school along west street and there is no designated Zebra crossing. The County Council and Town Council have largely ignored the AQM and Air Pollution in the area.

Most people drive safely at appropriate speeds through Chipping Norton. The exceptions are already breaking the existing limits, including where there is a 30mph limit. It would be better to enforce the existing limits, especially at the pedestrian crossings near the ACE centre and outside the King's Arms.

As a resident of Chipping Norton (75years) retired but Volunteer in the Town I totally support this. I must add that a speed check would confirm that the 20 mile zones in place at present are sadly followed by a small majority. Albion Street is still a race track at times having lived near the junction for 52 years. and trying to cross the road in West Street is still a nightmare. Thank You.

Because the town is getting so busy and cars need to slow down. Some people use Albion Street as a race track.

Should have included the roads outside of the 3 schools in first place, but as normal the town, district and county council did half a job

It would make the town safer for pedestrians. There have been two fatalities since we moved here twelve years ago. There are so many HGVs coming through town. I know I'm off topic but once they get past the playing fields headed towards Moreton a lot of them zoom past rattling our houses and making the Worcester Road more dangerous to cross. We have narrow pavements once you get past The Crown and Cushion and if someone was to slip off the pavement slower moving vehicles might avoid another fatality.

I think switching from 30 to 20 is a great idea. My only concern is with the enforcement of any new rule. Many drivers currently ignore the 30 mph limit because they know the chance of getting caught is extremely slim. I'm sure these people would still behave the same even if a speed restriction of 20mph was implemented

I support this proposal. I would like to be consulted on improved facilities for a refuse and recycling centre for Chipping Norton.

As a Senior Citizen, I would feel more comfortable with a slower pace of life, particularly with driving.

Road safety for all road users.

I think it is absolutely essential that the traffic through town is slowed down. On many occasions I have been crossing on the central pedestrian crossings, and nearly knocked over by people speeding down the hill and not being able to stop in time. I try to walk everywhere in Chippy so as to reduce car traffic - and we need to really slow the cars down and the large lorries that come hurtling through our town. Thanks, [NAME REDACTED]

I have children walking to and from school daily on two of the approach roads - London and Banbury - and frankly both could do with traffic calming measures as both are increasingly within, rather than at the edge of Chippy

I take a part because everyday I see how drivers on Cross Leys and Dunstan Avenue drive like in a race. It's so important these roads to become 20 mph and have a camera before catastrophe.

Safer for all pedestrians I strongly support the proposal - To improve safety To reduce noise pollution To reduce air pollution To cut carbon fuel consumption To encourage all drivers to drive with more care and attention To make Chipping Norton a more pleasant place to live and work in, and for our tourist economy

Hi team The 20mph are having little or no effect, until there is some enforcement it will not reduce the level of speed in the town. Albion street has a high level of speeding vehicles. The chicane type used in the Netherlands are more effective. In Albion street they can be of the pot planted pallets that could be moved at the time of the fair

I live in Chipping Norton, and work at our secondary school, currently the 20mph speed limit does not take in any of the schools. Zebra crossings can be precarious, although they are plentiful, and the pelican crossing red light outside secondary school is sometimes ignored by drivers. I understand that it can be frustrating to drivers in a rush, waiting to ensure the safety of children, but if vehicles were travelling at 20 they would have more time to brake safely upon seeing the red light. The flashing lights signifying 20 at certain times are ignored, I imagine because they often flash at the wrong times.

As an on call firefighter. We are subject to normal road speed when responding to a fire call. If the whole town were to be made 20mph then response times will be longer. Our required response time is 5 minutes from the moment our pager is activated to the time the appliance is rolling. Some of our firefighters already find it difficult to respond in time due to the current 20mph zone. Particularly from Over Norton and Chadlington Road.

I don't support this scheme, an absolute waste of time and tax payers money. Also this survey is very biased to the scheme get someone who knows how to write survey unbiased

I see too many cars driving too fast especially in residential areas. The 20 mph zone at present misses key danger points near where I live - fire station, school, leisure centre, Primary school and narrow pavements where children walk to and from school. Drivers approach or leave the 20 mph zones at dangerous speeds which also makes crossing on the zebra crossings hazardous.

I feel it should be applied in a more nuanced way. The boundaries of a town are not always clear and lower speed limits should be reserved only for areas that require it. This also helps with compliance when people can see the reason.

Previously lived in Chipping Norton and still live locally, visit regularly

Lorries and traffic always speeding past our home. Noisy and dangerous

I support the 20mph scheme as there is an increase in traffic in the town centre and it is a very family oriented place. The biggest issue is the lack of safe crossing places for pedestrians in the town centre. Also, the number of large trucks through the town is dangerous.

Safety

The 20mph scheme would decrease carbon emissions and pollution. The emission reduction would help to prevent catastrophic climate change, and the pollution reduction would improve people's health. The scheme would also encourage more walking and cycling, which both reduces emissions and improves health. This is why I support the 20mph scheme being introduced in Chipping Norton.

The current scheme leave important places at its boundaries, e.g. New street playground and schools on on London and Burford roads. I sense that drivers in residential street are already using 20mph as the appropriate norm.

