



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

Thursday, 8 March 2018 at 10.00 am

Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 16 March 2018 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "PG Clark".

Peter G. Clark
Chief Executive

February 2018

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 12 April 2018

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

4. Oxford: Iffley Fields Area - Proposed Controlled Parking Zone (Pages 1 - 44)

Forward Plan Ref: 2017/126

Contact: Hugh Potter, Team Leader, Area Stewardship Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE4**).

The report presents responses received during a statutory consultation on a proposal to introduce a Controlled Parking Zone (CPZ) in the Iffley Fields area of Oxford comprising the roads to the west of the A4158 Iffley Road between Jackdaw Lane and Fairacres Road.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a Controlled Parking Zone (CPZ) in the Iffley Fields area of Oxford comprising the roads to the west of the A4158 Iffley Road between Jackdaw Lane and Fairacres Road as advertised.

5. Proposed Zebra Crossings, Extension of 30 mph Speed Limit, Traffic Calming Measures and Prohibition of Motor Vehicles - Denchworth Road, Cane Lane and Newlands Drive, Grove (Pages 45 - 74)

Forward Plan Ref: 2017/155

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE5**).

The report presents responses to a statutory consultation on proposals to install two zebra crossings on Newlands Drive, Grove and also the outcome of further discussions with Grove Parish Council and the local member in respect of proposals to extend the 30mph speed limit on Denchworth Road, to provide calming measures on Newlands Drive and to prohibit the use by motor vehicles of parts of Cane Lane and Denchworth Road, which are superseded by the proposed new road layout at Grove and which were reported to the Cabinet Member for Environment delegated decisions meeting on 23 November 2017.

The measures have been proposed in conjunction with a major new residential development to the west of Denchworth Road and Newlands Drive at Grove.

The Cabinet Member for the Environment is RECOMMENDED to approve:

- a) proposals for the zebra crossings on Newlands Drive, Grove;***
 - b) proposed traffic calming measures on Newlands Drive, the proposed speed limit reduction on Denchworth Road and the proposed prohibition of motor vehicles at Denchworth Road and Cane Lane as considered at the Cabinet Member for Environment delegated decisions meeting on 23 November 2017.***
-

This page is intentionally left blank

Division(s): Iffley Fields and St Mary's
--

CABINET MEMBER FOR ENVIRONMENT – 8 MARCH 2018

OXFORD: IFFLEY FIELDS AREA - PROPOSED CONTROLLED PARKING ZONE

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received during a statutory consultation on a proposal to introduce a Controlled Parking Zone (CPZ) in the Iffley Fields area of Oxford comprising the roads to the west of the A4158 Iffley Road between Jackdaw Lane and Fairacres Road.

Background

2. Proposals for a CPZ in this area were previously drawn up in 2009 as part of wider proposals for parking controls in the roads adjacent to the East Oxford CPZ. However, the balance of local opinion following extensive consultations at that time was not supportive and at the Cabinet Member for Transport Delegated Decisions meeting on 25 March 2010 it was decided not to include the Iffley Fields area in proposals that were subsequently implemented as the Magdalen North CPZ.
3. In the intervening years, concerns of residents over parking pressures in the area have increased significantly, and following representations by the former local member, it was agreed in early 2017 that £250,000 should be allocated from the County Council's Capital Programme to fund the design of a CPZ scheme addressing the needs of the residents and businesses in the area, and – subject to consultation on the detailed proposals– its implementation.

Informal Consultation

4. Following the allocation of the above funding, a public meeting was held in May 2017 organised by the Iffley Fields Residents Association (IFRA) with the current local member and officers in attendance to seek comments from the local community on parking problems in the area and for officers to answer technical queries on the options for a CPZ and outline the overall process and timescales for consultation and implementation.
5. In respect of the options for the CPZ, officers explained that, as an alternative to a conventional CPZ of the type that was consulted on in 2009, where all parking spaces are designated by marked bays, a 'minimum impact' CPZ could be considered where the parking restrictions are shown by signs at the entry to the area (and by 'repeater' signs within the area) but with no marked

bays. This approach has the benefit of minimising any potential loss of overall parking availability within the area – which was a significant concern expressed with the former proposals – but is only suitable in areas where the same parking restrictions can be applied throughout the zone.

6. Following a largely positive response at this public meeting to a possible CPZ, a number of meetings were held with the local member and representatives of IFRA with a questionnaire formulated to obtain information from residents and businesses in the area on their detailed parking needs and current experience of parking pressures. The questionnaire also sought views on whether there should be any changes to the existing double yellow line restrictions in the area and whether footway parking – which occurs on many of the roads – should be formally regulated by the use of marked footway parking places, or whether the current informal arrangements should be retained, noting that this issue had been a major concern in the consultations carried out in 2009.
7. Additionally, the questionnaire presented detailed options (as identified in meetings involving IFRA, the local member and officers) for the CPZ in respect of the permitted parking (including the times of day that the restrictions would apply) with respondents being asked to indicate whether they supported these or not.
8. The questionnaire and an accompanying letter providing details of the planned provisions for permit eligibility (including for visitor permits) and costs should a CPZ be progressed were sent in September 2017 to all premises in the area within the proposed CPZ (approximately 530 premises). It was also sent to approximately 160 premises immediately adjacent to the proposed zone, including local businesses and organisations, who might be impacted by the scheme. 215 responses were received (around 30% of those contacted), and the responses to the key questions on parking demand are summarised below:

Difficulty of finding parking place	% of respondents reporting moderate or severe difficulty
Monday - Friday day time	55%
Monday - Friday evening	90%
Weekend - day time	70%
Weekend - evening	80%

9. The above responses indicate that there are significant parking pressures in the area as a whole at all times, but that these are particularly acute in the evenings.

Views on existing double yellow lines	% of respondents
No changes required	66%
Changes required	32%
No view expressed	2%

10. A majority considered that no changes to the existing double yellow line restrictions were required. It is accepted that a significant minority did express

a desire for some adjustments, but following a review on site of the current markings, it is not considered that any significant changes were needed immediately, and that it would be more appropriate - should a CPZ be introduced – to review this in detail following its introduction taking account of any changes in parking demand following its introduction.

Views on footway parking	% of respondents
Current informal arrangements are acceptable	70%
Marked pavement parking places are required	25%
No view expressed	5%

11. Similarly, a significant majority supported the retention of the current informal arrangements for footway parking, which would allow for a 'minimum impact' CPZ scheme – where no marked parking bays are provided - as an alternative to a conventional CPZ.

Number of vehicles currently owned by residents of a property	% of respondents
0 cars	7%
1 car	64%
2 cars	23%
3 cars	5%
4 cars	1%

12. The proposed eligibility for permits will be for up to 2 cars for each eligible address, in line with the provision in adjacent CPZ's. This provision is adequate for approximately 94% of properties in the area based on the above responses. It is accepted that if a CPZ is approved with a maximum of 2 permits per address, some current residents could be significantly affected. However, even if the absolute number of vehicles currently parking in the area are from properties with more than 2 vehicles is quite low, taking account of the longer-term operation of the zone, it is not considered advisable to increase general eligibility for permits, and it is also not considered administratively viable to allocate additional permits solely for current residents.

Respondents assessment of their shorter stay (up to 2 hours) visitor parking demand	Mon to Fri (day)	Mon to Fri (evening)	Saturday (day)	Saturday (evening)	Sunday
Staying less than 2 hours: Most days	6%	2%	0%	1%	2%
Staying less than 2 hours: 2 to 3 days a week	3%	5%	1%	1%	1%
Staying less than 2 hours: Once a week or less	38%	32%	19%	18%	16%

Respondents assessment of their longer stay (more than 2 hours) visitor parking demand	Mon to Fri (day)	Mon to Fri (evening)	Saturday (day)	Saturday (evening)	Sunday
Staying more than 2 hours: Most days	1%	0%	1%	1%	1%
Staying more than 2 hours: 2 to 3 days a week	7%	5%	2%	2%	2%
Staying more than 2 hours: Once a week or less	45%	56%	77%	78%	79%

13. The above questions were included in the questionnaire to assess requirements for shorter stay waiting in the area by those visiting residents etc. in the area. As can be seen the overall level of such demand appears to be comparatively modest, with - as might be expected - the peak demand for longer stay (above two hours) visitor parking being in the evening and weekends.

14. A further three questions sought views on specific options for a CPZ, as set out below;

Option A: Permit Holders and 2 hour waiting by non –permit holders at ALL times and on ALL days of the week	% of respondents
Support	31%
Don't Support	54%
No view expressed	15%

Option B: Permit Holder and 2 hour waiting by non –permit holders between 8am and 6.30pm on ALL days of the week AND THEN Permit holder Permit only parking between 6.30pm and 8am on ALL days of the week	% of respondents
Support	62%
Don't Support	27%
No view expressed	11%

15. As a possible variation of either of the above options, to provide some unrestricted evening waiting, a further question sought views on the following:

Option C: Provision of approximately 10 marked parking places at the Iffley Road ends of Chester Street, Daubeny Road and Fairacres Road for permit holders at all times and for non-permit holders Mon- Sat 8am-6.30pm 2 hours only (unrestricted at other times)	% of respondents
Support	52%
Don't Support	39%
No view expressed	9%

16. At a meeting with representatives of IFRA, the local member and officers to review all the responses, it was agreed that there appeared to be sufficient support for proceeding to a formal consultation on a CPZ comprising Option B above (i.e. permit holder and 2-hour waiting by non-permit holders between 8am and 6.30pm, and permit holder parking only outside these times) and also including Option C above to provide some unrestricted evening parking to take account of concerns raised by some consultees including businesses and other organisations etc. adjacent to the proposed CPZ.