It could improve the experience of people in town, reducing danger and traffic noise. Would need enforcement, including evenings and nights when currently traffic roars along New Street at horrendous speeds.

Some years ago I was driving through Manchester on Saturday afternoon, wondering why there were no cars about. A young girl suddenly appeared from behind a bus. I hit her and she passed under the car, fortunately missing the wheels. Witnesses confirmed my speed at under 30 mph. The girl survived without any permanent injuries. The incident has stayed with me for over 50 years.

I support the scheme as all the evidence shows that roads are much safer with the lower speed limits. This in turn encourages a more mixed road use for local journeys and a shift in behaviour - people are more likely to walk, cycle, scoot etc when the car is less dominant and invasive.

Cars driving too fast on Churchill Road where I live.

I visit Chipping Norton, from Moreton-in-Marsh, for shopping or to meet a friend every Wednesday afternoon. I am concerned about the level and speed of traffic in New Street, the High Street (A44) and West Street, particularly after the fatal accident at the top of New Street. As a pedestrian, I am very careful crossing roads. The number of HGV's, using such narrow roads and turnings is a concern, which is also a problem in Moreton. It is time that something was done to restrict them, certainly from the A44.

Passed link from a local councillor and wanted to put views across.

It seems crazy that the current 20 mph limit stops before the schools. Cars speed up approaching schools. Pavements are so narrow. Tree skirts block Pavements. Bins block Pavements. Women and children are thr majority of pedestrians and are at a disadvantage/ more risk from cars. Children / adult cyclists are put off from cycling around the town due to traffic. Slowing it down could have many positive knock on effects as to how our roads are used.

I'd rather people used their common sense and drive safely, than spend their time crawling through busy streets while looking at their speedometer instead of the road.

Too many people speed through the town and have no respect for others

20mph zones are infrequently enforced by police, and are excessively slow. Getting overtaken by cyclists presents more risk than just having a 30 limit. 30 mph limits also put out fewer emissions than 20mph zones.

I fully support the implementation of this scheme in residential streets and the town centre. Consideration should also be given to providing visual clues that drivers are entering a built up area eg white fences as used in many other towns.

To many cars ignore the 30mph so or even driving opposite side of the road.

Since the current 20 mph limit there has been more congestion, it doesn't reduce speed as those that do 35+ still speed, there has been more person vs vehicle collisions since introducing the 20mph zones. Lastly as a retained firefighter not only does this delay us getting to station when responding to call outs but it has a significant impact on recruitment as new recruits must be within a 5 min radius which is now smaller due to the speed zones

With the traffic growth is necessary to slow down for safety of our residents, but not all Chippy . The town centre and schools areas could be on 20mph but not all town.

I regularly travel to Chipping Norton by bike: a 20mph limit would make the roads much safer

Too much noise, traffic, pollution and too many pedestrians being knocked over. It also needs enforcing which they currently are not

I actually thought it was already 20mph. We've recently moved from London where 20mph works to make it safer for everyone (even though I got a speeding ticket for doing 25mph). I'd like to see more cycle lanes / cycle provision too please. We don't live in chippy but our children go to school there.

I feel people drive to fast around town and the residential streets but I'm not sure if 20mph will actually stop them sadly.

30MPH is slow enough in my view. I know it will be a minority view. Pedestrian education on how to safely cross the road will be more effective. There are plenty of places to cross the road yet still I see them running the gauntlet. Madness.

Because, sadly, people drive like idiots and need to slow down

Because it's completely unnecessary and there are far more important issue to be concerned with. No parking for residents. Lorries driving down the high street. Dog poo bins not being emptied etc.

The current speeds on London Road are far too high. As a minimum the 20 zone should cover all the schools and access to them.

2 accidents in town centre in past few months. Driving at 20mph may saves. My children are 12 and 10 and now walk and cycle alone in CN. I would feel more at ease about them doing this knowing vehicles are driving more slowly and making them at less risk of harm

Reducing the speed limit in town creates concerns as drivers are paying more attention to their speed than on the road and the pedestrians which in turn causes more accidents. Try sorting the dangerous sharp turn in the town first where so many lives have either been lost or seriously hurt.

New street has become more dangerous since reducing speed limit with pedestrians walking out into road while other vehicles undertake. I witnessed a near miss caused by drivers being frustrated by the speed limit.

As a driver, I am responsible enough to make my own judgement around safety risks. There is no need to reduce speed limits. Drivers should be trusted, not over regulated. The additional signage around Chippy is ugly and makes Chippy an unwelcoming place to visit. NO, Chippy town is being ruined by over regulation - the driver signs around new street makes Chippy look unfriendly unwelcoming, particularly around Penhurst Gardens. Anyone who has passed a driving test knows to give way to pedestrians, they do not need a big yellow warning sign telling them this - PENHURST GARDENS. It is the same with speed limits, trust drivers to be responsible, don't regulate or dictate to them!

20 makes sense, safer for pedestrians, cars will still get to other side of town in same time just with less breaking, speeding up which must also be better for fuel use, pollution.