Formal Consultation

17. The formal consultation on the above proposals as shown at Annex 1 and Annex 2 (comprising the provisions set out in Option B and Option C on Argyle Street, Bedford Street, Chester Street, Daubeny Road Fairacres Road, Parker Street, Stratford Street and Warwick Street) was carried out between 18 January and 16 February 2018. A public notice was placed in the Oxford Times newspaper. Emails were sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, the local County Councillor and a letter to approximately 700 properties in the area, which included the formal notice of the proposals, providing details on permit eligibility and costs. Additionally, street notices were placed on site.
18. One hundred and eighty-six responses were received. Councillor Helen Evans, the local member, expressed full support for the scheme. Thames Valley Police expressed no objection. A further 184 responses were received from members of the public, as set out in the table below - comprising 20 objections, 7 undecided opinions 49 expressions of support but with some qualifications, and 108 expressions of support without qualification. These responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors.

Road	Object	Undecided	Support but with qualifications	Support	Total
Argyle Street	3	2	6	16	27
Bedford Street	1	0	3	9	13
Chester Street	1	0	6	5	12
Daubeny Road	0	0	1	0	1
Fairacres Road	8	2	7	11	28
Parker Street	0	0	3	5	8
Stratford Street	0	0	6	36	42
Warwick Street	4	3	9	15	31
Not specified (Iffley Fields)	1	0	4	9	14
Iffley Road	0	0	2	1	3
Other - in general area	2	0	0	1	3
Other - not in general area	0	0	2	0	2
Total	20	7	49	108	184

19. The responses were overwhelmingly (97%) from residents within the proposed CPZ and appear to be exclusively from members of the public, rather than local businesses or community or other groups.

20. The table below summarises the main issues raised by the respondents expressing an objection, an undecided opinion or qualified support. As respondents in several cases cited more than one concern, the totals below are greater than the number of such respondents:

Generic concerns	Specific issues raised	Object	Undecided	Support (Qualified)	Total
1. Need for, effectiveness and wider impact of CPZ	Queries whether CPZ needed	9	1	0	10
	Concerns over wider equity of CPZ	4	0	0	4
	Concerns over effectiveness of CPZ taking account of vehicle ownership in the area	2	0	1	3
	Concerns over lack of enforcement	1	0	3	4
	Concerns over displacement of parking problems to adjacent areas	1	0	2	3
2. Cost of permits	Concerns over cost of vehicle permits and their allocation	6	1	3	10
	Concerns over cost of Contractor permits	2	0	1	3
3. Permit Eligibility	Concerns on vehicle size restrictions	3	1	0	4
	Concerns that maximum number of permits per property (2) is too low	1	2	1	4
4. Provision for visitors / informal carers	Concerns that 2-hour maximum stay between 8am and 6.30pm is too low	3	0	0	3
	Concerns over parking for informal carers etc.	2	0	1	3
	Concerns that allocation of Visitor permits is too low	1	2	3	6
5. Provision of double yellow lines in the area	Concerns that existing Double Yellow Lines are too long in places	0	0	11	11
	Concerns that more Double Yellow Lines are needed	2	0	4	6
6. Evening parking provision in Chester Street, Daubeny Road and Fairacres Road	Concerns over proposed unrestricted evening parking at the Iffley Road ends of Chester Street, Daubeny Road and Fairacres Road	0	0	8	8
7. Type of CPZ and footway parking concerns	Concerns over footway parking	1	1	3	5
	Preference for conventional CPZ with marked bays	0	6	1	7

21. Additionally, some individual respondents raised queries or suggestions in relation to specific matters of concerns, including requests for the following:
- The inclusion of Jackdaw Lane in the CPZ.
 - The provision of 2-hour day time waiting to start at 9am (rather than 8am as proposed in the rest of the CPZ) in Bedford Street to deter school related parking.
 - No provision of 2-hour day time waiting in Stratford Street to deter use by visitors to nearby recreational / sports facilities.
 - The marking of an advisory 3 metre width path for emergency service vehicles.
 - The lowering of kerbs to facilitate footway parking.
 - The trial suspension of adjacent CPZ's to test whether parking pressures at Iffley fields are primarily due to displacement from these zones.
 - The inclusion of some Iffley Road properties for eligibility for Visitor permits.
22. It should also be noted that on reviewing the detailed responses from residents expressing either full or qualified support for the scheme, in around 10 cases it appeared possible that the respondent was under the impression that footway parking would not be permitted if the CPZ was approved, whereas the proposal would not regulate the current informal practice of footway parking. It is unknown if these respondents would have expressed a different view taking the latter into account.

Response to objections and other comments

23. The responses of Thames Valley Police expressing no objection, and Councillor Helen Evans, the local member, expressing full support for the scheme are noted, together with the 108 responses from members of the public expressing support with no qualifications.
24. The responses from members of the public expressing objections, an undecided opinion or support but with qualifications as set out in the table above are discussed in more detail in the following sections.

Objections and concerns in respect of the need for, effectiveness and wider impact of the proposed CPZ

25. These issues accounted for the majority of the objections to the proposals, with several respondents stating that they did not have undue difficulty in finding a parking space in the area; others expressed wider concerns over the equity of the proposals, which were considered to be unnecessarily restricting access to local amenities for those travelling by car, and could also transfer parking pressure to adjacent areas. Some respondents - noting that the character of the area comprised predominantly terraced houses with limited frontage (typically under 5 metres width, the latter being the typical length of a car parking space), with very few having off-street parking – considered that even if a CPZ is approved, parking availability would still be restricted as almost all the available kerb space would be taken on the assumption that on average there was one vehicle owned per property. Concerns over levels of enforcement were also expressed.

26. In respect of the comments that parking pressures were not unduly high, over 50% of respondents to the informal consultation reported having moderate to severe difficulty in finding a parking space during week days, rising to 90% on weekday evenings. This supports the view that parking pressures here are indeed quite intense, especially in the evenings and, while it is accepted that the parking demand by residents with no more than 2 vehicles per property would still lead to significant pressure in some streets, the proposed CPZ would clearly help relieve pressures, in particular during the evening. Some respondents cited Fairacres Road and Bedford Street as having a lower level of parking pressure than other roads, but it would not appear appropriate to omit them from the proposals given the high-risk of parking being displaced to these roads.
27. Although the concerns over the wider impacts of the proposal are noted, CPZs are a well-established means of regulating parking demand and seek to balance the interests of residents with those of others, including businesses and visitors to local amenities choosing to travel by car. It is accepted that the effectiveness of the CPZ will be dependent on adequate enforcement, noting that the adjacent CPZs appear to be working well in this respect and that there is no reason to suppose that there will be difficulties here, and that the proposed evening permit holder permit only restriction will be particularly straightforward to enforce.
28. On the concerns for the displacement of parking to adjacent roads beyond the scope of the proposals and not included in an existing CPZ, it is accepted that this is inevitably likely to happen to some extent. A CPZ scheme for the roads between the Iffley and Cowley Roads bounded by Magdalen Road and Howard Street (provisionally being designated the Magdalen South CPZ) has allocated funding and is being developed following the results of an informal consultation which showed strong support, in principle, for a CPZ. However, taking account of the parking needs of this latter area it is likely that a conventional CPZ will be the preferred option and, given the significant amount of design and consultation work required, it is unlikely that a scheme here will be implemented before the spring of 2019. The timing of the implementation of the proposals for Iffley Fields should they be approved will therefore inevitably be of some concern to residents and businesses etc. within the prospective Magdalen South CPZ.
29. In respect of the adjacent roads further to the south, wider plans to introduce further CPZs in Oxford are being reviewed but it is too early to comment in detail on these.

Objections and concerns in respect of the cost of permits

30. The concerns expressed over the cost of permits – including those for Contractors permits – were primarily on the grounds that these are too high and included the view that residents should not be charged for being able to

park outside their homes. One respondent, however, expressed the view that the cost of a permit for a second vehicle should be at least five times the cost of that for the first vehicle, to help discourage the keeping of more than one vehicle and a further respondent suggested that the permit cost should be varied according to the length of the vehicle.

31. In response to the above, it should be stressed that permit charges are the same as apply to the adjacent existing CPZ's and that charges are required to meet the cost of administering operation.

Objections and concerns in respect of permit eligibility for resident's vehicles

32. Several responses were received from residents in properties where more than two vehicles are currently owned, citing their need for this to continue should a CPZ be approved. It is not, unfortunately, considered administratively practical for additional permits to be issued for current residents in such cases, and that as with other CPZ's (including the adjacent Magdalen North scheme) the comparatively small number of residents so affected will be required to make adjustments in respect of the number of vehicles kept within the CPZ.
33. Objections and comments were also received in respect of the proposed size and weight restrictions, citing that these were considered unnecessarily restrictive noting the dimensions of a specific make and model of a low emission car were very close to the maximum specifications and that it was not desirable to limit the uptake of these vehicles should new models exceed these.
34. While it appears that very few vehicles owned by residents within the proposed CPZ exceed the size and weight restrictions, unlike the above scenario in respect of flexibility on the number of vehicles per property, it is considered viable to issue on application permits to owners of vehicles exceeding these limits, but with this flexibility only being offered in respect of existing residents/vehicles, as applies in some other CPZs.

Objections and concerns in respect of provision for visitors and informal carers etc.

35. A number of respondents cited concerns that the proposed day time provision of a maximum stay of 2 hours by non-permit holders was too short, and similarly that the provision of visitor permits was inadequate to meet needs for informal care and support by family and friends, including (from two respondents) to maintain existing child care arrangements.
36. It is accepted that while the results of the informal consultation (see the tables above) indicate that the proposed provision for visitors will meet the needs of the great majority of current residents, there will inevitably be a few cases where some adjustments will be required, noting though that there are provisions made (on application) for formal carer permits, though this excludes routine child care provision.

37. Extending the proposed maximum day time stay of 2 hours is not considered advisable due to the risk that this will encourage the possible use of the roads for parking by visitors to the city centre, given for example the good quality of the bus service on the Iffley Road.
38. One response cited concerns that the allocation of visitor permits to young adults should be restricted either in number or in respect of the maximum duration of visit to the maximum time that a visitor can stay, to avoid excessive parking demand.
39. It should be noted that proposed allocation of visitor permits is in line with all the other CPZ's in the county, and that each permit is valid for 24 hours and can be transferred between visitors.

Objections and concerns in respect of the length of double yellow lines in the area

40. Representations were made from residents both requesting that some existing double yellow lines were removed or reduced in length where these are considered to be unnecessarily restricting the amount of parking available, and also for new restrictions where parking is considered to be obstructing accesses etc.
41. The main locations where the existing waiting restrictions are considered to be excessive are on the north east side of Warwick Street opposite the junction with Bedford Street, where an existing 15 metre length of double yellow line is included in the current traffic regulation order, but has not been maintained and within the turning area at the Bedford Street junction with Meadow Lane, where it is suggested that some evening waiting could be provided to relieve evening parking pressures in the area.
42. The current CPZ proposals do not include any changes to the existing double yellow lines, reflecting the significant majority expressing such a view during the informal consultation. It is accepted however that particularly in respect of the restrictions on Warwick Street opposite Bedford Street, there was prior to the consultation a lack of clarity on the legal status of these lines, and their possible inclusion in error in the current Traffic Regulation Order for waiting restrictions that came into effect in 2012.
43. Should the proposed CPZ be approved, it is recommended that a comprehensive review of the existing waiting restrictions is carried out taking account of any changes to parking demand resulting from the CPZ, and to then formally consult on any revisions that appear appropriate.

Objections and concerns relating to the proposed evening parking provision in Chester Street, Daubeny Road and Fairacres Road

44. In response to concerns from local businesses and other parties both within and adjacent to the proposed CPZ on the need to provide some longer-term evening waiting, the current proposals include in aggregate approximately 30

car parking spaces at the Iffley Road ends of the above roads; these places would be available for permit holders and 2-hour maximum waiting by non-permit holders between 8am and 6.30pm, and then would be unrestricted outside these hours.

45. Concerns have been expressed by some residents that such provision will be to the detriment of nearby residents, including concerns over noise and that these spaces will not be available in practice for their intended use. A preference was expressed by several respondents that the same restrictions should apply as in the rest of the proposed CPZ or that, as an alternative to unrestricted parking, a longer maximum waiting time in the evening (3 or 4 hours) might be appropriate.
46. It is accepted that there is a risk that the proposals here may not in practice be successful in meeting their objective of making available evening parking for nearby businesses etc. but is considered appropriate to test this provision, noting that, in addition to the monitoring that will be carried out of this CPZ should it be approved, the development of the proposals for the Magdalen South CPZ will also be an opportunity to review the provision of such parking given that many of the relevant businesses etc. are located within this latter area.

Objections and concerns relating to the proposed 'Minimum Impact' CPZ, and on the continued use of footways for parking.

47. While the informal consultation showed a clear preference for a 'minimum impact' type CPZ, and for the existing informal arrangements of footway parking to be retained, a number of respondents expressed support for a conventional CPZ with marked bays, and in particular for footway parking to be better regulated.
48. Footway parking has been a particular issue in the area, noting that in addition to many of the roads in the area being too narrow to accommodate parking on both sides of the road fully on the carriageway, the footways are also typically quite narrow. Vehicles parked on the footway inconsiderately can particularly cause difficulties for pedestrians, especially for those with child buggies or in wheelchairs. Problems being particularly acute on refuse collection days when 'wheelie bins' on the footway present a further obstruction even when cars are parked partly on the footway as considerately as possible. The current proposals for a 'minimum impact' scheme, while hopefully helping to relieve some parking pressure that in turn may exacerbate these difficulties, will not allow for inconsiderate footway parking to be addressed by civil enforcement, given that no footway parking spaces (where markings show the limits of the permitted parking) will be provided.
49. Such are the constraints in the area, if a conventional CPZ were provided, it is highly likely that – as with the proposals considered in 2009 – there would be an appreciable decrease in the volume of car parking spaces available in the area, which is one reason why the former proposals were not progressed given the strong objections then received.

50. While not ruling out consideration of a conventional CPZ in the future, the minimum impact option - if approved – would be a pragmatic step to helping better manage parking in the area.

Other Concerns and suggestions

51. As listed above, a number of other suggestions for amendments to the proposals were put forward by individual respondents. Other than the trial suspension of neighbouring CPZ's which is not considered to be a desirable or practical option, the other suggestions could in principle be considered as part of a review of the proposed CPZ should it be approved, noting though the suggested adjustment to kerb heights to facilitate footway parking would be very expensive and may well also prove controversial.

Monitoring and evaluation

52. Although many CPZs have already been implemented in Oxford, it is accepted that this specific area does present some particularly severe challenges and a commitment was given in the course of the informal consultation that the scheme would be monitored and, should amendments be required (including potentially the introduction of a conventional CPZ), that these would be funded from the allocation within the Capital programme for the scheme. It is suggested that this review take place approximately 12 months after the implementation of the CPZ.

How the Project supports LTP4 Objectives

53. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

54. Funding for the proposed speed limit has been provided from Oxfordshire County Councils Capital programme.

RECOMMENDATION

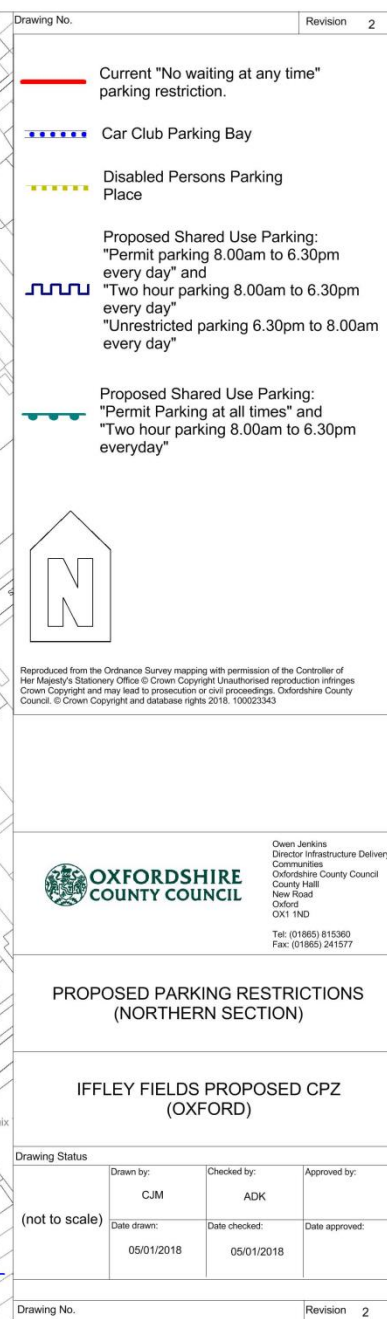
55. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a Controlled Parking Zone (CPZ) in the Iffley Fields area of Oxford comprising the roads to the west of the A4158 Iffley Road between Jackdaw Lane and Fairacres Road as advertised.**