20mph. Unenforceable. Unnecessary. Increased pollution from vehicles struggling up steep hills in low gears to permit low speed. Repair appalling road surfaces and potholes instead. OCC has lost plot with their road schemes.

The footpaths are so narrow and it will make the town a lot safer

I think it is wrong to demonise cars. It would be more useful to stop the cars dropping off children on London Road at school and nursery, which causes chaos for cars getting through.

All residents have their views, we need as many to be heard as possible.

Please do not make changes to speed limits in Chippy. New street has become more dangerous since the speed limit was lowered - drivers do not follow the limit on that road, so the scheme just doesn't work in practice.

I believe 20mph should be the norm for areas with heavy pedestrian usage

For safety reason.

I feel the 20 20 mile an hour sign should cover up past all the schools and along Churchill Road. The speed they drive along Churchill Road is horrendous and I've been caught many times with somebody squeezing past the park cars

reduce speed of traffic at schools/ parks /elderly facilities etc a lot of them fall just outside the 20 zone. might also make it easier for cars to stop at the zebra crossings in chippy

The frequency and severity of accidents in the High Street, particularly at the Churchill Road /New Street / High Street junction. The congestion at the double roundabouts at the London Road / Over Norton Road/ Banbury Road has improved since the 20-mile-an-hour limit was introduced from the Old Police station into Town.

Safety

Slower traffic increases pollution and does not diminish the likelihood of collisions with other road users. Consideration needs to be given instead to developing an adequate bypass for the bottleneck in the town centre.

I support the 20mph scheme as i think its crazy that the main road is 20 then all the housing estates etc are 30mph plus the speed goes up before the playground and by schools.

I live in Horsefair Chipping Norton. I find that traffic as soon as it leaves the High Street almost feel it is all right to exceed the 20mph zone! This is not only annoying, but it is the most dangerous part of the Town in my opinion. Perhaps a camera would be helpful here?

Crossing the roads Chippy is usually dangerous; partly because of poorly designed junctions and crossing places (e.g. top of New Street) but also because of speed. Lower speeds should improve matters and making the whole town 20 might help where drivers tend to accelerate when they get to the end of current 20 mph areas but are still very much in the centre of town (e.g. post West Street mini roundabout). Chippy is quite a small town, so impact on overall journey times should not be too significant.

I support this for town and community safety - however I am very concerned that the authorities have 1) no organised plan or resource for helping enforcement and compliance and 2) according to regulations will need traffic calming/gating and speed indicator measures on the main roads - such as past Holy Trinity and Health Centre to make it effective - the Town Council should not be left with massive issue of resourcing this. OCC say they will not pay for this.

Twenty is plenty!

I live off Evans Way and the Burford Road is like a race track going in and out of town. We need speed cameras too as well as 20mph limits

No point in making it 20mph. Try teach cyclists and other road users the rules of the road and also educate those in school. Divert larger HGV vehicles around chipping Norton if u want a more pollution free town. Maybe give the residents a better incentive for going greener with an electric car or bike or scooter. People in authority just make it harder for yourselves and the general public to come up with simple solutions that you can do as a trial and then implement it.

Chipping Norton has had a number of recent casualties where pedestrians have been hit by traffic, including a fatality. It has a large school and several primary schools, that children walking to should feel safe when crossing the roads. There

is no need to drive through Chipping Norton any faster and slowing down will force through traffic to appreciate the locality.

Cars in the 30 zones surrounding the central 20 zone often speed, especially on Burford road outside of the Chipping Norton school. Any measures to attempt to reduce vehicle speed are a good idea.

I've just come home from a family holiday in the Netherlands. The UK's approach to highway safety is a colossal embarrassment. And there's worldwide data to back that up. Reducing the speed to 20mph is like giving everyone vitamin supplements during the pandemic. Yes it makes a measurable difference to average life expectancy. No it isn't addressing the underlying cause or problem. Moreover, making accidents less likely to cause death or injury is a poor excuse for what we should really be doing – making accidents less likely/possible in the first place. We have the A361 and A44 major routes through the very centre of the quaint market town of Chipping Norton where human beings, on a human scale, are trying to go about their lives – shopping, socialising, stretching their legs, running, cycling, using pushchairs, wheelchairs, kids on non-powered skates/boards etc., tourists and residents alike. And we think it's remotely sane to do all that on the side of a national trunk road? Any argument about speed is simply a case of what the needs of through traffic can tolerate vs. what the residents can tolerate. All this effort, energy, education, consultation, bureaucracy and debate should be spent on the generations-long task of developing a truly First World highways network. And I refer back to the NL example, where there are fantastic roads, cycle-ways, footpaths, pedestrian areas, mixed-use areas, and so forth – all built around the crucial principle of national through routes, distribution roads, and the little local streets such as living streets and others. Once you see what civilisation looks like, everything we have here is just shameful by comparison. My favourite example is a position on the road into Charlbury where you can take a photo of the "Charlbury welcomes walkers and cyclists" with a red warning sign some metres further on, cautioning the absence of footpaths. And zero cycle infrastructure, let alone dedicate separate paths for bikes.