OWEN JENKINS

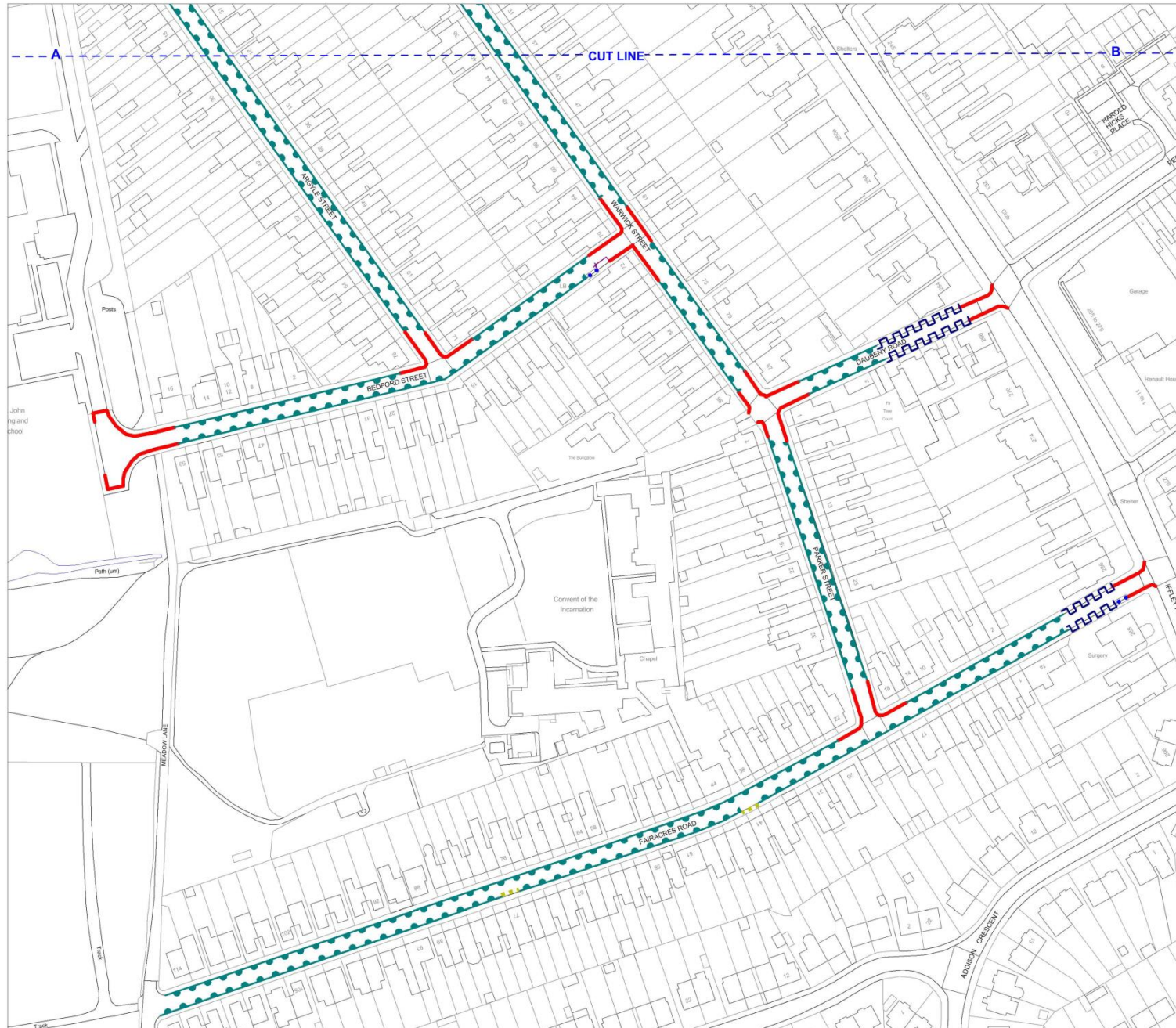
Director for Infrastructure Delivery

Background papers: Plan of proposed Controlled Parking Zone
Consultation responses

Contact Officers: Hugh Potter 07766 998704
March 2018



CMDE4



Drawing No.	Revision	2
-------------	----------	---

- Current "No waiting at any time" parking restriction.
- Car Club Parking Bay
- Disabled Persons Parking Place
- Electric Vehicle Parking Bay

Proposed Shared Use Parking:
 "Permit parking 8.00am to 6.30pm every day" and
 "Two hour parking 8.00am to 6.30pm every day"
 "Unrestricted parking 6.30pm to 8.00am every day"

Proposed Shared Use Parking:
 "Permit Parking at all times" and
 "Two hour parking 8.00am to 6.30pm everyday"

Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2016. 100023343

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
 Director Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: (01865) 615360
 Fax: (01865) 241577

**PROPOSED PARKING RESTRICTIONS
 (SOUTHERN SECTION)**

**IFFLEY FIELDS PROPOSED CPZ
 (OXFORD)**

Drawing Status			
Drawn by:	CJM	Checked by:	ADK
Date drawn:	05/01/2018	Date checked:	05/01/2018
Approved by:		Date approved:	

(not to scale)

Drawing No.	Revision	2
-------------	----------	---

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
Cllr Helen Evans	Fully supports proposals
(72) Local Resident, (Argyle Street)	<p>Object - I object to the CPZ in its proposed format, but do not object to some parking restrictions as detailed below. Any CPZ should make it easier for residents to park, not make it a more difficult place to live. During the day there are always spaces in Iffley Fields to park, but there is brief congestion at school opening and closing times. The difficulty arises predominantly in the evenings when cars from adjoining neighbourhoods are left in the area due to CPZs or parking scarcity elsewhere, especially as virtually all parking is already required by residents of Iffley Fields. Any CPZ should focus on the evening to avoid people from other areas leaving cars overnight, rather than making it difficult for people to visit residents.</p> <p>There is also an additional problem in that some houses are divided into flats and some residents own several cars. Houses in Multiple Occupation should also have restrictions. We also believe that any dwelling that already has a garage (or an outbuilding that was previous a garage) should be restricted to a single permit as the access to each garage prevents other cars from parking on the road.</p> <p>Ideally, the CPZ should focus on overnight parking, with residents permits only between 11pm and 9am and no restrictions at other times. Several people have friends over at the weekends and in the evenings, plus others visit the local public house. By only focusing on the overnight issue, problems would be removed without inconvenience. The final issue surrounds the number of skips in Iffley Fields. As these take up parking spaces, any skip should only be allowed in exchange for a parking permit for the duration of the skip hire.</p>
(85) Local Resident, (Argyle Street)	Object - No comments
(178) Local Resident, (Argyle Street)	<p>Object -As a long-standing resident I strongly object to the CPZ in the street and surrounding Iffley area as this will not resolve any parking issues, other than deter visitors from enjoying recreational activities within the surrounding areas.</p> <p>This will not improve the parking as it will still attract the same amount of cars, residents will not have the privilege of</p>

	<p>parking outside their homes. Non-residents visiting the park in Meadow Lane which has always been a huge hit with families, teams playing football over the weekends and skateboarders throughout the years will decrease. Fairly recently The Chester Arms was threatened with closure due to being bought by builders; having a CPZ will deter people going to such locations as visitors come from far and beyond to experience the good reviews of food, drink (beer events) and culture.</p> <p>There is no real parking issue in the area, other than people needing to be educated to understand how much space to hog when parking and the importance to remove the stigma of allowing non-residents the freedom to enjoy the recreational space in the areas by enabling them to park in the area.</p>
(70) Local Resident, (Bedford Street)	<p>Object – Very concerned about the cost of contractors permits suggests these are charged at £5 per week and is registered to the house for ease of administration for both the council and the contractor.</p> <p>Also, my visitors come to see me in the evenings when I am at home. I would prefer them to be able to park on my street rather some nearby road and walk. Could the visitor permitted time be extended until 10:30 pm? and extended to 3 hours rather than 2?</p> <p>Also queries the amount of enforcement that will in practice happen.</p>
(150) Local Resident, (Chester Street)	<p>Object - I object to paying for something I cannot own, I have no objection to sharing the space we all pay for on the road outside my house</p>
(94) Local Resident, (Fairacres Road)	<p>Object – while not against the CPZ, I am opposed to a £60 annual fee, especially as this will not guarantee me a parking space on my road, nor a space near my house. It is especially galling, since my landlord would charge me £100 a month to park in the few spaces available near our building. It would also make visiting for friends and family extremely difficult.</p> <p>Hope there can be some amendments which take these things into account, because I'm sure there are other young people and minimum wage workers in this area who would be even more adversely affected than myself.</p>
(41) Local Resident, (Fairacres Road)	<p>Object - I have lived on Fairacres Road for 10 years, and have never had any problems parking. I think twice in those 10 years I've had to park on a neighbouring street. Consequently, I am unhappy about the prospect of paying to park outside my house when I currently don't have to.</p> <p>Furthermore, and more importantly, we are a large family (4 young children) with both parents working and both having to use cars. Additionally child care from a family member who travels by car on two days every week is economically vital and the proposed restrictions (taking account of the time restrictions for visitor parking and the allocation of visitor permits) would not allow us to continue with these. There does need to be some special consideration for families such as ourselves.</p>
(95) Local Resident, (Fairacres Road)	<p>Object - I do not feel that Iffley Fields, or at least Fairacres Roads, would benefit from having a CPZ. During the day the road is closer to empty than full, and there are no issues parking between the times of 8:00 and 18:30, the times in which you propose controlled parking.</p>

(144) Local Resident, (Fairacres Road)	<p>Object – While I approve in principle the scheme and its charges, I object to the proposed size and weight restrictions. The weight of 2.25 tonnes is currently very close to the weight of the current Tesla model S (an electric car that could be seen as a blueprint for the future of clean cars that weighs up to 2.241 tonnes). Going by the existing trend of weights for cars in the future many cars will exceed this limit. This weight limit also excludes many Range Rover and other SUV and people carrying models. The length limit of 5 meters is also too short as many cars are now very near this limit (The Tesla Model S is 4.976 meters long). It may be impracticable to have a long car; however, I do not see why someone should be banned from owning one.</p> <p>It is also very unfair to exclude high vehicles with the 2-meter height restriction. Some people have to own a big van to make a living and it is very unfair to be prejudiced against them, especially noting that there are very few such vehicles owned by residents of the area. Once the parking regulations are in force most van owners will be able to park in front of their own houses.</p>
(156) Local Resident, (Fairacres Road)	<p>Object -, there is not really a problem in Fairacres Road - very occasionally it might be difficult to find a parking place in the evening, but during the day there is certainly no reason to have a CPZ , noting that any residents who commute by car will have left by then. For those that wish to use Iffley Fields as an alternative to the Park and Ride, maybe the real issue is the cost of using that service anyway. By all means extend the double yellow lines at the top until the first residence is reached. (This would also apply to Daubeny Road and Chester Street). Also, a permit, does not guarantee that you could park even on the few occasions that the road becomes busy, so that would be a waste of money for either no or little gain. It is a waste of Council money, the revenue it would earn will not be much bearing in mind the cost of implementing and policing the CPZ.</p>
(157) Local Resident, (Fairacres Road)	<p>Object – while supporting in principle a CPZ in the Iffley Fields area, I strongly disagree with the proposed weight and height restrictions. Under your parking proposal, I cannot own and park a Landrover Defender in Iffley Fields as it's higher than 2 metres by 29 mm. You have no right to dictate and restrict the size and make of the car I own.</p>
(179) Local Resident, (Fairacres Road)	<p>Object– while supporting the scheme overall, see no need for the proposed restrictions on vehicle size and weight for permit eligibility I feel these restrictions are unnecessary and people should be able to own whatever car they want or need to. The general impracticability of owning a large car or van in these streets already does and will continue to limit the number of large cars in the area. Please leave it to the people to be considerate of each other and not be bound by more regulations.</p>
(4) Local Resident, (Harold Hicks Place)	<p>Object – a CPZ will create a significant disruption particularly for: a) for the elderly who are regularly visited by relatives; b) for young families, as their visitors will likely travel with their own kids; and c) for shared households of young professionals where more than two people drive to work and therefore have more than two cars d) businesses (local shops / pubs / restaurants) that survive due to their ability to attract clients from areas well beyond the local community. The scheme will reduce property values and affect the financial position of those renting rooms to pay their mortgage. Other local services, such as churches, schools , the University sport centre (whose use by non-students has been encouraged on many occasions), the children's playground and the skate park, , will be less</p>

	<p>accessible. Families will have to pay to park their cars in the vicinity of their houses a further financial burden on families that are already struggling to keep up with the cost of living in Oxford. I have no issue with finding parking in the area at any time.</p>
(97) Local Resident, (Swinburne Road)	<p>Object - I live just outside the proposed area and 1) I have never noticed any problems with external users parking in the area, and 2) any restrictions will just push drivers to park in the roads adjacent to the area, so if there is a problem a CPZ won't cure it, merely shift it along slightly.</p> <p>The real problem in the area, is that car ownership has increased incrementally,. One solution would be to provide more off-road parking facilities, either garages or parking spaces that locals could rent or car parks for non-residents. Maybe the car park on Meadow Lane could be utilised in some way?</p>
(73) Local Resident, (unknown)	<p>Object - I am not convinced it will be helpful in Fairacres Road, only three times in over 30 years have I not found a place to park anywhere in the road (and then I have been able to park one road over, in Daubeny Rd). Parking is never a problem during the day. It is unclear to me what I would get in return for my £60 a year, and the greater hassle in relation to building work etc. It is of course possible that if Fairacres Road is excluded from the CPZ, then cars currently parking elsewhere will be more likely to park in Fairacres Road. This would still not mean that I would be getting a better deal in return for my money and effort; I would be bearing these burdens just to stop things getting worse in consequence of the CPZ.</p>
(90) Local Resident, (unknown)	<p>Object - I object to the proposed controlled parking zone on the grounds that the informal consultation last Autumn had no option to object. The proposal only benefits wealthy residents in the area - the parking problems stem from the housing crisis in Oxford. Many of the houses are split into 3/4 flats each with multiple tenants resulting too many cars creating a parking problem. For many of the older wealthy residents who own their own homes this is the only manifestation of the housing crisis that actually affects them because they find it difficult to park.</p> <p>Those residents who aren't fortunate enough to own their own homes, the very people who are forced to pay high rents for slum housing on these streets, that will be most disadvantaged. Finding the extra £60 a year will be difficult for many of them especially as they already face difficulty paying high rents due to the underlying housing problem.</p> <p>I have no doubt that the controlled parking zone will go ahead. The council has demonstrated that they have no ideas and no desire to tackle the very real and serious problems facing Oxford. The rich will get their way and the poor will suffer as is always the case.</p>
(31) Local Resident, (Warwick Street)	<p>Object - The Residents' Association is implying that support for a CPZ is unanimous and we contest this. The current proposal is more sensible than the previous one, but we are still not convinced that it will "solve" the challenge of parking in this area. In these times of reduced budgets in public spending, this seems a very expensive project and not the best use of limited council resources; the key problem is that there are too many cars. We have recently got rid of ours and are trying out life without a car, so will not be applying for a resident's permit. Does this mean that we will be entitled to more visitors' permits?</p>

(52) Local Resident, (Warwick Street)	<p>Object - However, if a decision is made to go ahead with the CPZ: My house is on Warwick Street opposite the turning into Bedford Street. At times the volume of traffic means that vehicles have great difficulty in turning in and out of Bedford Street. In my view, replacing the yellow lines on Warwick Street opposite the turning to Bedford Street would ease this.</p> <p>Current informal footway parking is not always done responsibly with little room for pedestrians, necessitating them walking in the road. Impossible for people with buggies or wheelchairs. Regulation of footway parking might lead to drivers parking more responsibly.</p>
(99) Local Resident, (Warwick Street)	<p>Object - I have absolutely no problem with the current parking situation. I am a young professional renting in a shared house, as are a lot of residents in the area. I cannot afford, nor do I wish to pay, to park outside my own home.</p>
(154) Local Resident, (Warwick Street)	<p>Object –considers that the implementation of the adjacent Magdalen North CPZ accounts for the majority of the evening parking pressures and suggests suspending the CPZ in surrounding areas for a period (e.g. for 6 months), in order to examine if the parking issues are resolved in Iffley fields. If after the 6-month period parking is still a problem, then move forward with the implementation of a CPZ. A CPZ in Iffley Fields will make parking worse in the surrounding non-CPZ areas.</p> <p>Also considers that no provisions are made for those requiring care, and that the proposed limit of 2 hours for visitors during the day is not needed or could be increased to 4 hours, given the lack of parking pressure during the day. Rather than restricting households to 2 cars, the first 2 permits the same price, and have increased charges for a third.</p>
(8) Local Resident, (Argyle Street)	<p>Undecided The majority of the pressure in favour has come from the residents of Stratford Street as they own more vehicles than the parking space in the street will allow. Further away from Stratford Street, the notably in Bedford Street and Fairacres Road, pressures are lower. While permit holder parking only at night time will ease one of the major problems, the proposals will cause other problems for some residents. My wife and I are and rely on support two or three times a week from relatives – the proposed day time 2-hour waiting and visitor permit allocation is not sufficient to meet these needs.</p> <p>Also, the proposed maximum permitted dimensions for parked vehicles seem arbitrary. The maximum width (2m) is obviously justifiable given the need to maintain sufficient space for emergency vehicles. However, one or two vehicles regularly parked in the street by residents are over 5m in length and some residents own small (Autosleeper-type) camping-cars which are 2.6m in height. I can see no justification for these limits.</p>
(145) Local Resident, (Argyle Street)	<p>Undecided - I look after my grandson one day a week, as parents work in London they sleep over one night a week. Therefore the proposed allocation of visitor permits, maximum of 50 per annum will not be enough. As that will mean any other family or friends will not be able to visit or park!</p>
(79) Local Resident, (Fairacres Road)	<p>Undecided - Whilst I understand that the road is busy in terms of parking and that measures which would discourage people from using the road as a parking space in order to access these areas would be helpful. However, a major concern is the proposed limit of two residential permits per household, as currently we have three.</p>