I believe 20mph to be a much safer speed limit than 30mph, especially in Chipping Norton's narrow streets. There are now sufficient towns with the limit, for drivers to expect to slow down when they come to a built-up area. If, indeed, this does reduce pollution that would be an added bonus.

I think it will improve the quality of life in the town

Road safety is vital. The centre of Chippy is much better with the 20mph.

Living in the Worcester road which is a 30mph zone pretty much every vehicle that passes my home is well in excess of this limit. There is a sign which is triggered when 30 mph is exceeded 50 yards from my house and it is triggered by 95% of the vehicles that pass my home. Articulated lorries at night I would guess pass our property at 50mph or more as the entire house shakes and wakes the whole family. We have 2 young children who walk to school and risk their lives every day crossing the Worcester road with speeding traffic. Trying to pull off of my driveway to go to work in the mornings I am constantly having near misses with trying to judge distances of vehicles traveling way above 30mph. Weekends are worse when motorcyclists think it is some kind of race circuit, you can hear them coming from Salford and not slowing down, overtaking other vehicles in the 30mph zone at speeds well in excess of double this speed. Ironically it would appear all motorists are aware it is a 30mph limit whenever the speed camera van is parked in the lay-by adjacent to Bliss mill as this is the only time they adhere to the 30mph limit. I and I'm sure all residents of Worcester road would whole heartedly support any measures to bring down the speed limit to 20mph, however in my experience I highly doubt that any motorists will take a blind bit of notice and continue to drive at whatever speed they chose.

The biggest problem, by far, is antisocial cycling/cyclists, they have zero respect for pedestrians and other road users. The cycle on pavements, the wrong way down one-way streets, through red lights and pedestrian/zebra crossings, and are utterly abusive if you challenge their awful behaviour. Packs of Lycra clad cyclists are a serious menace. The police singularly fail to deal with these antisocial louts. Deal with this problem first.

We all know that vehicles can be dangerous, and that vehicles plus speed can be lethal. Slow speeds where there are likely to be people (or animals such as dogs), must be safer. It's a no-brainer really.... We should all support it.

We have already had two fatalities involving pedestrians recently in the town centre and we do not want any more, anyway of reducing this has to be good, reducing the speed is one way, restricting HGV into the town must be seriously looked at again and then to have a total ban on HGV I live on the A44 Worcester Road just outside Chippy where there is supposed to be a 50mph speed limit but we have cars and motorbikes usually at the weekends who totally disregard the speed limit and think it is just simply a race track and again the noise is quite incredible, you can hear them two or three miles away. IT IS ABOUT TIME SOMETHING WAS DONE ABOUT THIS.

There are lots of kids and elderly in the area so it wouldn't hurt to lower the speed limit.

It causes more pollution and congestion

Don't just dont

Because when the first 20mph zone was introduced some years back, idiots at the council didn't put in the place around 3 of the most important areas, the two primary schools and the top school. So finally it may encompass them.

I live in Chadlington and am a regular visitor to the town and am concerned about the number of incidents where pedestrians have been injured or worse in the 15 years I have lived here. Also my wife works in the school and I have 2 children at Chippy school.

As a parent, I feel that the more we can introduce lower speed limits the more it will remind road users, especially car drivers, that the roads and routes are for everyone's convenience, and not just theirs

The current 20mph limit does not extend past the town centre and strangely does not even encompass the schools, playground, major employment areas, Aldi, MS etc

Solutions are available for safer public spaces, the Town and County council know it. Chipping Norton is a town dominated by motor vehicles and prioritises motor vehicles. Crossing almost any road is hazardous. Cycling, pushing a children's pram or buggy and just walking is unpleasant and dangerous. I support the extension of the 20mph zones, especially past the three schools and main recreation ground on Worcester Road. How these areas were not included in the first 20mph zone implementation isn't quite believable still. Even if the town becomes a 20mph zone, will these be respected by drivers of motor vehicles? Will there be any encouragement, guidance, infrastructure and calming measures? Is there any point? Take a walk on Burford Road at school opening and closing time. Does this feel safe? Is it safe? There are no alternative routes for young people walking to school. Although proposals have been thoughtfully made and presented, there is no urgency, no money, no social will or desire to make any of this better. The statistics on injuries and fatalities for the past 10 years at Horsefair and the crossing at the top of Worcester Road by Sainsburys alone are shocking. The lack of action is an indictment against those with the power to make these roads better and safer for everyone. Nothing has ever been done because who cares ultimately? These people's lives and future accidents are purely statistics that are brushed away. A full 20mph zone is nothing more than a token gesture because it will be lightly observed, and used by opponents to disregard further measures in favour of more pleasant and safer public spaces. Far from solving the bigger issues, a 20mph limit would be a welcome addition to the town.

Some areas would benefit from speed restrictions, but if they are too widespread, they are more likely to be abused. Of course it is necessary to avoid alternative rat runs.

I object to a blanket 20mph across all roads as the vast majority of us are sensible and prudent drivers/road users - the authorities should deal with the offenders rather than dumbing us all down to the lowest common denominator.