	When agreeing on signing for this house, the on street parking situation was something we had taken into consideration, In addition, all of our insurance documents state that we keep our cars on the road outside our houses, and I'm not sure what the implications would be if one of us now had to store our car elsewhere. Is there any flexibility on this - careful consideration of our situation would be greatly appreciated.
(174) Local Resident, (Fairacres Road)	Undecided - The parking problem in Fairacres Road is, in the main, due to the length of some vehicles owned by some households .If the planned zone goes ahead residents permits should be charged according to length of vehicle, which would encourage residents to buy smaller shorter vehicles.
(15) Local Resident, (Warwick Street)	Undecided - Many cars park illegally with two wheels on the pavement. If it is approved serious consideration should be given to marking the pavements to allow cars to be legally.
(87) Local Resident, (Warwick Street)	Undecided - I'm thinking of buying an electric vehicle and I found the letter unclear regarding the reservation of Electric Vehicle Charging Places and requests further information. And an opinion on whether the number and location of Electric Vehicle Charging Places will have an impact on the availability of parking.
(105) Local Resident, (Warwick Street)	Undecided – the proposed limit of 2 permits per house is inadequate- - we use and need 3 cars. The next door House is divided into flats - so although it is identical to ours it would presumably be possible for up to 6 permits to be issued. This is simply unfair. The problems in the area are with houses of multiple occupancy, with parking in connection with the school or in connection with the Chester Arms.. Although it is annoying to have to drive around for spaces, it has never proved impossible to find one. There could be more targeted action in relation to student accommodation and in relation to anti social behaviour - certain residents block out parking spaces with bins for long periods and even threaten those who park in spaces they consider as reserved for them. A residents scheme which allowed reasonable applications to be made for permits which could be demonstrated to be necessary, an exclusion of student permits and policing if anti social behaviour could provide remedies to the current situation and relieve sufficient pressure
(89) Local Resident, (Argyle Street)	Support - I support this scheme overall, but don't see why local businesses and community groups need unrestricted parking from 6.30pm to 8am on Chester, Daubeney and Fairacres. This will restrict residents from parking in the evenings which is a major issue, and suggest that this is time limited parking for non-residents.
(92) Local Resident, (Argyle Street)	Support – but see no reason to have unrestricted overnight parking at the end of Chester Street, Daubeney Road and Fairacres Road, which will allow non-residents to leave cars overnight and residents with more than two cars to continue to have multiple vehicles. There are no businesses that require long term parking so it will not adversely affect them and if you wanted to allow a little longer for evening guests to the pub or to residents you could lengthen the time for evening parking at the end of streets to 3-4 hours.

(93) Local Resident, (Argyle Street)	Support - It should be resident's parking 24hr, 7 days a week, with some 2-hour parking for non-residents. During the weekends and summer evenings the bottom ends of Chester Street and Argyle Street get extensively used for non-resident parking by people driving into the area to the visit Meadow Lane playground and Skate Park, more so now double yellow lines have been provided in Meadow Lane. Consideration should be given to charging for 2 hour non-resident parking, as in other areas of Oxford.
(117) Local Resident, (Argyle Street)	Support - There is an urgent need for the implementation of a CPZ in the Iffley Fields area. There are times when the streets include many cars parked by people from outside of the area, related to activities here where there are other forms of transport available. This means residents returning home in cars, including with small children or heavy shopping, are unable to park in their own streets. The double parking parking situation means mobility impaired residents' taxi's often have nowhere to wait, and late night working residents have nowhere to park on their return. There also appears to be opportunistic parking by commuters in our area, now concentrated by displacement from adjacent CPZs. It would be useful to consider including an enforceable no parking zone in the Meadow Lane turning circle, in which non-residents sometimes park overnight, preventing access by delivery vehicles to rear gates on Argyle St. An additional investment in repairing the potholed public car park surface behind the Falcon rowing club might counter fall out from the CPZ implementation.
(125) Local Resident, (Argyle Street)	Support - It is very important that we go ahead with the scheme. Please ensure that the parking spaces in Argyle St allow for pedestrians to use the pavements adequately. Please therefore keep the cars off the pavements as now. The double yellow lines in this area tend to be too long. Eg at the junction of Argyle and Bedford ,and Bedford and Warwick.. Can these be shortened to give more parking space? The double yellows in the turning area by the school prevent it being used as an overflow at night - probably an important resource even with the new CPZ - when there are no parking spaces available. Could these be changed so that it is no parking during the day and available at night?
(123) Local Resident, (Bedford Street)	Support - but requests a minor modification to double yellow lines in front of 59 Bedford St so as to allow for 2 cars to park between the white line in front of no 55 and the end of the double yellow lines guarding the turning head. The current position came into being to provide adequate sightlines for the original cycle crossing prior to its realignment further into the turning head and away from Bedford St houses.
(148) Local Resident, (Bedford Street)	Support - however the parking area at the bottom end of Bedford Street, which is currently signed '6pm-8pm'. This does not make sense. (I wonder whether it is a mistake?) Although I am aware it is alongside the access to the school gates, the actual area designated for parking has a single yellow line but also "Keep Clear " zig zags. Parking along this area does not restrict access for service vehicles and could be used overnight from 6.00pm to 8.00 a.m. This could provide 4 parking spaces for residents overnight. Please will you kindly clarify the situation regarding parking in this area by replacing the signage to designate parking from 6pm-8am for residents only?
(153) Local Resident, (Bedford Street)	Support – support, but requires clarification on the provision for registered childcare providers who require to park during the day. This is clearly when other resident's cars are not present and so their presence has no net effect on parking. In such circumstances would residents be able to purchase an additional (eg 3rd if we already have 2 cars) or would they require to purchase a business permit for such use? The latter would seem very unfair as this is more

	expensive than a standard permit but they need to have one option. Clearly, we cannot rely in daily visitors permits in these circumstances.
(2) Local Resident, (Chester Street)	Support - but the proposed unrestricted bays in Chester Street are too large. It is not clear why these should be larger than the other unrestricted bays which are in fact closer to local businesses which is the stated reason for them. The parking problems are most pronounced at night so it is not clear how this proposal addresses this part of the problem. It would be preferable to have marked bays on the road/pavements as people park poorly in the area and make access difficult especially when accessing our property with a wheelchair (family member) and our pushchair causing considerable inconvenience.
(38) Local Resident, (Chester Street)	Support - In general I welcome the introduction of a much needed CPZ in Iffley Fields. However I object to the time between 6:30 pm and 8 am being unrestricted parking near Iffley Road on Chester St, Daubeny Rd and Fairacres Rd. If two hours parking between 8 am & 6:30 pm is sufficient to support local businesses and community groups etc during the day then it should also be sufficient in the evening and overnight. I am concerned that the current proposal only allows landlords along Iffley Road to not provide sufficient parking on their properties for their tenants and in general encourage more car use. It also seems completely inconsistent with the approach adopted for the equivalent roads adjoining Iffley Rd in the MN zone - Henley St, Aston St & Stanley Rd.
(62) Local Resident, (Chester Street)	Support – but need some additional double yellow lines, specifically on Stratford street outside the derelict garages next to the lane that leads to more garages. Currently it is a white courtesy line only but people park on this line and block all access to the lane meaning that 20+ garages are inaccessible via the lane. The DYL at the corner of Chester St and Stratford St needs to be extended to connect with the white courtesy line outside 14 Chester St, as vehicles park on the courtesy line and obstruct access to the gate.
(122) Local Resident, (Chester Street)	Support - I absolutely feel that there should be residents parking for the whole of Iffley Fields streets. There was an idea that there should be some free parking at the top of Chester Street - I strongly oppose this on the grounds that there is a large carpark 5 minutes away on Meadow Lane for pub and church goers.
(142) Local Resident, (Chester Street)	Support - I think that there should be over night restrictions for permit holders, as the 'pinch point' for residents parking is often when we get home at night and there is nowhere to park.
(152) Local Resident, (Chester Street)	Support - I DO feel that the double yellow lines are excessive and that another parking slot on each double yellow around corners could be fitted in. I find it impossible to park after 7pm but do find spaces in the day - that may be because of pub visitors so a later time for the residents parking to end would be beneficial for residents i.e. 10pm.

(76) Local Resident, (Daubeny Road)	Support – but requests new double yellow lines on Daubeny Road to protect the access of Fir Tree Court. Also queries how many spaces would be available on Daubeny Road for unrestricted evening parking - our bedroom windows are street level and close to where cars park and we do get awoken from time to time when people load unload late and have loud engines/exhausts.
(22) Local Resident, (Fairacres Road)	Support - This is most welcome. At the same time it would be important to reinstate road marking at the Meadow Lane/ Fairacres Road junction. As they are worn and cars are parking there, causing a hazard to cyclists who are forced into the path of cars using the turning circle.
(55) Local Resident, (Fairacres Road)	Support - We generally agree with what has been designated for Fairacres Road. We are, however, concerned about the top of the road parking because of the height of the kerb on the right side going down which discourages parking on the pavement. Cars parking here on the road only, prevent larger delivery vehicles from accessing the street. We have had many deliveries aborted. This is a significant issue for everyone in the street. The solution in our opinion is to lower the kerb with markings to indicate where to park on the pavement.
(61) Local Resident, (Fairacres Road)	Support - Permit holder parking only should apply to ALL streets in this area, including Fairacres Road, Daubeny Road and Chester Street, between 6.30pm and 8am. Otherwise these streets will become overcrowded by those looking for night-time parking. It is already impossible to park in Fairacres Road in the late evening.
(78) Local Resident, (Fairacres Road)	Support - I think the proposal as it stands should be amended to be the same across Iffley Fields. i.e. no evening parking at the end of Fairacres, Chester & Daubeny Roads near Iffley Road. My reasons for this are that people park there - many illegally - and the real problem with parking is also in the evening so it would not help if anyone was allowed to park there. If the restrictions were consistent across IF [ie 6.30pm-8am permit holders only] this would be much better. If this is not possible then a compromise solution should be sought of only allowing 2 hour visiting parking in those areas
(124) Local Resident, (Fairacres Road)	Support - I would also add that having recently moved there with a driveway I have been blocked in by cars bearing Oxford parking permits from different zones which remain unmoved for weeks sometimes and also that our removal truck (not particularly big) couldn't even turn onto Fairacres Rd from Iffley Rd because people park too far up, sticking out and the Zip Car Place allows them to park without partially mounting the pavement and so Lorrys can't swing around. Really it would be helpful if the Zip car space allowed for it to be parked partially on the pavement.
(151) Local Resident, (Fairacres Road)	Support - Does the proposal mean that non-residents can park anywhere in the area for two hours Or designated bays?. I would prefer the latter.
(175) Local Resident, (Fairacres Road)	Support - Our only slight regret is the length of the "free for all "spaces at the top of the roads joining the Iffley Road. Our fear is that, in Fairacres Road and Daubeny Road at least, a unofficial taxi parking area will re-emerge, as was once the case. Other firms have the expense of yards while the nearby one was using the road spaces. We would emphasize that this slight concern does not lessen our support for the scheme as planned.

(176) Local Resident, (Fairacres Road)	Support - Whilst I can see the benefit of CPZ and am generally in support of the scheme, I am concerned about how this will affect the HMO tenants of the area including myself. When myself and my housemates signed the contract for tenancy in September 2017 until September 2018, one of the benefits was the unlimited parking. As a house of 6 adults we have 3 cars between us. Is there any opportunity for flexibility for houses of multiple occupancy around the 2 permit limited per household?
(11) Local Resident, (Ferry Road)	Support - I think it is important to consider the issue of school drop offs/collection. It's a hazard for the children, and not very sustainable. I appreciate many parents need to drive in, often in a rush. Is there any alternative to using Bedford Street? Perhaps the promotion of using the carpark on Meadow Lane is just unrealistic - but it would be great if children could be dropped there and perhaps escorted to school by volunteers/staff. For the majority of Bedford Street residents, this is the biggest issue really and won't be tackled by the CPZ.
(59) Local Resident, (Iffley Road)	Support - What happens when a property is split into flats/HMO? Are permits available for each flat within the property?
(160) Local Resident, (Iffley Road)	Support - You will note that our address is actually 254 Iffley Road. However this property includes a plot on Warwick Street, which would be numbered 75. We use this area to park our car, off Road. (It is the only property on Iffley Road to stretch between the two roads.)In the discussions prior to the original scheme it was agreed that the kerb outside 75 would be painted with a single white line to advise that the entrance was in constant use. We would like that to be part of the current scheme also. I would be grateful if you could advise me that this is possible.
(180) Local Resident, (Iffley Road)	Support - My main concern however is the parking for people who work in small business on and off the Iffley rd where there is no parking- all the staff at Little Troopers day nursery, the cafes on Iffley rd etc. Many of these employees live outside of Oxford as they cannot afford the rent and there is no park and ride service available to them down Iffley rd. Many of them park on Daubeny rd where there is very little housing - most of which has its own parking so it is my view Daubeny rd should be excluded.. The other point is that we are residents of Iffley rd officially but our entrance is Daubeny rd so we would like to be included in the ability to apply for some visitor permits if it is permit parking on Daubeny rd.
(26) Local Resident, (Lake Street)	Support - A controlled parking zone should be put in place in the Lake Street / Vicarage Road area at the same time. The Iffley Fields CPZ will simply displace parking commuters to these South Oxford streets if it is introduced in isolation. The parking situation in Lake Street / Vicarage Road and New Hinksey is extremely difficult for residents and needs to be urgently addressed as part of a joined up approach to the problem.
(113) Local Resident, (Parker Street)	Support - I think that the parking control is a good idea for the area. However, I think that the visitor permit allocation could be more generous for residents. I have elderly parents who regularly visit and parking for them is really helpful as opposed to public transport.

(136) Local Resident, (Parker Street)	Support - But only if residents with a second car pay at least 5x more per permit than residents with one car to encourage residents to have fewer cars on the roads. It is not appropriate that the charge for 2 cars is the same. The fact that there are parking issues should tell us that we need to discourage multiple cars in a household.
(166) Local Resident, (Parker Street)	Support - What is not clear is how the CPZ will be policed and how frequently. Can residents who have paid for permits expect the area to be policed throughout the day, every day, up until some point in the evening to ensure adherence to the time limits for those without permits?
(75) Local Resident, (Stratford Street)	Support – but please extend the CPZ to cover Jackdaw Lane where there are currently single yellow lines, and remove the single yellows. This would increase the availability of overnight and weekend parking to local residents.
(126) Local Resident, (Stratford Street)	Support – however, please don't allow any non-residents parking in Stratford Street. The proposed two-hour slot will mean that people use it to visit the University Sports Centre. People may also stay longer if the area is not actively patrolled. Stratford Street should be 24/7 residents parking - otherwise there is no point in us paying for a permit.
(135) Local Resident, (Stratford Street)	Support - As other areas have a CPZ, many commuters, students, school sixth formers etc. come in to park in Iffley Fields, Some cars are also parked as part of a 'virtual showroom' - cars listed for sale online, assume taxed, and parked for long periods. Also used to park for London airports (using coach cheaper than parking). Could the 3 metre gap for emergency vehicles be indicated by a dotted white line on the carriageway? Would still be advisory but could deter the blocking of access for emergency vehicles.
(161) Local Resident, (Stratford Street)	Support - Whilst I strongly support the introduction of a CPZ in Iffley Fields just as soon as possible, I would prefer only a very few 2 hour parking spaces per street, rather than the open to all 2 hour parking between 8am and 6.30pm currently proposed. I am concerned that many visitors to the City Centre, Cowley Road etc will still be encouraged to park in our completely over-congested streets + there is also severe congestion during school-run times. That said, if it is choice between no CPZ at all and the one proposed, I will reluctantly support the one outlined in your letter. If however, it proves to be unsatisfactory once implemented, I will be urging you to remove the 2 hour parking.
(164) Local Resident, (Stratford Street)	Support - I strongly support the introduction of a CPZ in Iffley Fields. The current parking situation cannot continue. I would prefer only a few 2 hour car parking spaces and am worried that more will mean there is still heavy congestion.
(14) Local Resident, (unknown)	Support - Due to the difficulty in parking in Iffley Fields in recent years I support a CPZ. I understand that parking for permit holders will be permitted on both sides of Warwick and Argyle Streets which would require partial pavement parking. However, section 16(3) states that every part of the vehicle must be on the carriageway. I support partial pavement parking where this is necessary which I believe would require deletion of 16(3).

(40) Local Resident, (unknown)	<p>Support - The draft order should be amended to remove Sch. 2 No Waiting at any time 'Warwick Street' (a)(i) - double yellow lines opposite Bedford Street. This existing restriction has not been properly marked / signed or enforced during the 15 years I have lived in Warwick Street. Imposing it as part of the CPZ will unnecessarily restrict parking space. There is no equivalent restriction at the junctions of Bedford Street & Argyle St or Parker St & Fairacres Rd. Alternatively residents of Warwick St should be provided with reduced rate permits due to this unnecessary restriction which will increase competition for parking space.</p> <p>It is noted no consideration / consultation has been given to the impact of introducing this CPZ on adjacent areas including Boundary Brook and Donnington Bridge. Vehicles will inevitably be displaced to these areas (as they were to Iffley Fields when the Magdalen Rd north / Iffley Road CPZ was introduced). These areas will inevitably be the next requesting / requiring a CPZ. The council has failed to develop a comprehensive parking / CPZ / traffic management policy for Oxford city. A Piece meal policy is not satisfactory. Local residents should not have to pay for CPZ permits because the council have not introduced a comprehensive policy / city congestion charge required to restrict non-residents parking. The council should also rigorously enforce the no cars policy on university students. It is noticeable that there is currently much reduced issues in Iffley Fields during the vacation. The parking problems will inevitably increase again as when students (and university staff) return next week!</p>
(74) Local Resident, (unknown)	<p>Support - I would like to confirm that we have trouble parking</p> <ul style="list-style-type: none"> a) evenings, b) weekends and c) during school term, weekdays between 8:30 and 9:00 and between 2:45 and 3:45. <p>I believe that the CPZ suggested would be very helpful for a) and b), thank you.</p> <p>The CPZ would not help for c) and I wonder if, only on Bedford Street, the morning start time of the variable CPZ could be 9:00. This would then prevent parents of SS Mary and John Primary School from parking on our street. Despite many letters sent by the school, many parents persist in not parking on the Council car park on Meadow Lane but driving down Bedford Street instead. Consequently, every morning, between 8:30 and 9:00, the traffic situation on Bedford street is very dangerous for children and parents, despite the two excellent TAs provided by the school. In addition, the parking situation for residents during that time is most frustrating.</p>
(129) Local Resident, (unknown)	<p>Support - It is quite possible that, when we are all home at night, there will not be adequate parking even with the CPZ so we will be paying for non-existent spaces. The shortening of the long double yellow lines round corners (as just done to make space for the electric charging point) would help create extra spaces, as would a change in markings outside the School. Very glad that pavement parking will not be included, and think that informal use of pavement should not be ignored as at present. Visitors permits need to allow for whole day and overnight stays so that family visitors, for example, do not have to keep renewing permit. And households should be allowed to buy extra permits for</p>