This is not the issue that needs sorting in town - what about more crossings, making the narrow part of Horsefair safer, stopping HGVs driving through the town? 30mph is safe enough, the problem in a Chippy lies elsewhere.

The current areas designated as 20mph are constantly ignored by drivers, so further extended enforcement may eventually educate negligent drivers into following the rules.

Several people have been killed in traffic accidents in the last few years. I live in New Street where cars and lorries go thundering down the road so fast that the houses shake. There is also the rec at the bottom of New Street for children to play. The traffic is too dangerous at speeds.

I support this in areas with schools. To keep to this speed in all areas of town is difficult to maintain. In terms of danger to pedestrians, a roundabout at the top of New Street is long overdue.

I would welcome this change as I walk my children to school and often feel the volume and speed of traffic is excessive for the size of the roads and pavements only just allow enough space to pass at some points. A key feature in improving pedestrian and cyclists safety would be a designated lane.

I personally can not see how the 20mph will be enforced. I only SUGGEST it in areas where there are schools and/or a higher risk of pedestrians being injured. I also don't believe that speed is the main cause for accidents in this town. In my opinion it is the lack of safe areas for pedestrians to cross roads which have become busier over the years.

Object to it as it hasn't improved safety at all where it is currently. It must be increasing pollution as chippy is one big hill so now everyone is forced to drive in a high 2nd gear

To make the roads safer for all users, reduce pollution and encourage walking and cycling

I am very concerned about the number of vehicles being driven much too fast through town. Hopefully a 20mph limit would stop people from charging through at speeds in excess of 30.

To reduce pollution and make the streets safer for everyone, I fully support a 20mph speed limit throughout Chipping Norton. The evidence is clear, and a change to 20mph is a very small inconvenience to pay for a healthier and safer local environment. Many people in CN do not even own cars, and it is doubly unfair that they should pay the price for the selfish desires of others to drive faster than is necessary through the town.

Traffic congestion

Journey time would increase through the town

As an OAP I don't cycle or walk long distances any more so use a car when I need to and, although I support the need for road safety measures, I feel we need to keep balance in our thoughts about speed reduction. Vehicles travelling at 20mph cause more pollution than those travelling at 30, and, because they take longer to move a certain distance, they emit polluting gases for a longer time. I do agree that less damage would be caused in collisions, both between 2 vehicles and between a vehicle and a pedestrian, at a lower speed, although there seem to have been more accidents causing injury and death since the introduction of the 20 mph limit in the centre of Chippy.

I live locally and shop a lot in Chippy. 20 mph through the Town Centre as it is now is good but no point in extending it.

As a young resident of Chipping Norton and a pupil at Chipping Norton School, I have to walk along the Worcester Road

daily to get to school and I am horrified at the speed of the traffic travelling in what should be a 30mph zone. I have to cross the Worcester Road at least twice every journey with my younger sister and feel very unsafe and vulnerable with the speed in which the traffic is travelling. At night, I find it extremely difficult to get to sleep because of the speed which vehicles travel past my house (mainly lorries), as it shakes the whole house and I am sure if these vehicles were to travel at the stated speed limit, this would definitely not happen. I am not sure a 20mph zone is the answer, but more rigorous enforcement of the current speed limit would definitely be an improvement to the lives of residents of Worcester Road.

Being a resident of Chipping Norton and supporting this consultation is extremely important to me and my family. We are residents of Worcester road who in my opinion are massively forgotten about when it comes to road safety. This road is a 30mph limit right up until the CN boundary, yet motorists are persistently speeding well above this in our area. Our house shakes with the vibration of the traffic, specifically the HGV's. In my opinion nothing has been offered in this area of the town with regards to safety, so hopefully with this consultation going on it will highlight the areas that needs addressing with urgency. We have young children, pets and elderly regularly walking along this road that need to be looked after as equally as the town centre.

I don't believe that changing speed limit to 20mph within Chippy will help the increasing issues with higher numbers of residents/cars within the town and more/larger trucks and lorries passing through. I'm rarely able to drive above 20mph through the center currently due to how busy it is anyway. I feel that this will simply act as a distraction from making proper and helpful changes and improvements to roads and infrastructure within the town that needs to happen to future proof roads. The recent serious incidents in the town are a clear sign that proper road changes need to happen.

No evidence that speed has played a part in recent accidents. Problems are road layout especially top of New Street and "hidden" crossing below Sainsbury's which is not a proper pedestrian crossing. Also lack of off-road parking for New Street playground is an accident waiting to happen 20mph difficult to do in car will potentially lead to more congestion pollution

Far too many cars drive quickly through town and also HGVs. The pavements are quite narrow on the way up to Chipping Norton School and I always worry about my children walking to and from school.

I just do not see the need in reducing the speed limit across the town down to 20mph. The only road that should be consider is Albion street so those awful speed humps can be removed. The newer one are so harmful and dangerous to cars it's a joke.

Let me be very clear. I have no intention of ever complying with any 20mph zone. I have continued going 30mph through the middle of town ever since you tried to bring in 20. My highest speed down newstreet is 35, its always 28+ on the flashy speedo I will just overtake, tailgate and excessively use the horn if held up. Its pathetic and i have no intention of ever complyong

Not only am I resident but I also work at the top school, and my daughter attends. She was almost knocked over whilst walking home from school this year by a very angry motorist driving way too fast and also in an electric car which frankly pose more of a danger to children than they do help the environment. She did everything right but the junction of burford road that turns into Walterbush road and the green is a complete hazard. There is no safe crossing there at all, there should be a pedestrian crossing but failing this A reduction in speed would help. However my worry is the kinds of people that drive like this past schools with no consideration for young children crossing will continue to drive like idiots no matter what restrictions are put in. A more permanent crossing is what is needed to keep our children safe. Said motorist screamed in her face and it was not her fault. She now won't walk anywhere alone. New street is still a major hazard despite the 20 mph 'rule' and I'd argue the bottom of the green, west street is just as treacherous.

My son will be walking to school from September so any ways we can keep people/kids safe is a huge benefit

I do not support these blanket speed restrictions being implemented. The restrictions do not take into account the issue of both journey times and congestion being increased due to slow progress leaving the town onto major A road routes. We should be focusing our efforts on a relief road as well as a junction with traffic lights on the A44 through the town on the corner of Sainsburys as this has been an accident hotspot for years (and the site of a fatality). Residents have been asking for this for years and yet no progress seems to be happening. The speed restrictions do nothing to address the amount of traffic making its way through the town. The plans also completely ignore the fact that some manual vehicles are not easily able to stick to 20mph without nearly stalling or lugging the engine which can cause damage. By creating 20mph zones pedestrians may also walk out in front of vehicles more frequently instead of using the crossing. Active journeys such as walking already have routes away from roads through woodland areas which could easily be retrofitted to have bike lanes shared on them. In conclusion I hope that these points will be taken into consideration when deciding the scheme. I feel that these are the better ways of improving transport for the town.

Speed cameras are already being used to catch those who are barely speeding at all even with the 30MPH limit. Cutting the limit further would result in more essentially careful drivers facing needless legal action and expense at a time when broad costs are already rising.

I live on a road with a large number of families and there are drivers who speed excessively (40mph+). It is scary hearing people race down the road. It is a busy bus route, with a primary school and nursery off it. I would support speed bumps.

Too many accidents in Chipping Norton and villages around Chipping Norton affecting people on foot due to speed not adapting to the narrow roads, blind corners, areas without sidewalks etc

It would be great if kids could ride their bikes to school, but unfortunately, the roads are too narrow, the traffic is too big and dense and little ones will be killed or injured. Plus no one is training children how to ride safely on the roads. No don't go there!

I support the 20mph scheme as its becoming increasingly hazardous to cross roads, and even drive.

Totally support a more comprehensive roll out of 20mph scheme in Chippy. Walking down West End into the centre I often feel unsafe as road and pavements narrow and vehicles are often speeding.....not to mention huge lorries careering thru down the road! Desperately need a 20mph here, as a lot of cars are travelling at more than 30 I feel.

My family live here and I want cleaner air and safer pedestrian access for my children

I am a pedestrian, cyclist and car passenger and am keen that our roads and pavements are safe for everyone. Much of the problem with speed is that some drivers don't observe the current 30mph limit. Is there any evidence that these drivers will drive slower and more carefully if the speed limit is lowered to 20mph? There are also many places in Chipping Norton where pedestrians do not feel safe and reducing the speed limit will have little impact- eg crossing West Street and New Street in the town centre and Albion Street at the junction with London Road. There are also places where the pavement is in the wrong place- Banbury Road out to The Pillars, or is too narrow- Burford Road out to the Charlbury Road, Churchill Road, Albion Street. These problems are more significant the speed vehicles drive.

Want to have 20mph around schools and houses in side roads where children may play. Discourage HGVs?

Most roads within the town are narrow heavily trafficked. They are a danger to pedestrians (especially where footpaths are inadequate), to cyclists and to users of mobility scooters. Extending the 20mph limit to cover most of the built-up area will help to reduce the hazard and will encourage through traffic to find alternative routes.

The existing 20mph limit needs to be extended to make all our roads safer, especially near schools, playing field entrances, bus stops and places where pedestrians regularly cross.

The current speed limits are satisfactory and do not need to be lowered.

The current restrictions are already adequate and no further change is necessary.

My primary reason for supporting is for safety, but I also can see how this would make the town more pleasant overall, with reduced noise and a gentler atmosphere.

We need to encourage and support sustainable transport within the town, so that people of all abilities can walk and cycle. It will make the town quiet and less polluted.

I believe that 20 mph zones should be targeted and not just blanket for all areas. As such the town centre and residential streets are sensible candidates for such a limit but a number of other roads are not.

Too many people speed through Chipping Norton from Churchill and we have seen school children knocked down walking to school.

I have two young grandchildren who both live in the town and I am very concerned about the speed of vehicles when they go from 20 in New Street to 30 just before the park!

The 20 mph needs to be extended beyond both schools on Burford road and London road and especially down past the recreation ground .

I think that a 20mph speed limit should be extended and enforced. This would improve safety.

Traffic problems in Chippy are not due to the 30 mph limit. The council needs to concentrate on the problem at the top of New Street where cars from West Street shoot across the top with without giving way to cars coming up the hill and coming through the town. I think only traffic lights will solve this problem. You also need to look at double yellow lines outside the common. Many cars park on the road so cars going up the hill have to drive in the centre of the road. Vehicles (especially large goods vehicles) coming down New Street, cannot see these cars coming up the hill because of the bend in the road. People that park here (often with excitable children and dogs) open the doors of their cars on the road so very dangerous. Also, cars parking down station road (off Worcester Road) means you drive from Worcester Road into a sharp right hand bend. There are usually cars parked all down that road making it single file. This also needs to have double yellow lines. It is I think the council are just following the trend and not looking at the actual problems. Just another box ticking exercise.

It is already not necessary to drive at 30mph when not supported by the conditions, so drivers should be moderating their speed anyway. Maintaining a speed of approx. 20-30mph is easy enough, but concentrating on staying exactly at or below 20 can be difficult, particularly where roads are sufficiently wide/clear etc. to support speeds of up to 30. I would be concerned that those motorists who attempt to adhere to the lowered limits will look at their speedometers too much instead of the road.

We have narrow pavements and a narrow road in West Street. Not only are we suffering increasingly high levels of traffic, but cars often roar along far too fast in an extremely dangerous way. Crossing West Street is difficult; the corner of Burford Road/Walterbush Road is dangerous for pedestrians. Existing traffic rules are not enforced, and we can only hope that a wider 20 mph zone will be. In addition, the ongoing failure of the County Council to address pollution issues,

e.g. in Horsefair, makes it even more necessary to improve the lives of residents and visitors by all possible means. Slowing the traffic will help, and will also add to other initiatives to slow down global warming.

I am in full support of this proposal. My 11 year old daughter, who attends Chipping Norton school has to walk home each day and cross over several roads. The pavements are narrow either side of the pedestrian crossing and I believe reducing the speed could potentially save a life.

I regularly cycle around town to do shopping. Aldi and COOP being the places I visit most times. Setting a 20 limit will slow down traffic and make it safer to cycle in town. I am an experienced cyclist having cycled in Oxford for many years. These measures will help me but more so those who want to use their bicycle but do not have the same level of experience.

20mph will INCREASE congestion in town and reduce air quality in the center if applied to the main routes through town. It will also make it far harder to cross the main road in town center. It is already awkward with the current limits clumping traffic together forcing the use of the SOLE pedestrian crossing in town center. If you want to slow traffic down, also include other crossings in the town center. A zebra nearer to or in the horse fair choke point would help. Similarly, adding zebra's to the island crossings on new street west street would help.

Have safer crossing points for pedestrians at tricky junctions (West Street/New Street).

I support it because of the vast difference in injuries caused by traffic going at 30 and 20 mph.

I live on new street and I have had a structural engineer to my property to assess cracks on my internal walls, part of the result was the HGV's causing the issue.

Feel roads near schools need to be safe

Reducing traffic speed makes walking and cycling a much more pleasant experience. Many sections of road are, in effect, reduced to a single carriageway due to parked cars. Reduced speeds will make negotiating these sections by car easier.

I broadly support the proposal but not unconditionally. The main problem in the town, is the volume of heavy traffic driving through; the speed limit is something of a side issue. Yes, it should be 20 mph but unless it's enforced, it will make little difference. (That said, I would hate to see motorists prosecuted for doing 23mph but would certainly like to see action taken against those doing 40mph +). I personally think a better way of calming the traffic would be to have another pedestrian crossing in Horsefair, by the Blue Boar where the road is narrow and a lot of people want to cross. Not only would this slow traffic, it would make the town safer for pedestrians and may deter people driving through the town unnecessarily. I would also like the 20mph zone to be extended further up the Over Norton road - maybe to just beyond Wilcox Road. Motorists can be regularly seen driving at speeds from 40-50mph, coming in from Over Norton (down Cleeve Hill), or indeed going the other way.

I support the scheme, as a pedestrian, cyclist for 75 years, motorcyclist and car driver for 60+ years. Reason:- too much traffic in a town that wasn't designed for it, plus too many road users who need an IQ test. I respect 20 limits in other towns and frequently get passed by people doing much more than 30. I'd rather drive at 20 for ever than lose my licence and not be allowed to drive at all (but speed is nice in the right places, when it's safe)

I do not support this scheme unless all roads that are currently 30mph become 20mph. Keep it simple. Driving through London where it constantly changes is very confusing and stressful.

I cross the main road via the pedestrian crossing in the town centre mostly twice a day. This puts me in a perfect position to monitor the speed of through traffic. I can't remember when I last saw anyone driving at 20mph. Most vehicles pass in excess of 30mph. I am a driver so I have good idea of the speeds. There are currently not enough, or even large enough, signs to remind drivers.

We support the 20mph scheme as the slowing of traffic could potentially reduce death/injury on the roads, particularly those near schools and near junctions without a formal crossing point. There is also a great risk on narrow pavements which are a hazard in Chipping Norton as at points one is very close to the cars. There are also blind corners like the one at the junction of High St and New St.

Support ... greater safety, reduced noise/exhaust pollution.

I support the scheme as a major contribution to road safety and road users. However, I am concerned that without suitable traffic calming measures it won't improve safety on its own - see recent incidents at the top of New Street. Additionally I have approached Thames Valley Police about setting up a Speedwatch scheme in my part of Chippy and am awaiting further contact. It might be something that the could be considered town-wide. However, it's possible, and you might know for certain, the available equipment is shared between schemes and have limited availability.

I mostly walk around Chipping Norton (when driving, it is to go somewhere else). However, I don't think an all-20mph speed limit would be of any use and could damage the town economically. Firstly, it seems clear that these limits would not be enforced effectively or at all. Those who want to ignore them will just do so. Secondly, I believe the main problems for pedestrians in CN aren't caused by excessive speed but by volumes of often relatively slow-moving traffic. It is very hard to cross the High Street near the Blue Boar (already in a 20mph zone) at busy times due to constant flows of vehicles, a problem that could be solved by a second pedestrian crossing. The sharp turn between High Street and New Street is difficult for vehicles and dangerous for pedestrians and again, is already in a 20mph zone. If there's an answer it involves redesigning the junction and possibly another pedestrian crossing. More generally, finding a way to move some freight off the A44 (as promised for more than a decade) would help. Thirdly, CN needs to cater for drivers to continue

to attract shoppers and visitors. We have no train service, this is a bad area for cycling given hills and while there are relatively good bus services they only work for people on those routes. Putting up signs that effectively say 'we don't like cars' is likely to encourage drivers to go elsewhere. This seems like a solution thought up by a county council in Oxford for Oxford, not rural Oxfordshire. I'd like to request that the town council drops this and looks at more useful measures including new pedestrian crossings. Thanks.

Anything which will reduce the fatalities and serious accidents in the town has to be encouraged.

With the increased number of fatalities, serious accidents and near misses in the last 12 months or so it is imperative that speed limits are implemented AND enforced. However, the biggest problem will be the lack of police resources to enforce any speed limit including the current 30 mph. However, speed restriction is not the only answer. Additional pedestrian crossings in New Street in particular, which will help in vehicles adhere to a 20 mph speed restriction and the removal of HGVs from the town.

The high speed, mostly experienced by passing through traffic, especially heavy lorries, makes our houses vibrate considerably and is causing great concern to us residents as it has already caused cracks in lintels over front doors facing the road! The speed camera needs to be moved up where all the houses are! The police speed van parks on the layby as often as it can, but we need 30 or 20mph painted on the road as well.

Agenda item 21 – Planning Applications

1. **APPLICATION NO:** [22/02450/HHD](#)
PROPOSAL: Installation of solar panels to the front roof elevation (Retrospective)
LOCATION: 7 West End, Chipping Norton, Oxfordshire

2. **APPLICATION NO:** [22/02457/HHD](#)
PROPOSAL: Construction of detached garden room.
LOCATION: 2 Albion Yard, Albion Street, Chipping Norton

3. **APPLICATION NO:** [22/02506/HHD](#)
PROPOSAL: Conversion of existing garage to create bedroom (retrospective).
LOCATION: 17 Ackerman Road, Chipping Norton, Oxfordshire

4. **APPLICATION NO:** [22/02320/HHD](#)
PROPOSAL: Erection of single, first floor and two storey extensions to existing bungalow to form a four bedroom house with living space in roof. Works to include construction of a detached hobby/outbuilding.
LOCATION: 12 The Leys, Chipping Norton, Oxfordshire

5. **APPLICATION NO:** [22/02458/FUL](#)
PROPOSAL: Erection of single storey extension to accommodate ancillary store room and provision of first floor balcony above together with associated works.
LOCATION: Cotswold Club, Chipping Norton, Southcombe, Chipping Norton

6. **APPLICATION NO:** [22/02325/FUL](#)
PROPOSAL: Demolition of existing single storey dwelling and garage. Construction of new 1.5 storey dwelling together with associated landscaping works and provision of pedestrian access.
LOCATION: Oldner Lodge, Charlbury Road, Chipping Norton

7. **APPLICATION NO:** [22/02438/FUL](#)
PROPOSAL: Erection of extension to existing warehouse and workshop.
LOCATION: Royal Label Factory, Station Yard, The Leys, Chipping Norton

8. **APPLICATION NO:** [22/02429/FUL](#)
PROPOSAL: Construction of eight custom build semi-detached dwellings, along with formation of a new access, landscaping and associated works.
LOCATION: Play Area, Walterbush Road, Chipping Norton

9. **APPLICATION NO:** [22/02380/S73](#)
PROPOSAL: Variation of condition 2 to planning permission [19/02946/FUL](#) to allow alterations to be made to the approved design of the communal garaging (upper and lower carports).
LOCATION: Heythrop Hunt Kennels, Kennels Lane, Chipping Norton

10. **APPLICATION NO:** [22/02132/FUL](#)
PROPOSAL: Erection of a first floor extension and associated works
LOCATION: Cotswolds Hotel and Spa, Southcombe, Chipping Norton