	visitors if needed.
(6) Local Resident, (Warwick Street)	<p>Support - (1) The charge of £20 per week for contractor parking is too expensive. What is the justification for putting a ~£400 cost on residents for a home extension? Proper consideration should be given to a longer period than one week for a contractor permit.</p> <p>(2) The proposal shows double yellow lines on Warwick Street opposite the Bedford road junction. These lines, as they stand today, are not in use (they are incomplete and are not enforced by traffic enforcement). Hence, as demonstrated by current usage, there is no need for this straight run of double yellow lines for the safe use of the junction. I suggest that they are removed from the proposal and that road section (as it is used today) be used as additional on street parking.</p> <p>(3) Some dropped curbs in the area are no longer in use. Some residences have been abusing dropped curbs in front of their property to reserve on street parking. I suggest that in the proposed traffic order that there should be no automatic penalty for purely parking alongside a dropped curb — as opposed to blocking a dropped curb and preventing pedestrian access, or actually preventing the use of a driveway which is properly sized, maintained and in use by the resident. For the abundance of clarity: the Regulations should indicate that evidence that a vehicle parked adjacent to a dropped curb and not preventing access to property, or safe use of the public highway would be accepted to permit an appeal to a penalty charge notice.</p> <p>(4) Currently on many streets in the area considerate drivers park with one wheel on the curb in order to provide a good balance of highway space to passing vehicles and pavement space to pedestrians. I request nothing in the traffic orders prevents the continuation of this existing considerate practice — notwithstanding that inconsiderate parking blocking the safe passage of vehicles or pedestrians should quite properly be controlled with the issuance of penalty charge notices.</p>
(9) Local Resident, (Warwick Street)	Support - I do not think that double yellow lines in Warwick St opposite Bedford St should be reinstated.
(47) Local Resident, (Warwick Street)	<p>Support - Please can we ensure in the legal agreement covering this scheme that</p> <p>a) Wadham college will never be able to issue visitor permits to their students or other guests that give access to students or their visitors or other non-student visitors to park in the Iffley Fields CPZ for students/visitors/employees residing in the new halls of residence on Iffley Road.</p> <p>b) That Wadham college will never be able to request hotel parking permits when they rent out their Iffley Fields buildings out of term time that can be used in the Iffley Fields CPZ. That hotels on the Iffley road will not be able to</p>

	<p>request hotel guest parking permits in the Iffley Fields CPZ.</p> <p>I think the number of visitor permits at 25 days is excessive for young people and will only encourage students to bring cars during term time which already makes parking intolerable for the first few weeks of term time. I would prefer these parking permits to be reduced and/or made into books of 1 or 2 hr parking permits to discourage students from bringing cars into the CPZ.</p> <p>In return for my £60 a year, I would like to understand precisely how frequently and at one times typically the parking officers will check parking. The worst times for parking are in the evenings after 6pm and on Sunday evenings in particular. I would want people to know that they face a significant risk of a fine if they park after 6.30pm without a permit.</p>
(131) Local Resident, (Warwick Street)	<p>Support - however we do not need Double Yellow lines Warwick St. /Bedford St junction My wife and I have lived here since 1981 with no double yellow lines in Warwick St opposite the Junction to Bedford St. Fire Engines, Ambulances, large trucks, refuse vehicles and smaller vehicles have negotiated the turn here with no difficulty. For 15 minutes at about 8.30am and 3.15pm on weekdays the school run can cause minor traffic holdups but that would remain the case whether or not those yellow lines were present.</p>
(172) Local Resident, (Warwick Street)	<p>Support - I am in favour of a CPZ for Iffley Fields, and would like to make the following comments:</p> <p>I. The double yellow lines at the corners of Warwick Street and Bedford Street (and perhaps at other junctions as well) are roughly 15 metres long, far longer than is needed for lorries turning, or for good visibility. These lines should be reduced to about 6 metres to free up a few parking spaces.</p> <p>II. We have a small but vocal group of people who think there should be no parking on pavements. Unfortunately, most people do park on pavements, in my street at least, and this inconveniences those in wheelchairs, or with prams. In other areas (Southfield Road, for example) white dotted lines are used to show parking is allowed on part of the pavement on one side of the road, with pavement parking forbidden on the other side. This is a sensible compromise because it means that one pavement is always clear, hardly ever the case at the moment, and it should also help access for emergency services: I would like to see this scheme used in Iffley Fields.</p>
(3) Local Resident, (Argyle Street)	<p>Support - As proposed the CPZ will be very good for our area of Iffley Fields. We very much need it. It closely agrees with the opinions I submitted previously.</p>
(19) Local Resident, (Argyle Street)	<p>Support - I am a long term resident and it is increasingly difficult to park near my house. If I return after 9.00pm I often have to park in another road. I will be 70 this year and carrying shopping or much more importantly my baby granddaughter from my very in conveniently parked car to my house is getting increasingly more difficult for me.</p>

CMDE4

(29) Local Resident, (Argyle Street)	Support -the roads in Iffley Fields are too narrow for the number of cars that are usually parked here. I would like the council to go further and create marked parking bays on the streets throughout the area to further limit the number of vehicles parked on the street.
(30) Local Resident, (Argyle Street)	Support - Parking on Argyle Street has become really difficult, one house owns 6 cars (single ownership) - he collects cars and yet another house has 5 cars and he parks strategically blocking entire stretches of the road - between the 2 houses there are 11 cars and it has caused quite a lot of misery between neighbours. That, with cars that are just dumped here for months on end because there are no restrictions. I am wholeheartedly behind the CPZ.
(33) Local Resident, (Argyle Street)	Support - Residents permit parking is very overdue in this area. Residents often cannot park as people, who live elsewhere, use these roads to park and go to work in town, go on holiday and generally as a free 'park and ride'. I support this scheme wholeheartedly.
(46) Local Resident, (Argyle Street)	Support - No comments
(50) Local Resident, (Argyle Street)	Support - It is essential to manage the ongoing parking issues for residents.
(58) Local Resident, (Argyle Street)	Support - I support the proposed CPZ in Iffley Fields - it is extremely difficult for residents to find parking spaces. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, in particular the need to have clear pavements for access to Isis school and for others who need unobstructed walkways. I also agree with the proposal to provide some support for the parking needs of local businesses.
(60) Local Resident, (Argyle Street)	Support - Mostly because of the small number of residents who have a large number of cars.
(63) Local Resident, (Argyle Street)	Support - Fully support the proposals.
(77) Local Resident, (Argyle Street)	Support - We continue to struggle with a lot of people using the area to park and go into town from. Along with the extra traffic from the pub it has become very hard to find a space when you get home in the evening. Hopefully restrictions will help!
(103) Local Resident, (Argyle Street)	Support - I approve the plans that the council have put forward to address the parking issues in Iffley Fields.

(104) Local Resident, (Argyle Street)	Support - No comments
(128) Local Resident, (Argyle Street)	Support - I think there should be a CPZ in the Iffley Fields area. I am happy with the proposed level. I would like the possibility of EV charging points, if not now, added to a roadmap to be able to add them in the near future.
(134) Local Resident, (Argyle Street)	Support - We are currently frequently unable to park near our homes. Anything that would help in this regard would be very much welcomed. Thank you very much.
(141) Local Resident, (Argyle Street)	Support - Absolutely vital - parking is a total free for all with non residents using our roads as a carpark - several car owners have 6-8 cars parked in the streets.
(177) Local Resident, (Argyle Street)	Support - I am writing in support of the proposed cpz. As a resident of Argyle Street I believe the proposals provide a pragmatic approach that will support local residents and the needs of small businesses in the area.
(17) Local Resident, (Aston Street)	Support - I am fully in favour of the planned CPZ. Parking near my house on Stratford Street is rarely possible, and with two young children this can be extremely difficult. I believe that the plans will improve the situation for those of us resident here.
(16) Local Resident, (Bedford Street)	Support - Commuter traffic has grown considerably in the past ten years as other areas of Oxford have had a CPZ introduced. Iffley Fields now requires one. I support the proposed CPZ in Iffley Fields because it is extremely difficult for residents to find parking spaces. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, in particular the need to have clear pavements for access to Isis school and for others who need unobstructed walkways. I also agree with the proposal to provide some support for the parking needs of local businesses."
(34) Local Resident, (Bedford Street)	Support – This proposed Controlled Parking Zone is now a necessity. Parking in this area has become impossible and needs to be more relevant to local residents, particularly at night. We also need safe access to the school in Bedford Street and to make the pavements safer and clearer. It would be good to have a few timed parking spaces for non-residents, workmen, visitors, but the largest proportion now need to be monitored with parking permits.
(42) Local Resident, (Bedford Street)	Support - Parking in Iffley Fields is now a nightmare. This will get far worse when the Wadham College student site on Iffley Rd opens. Iffley Fields parking is being used by commuters/Magdalen school pupils, etc., and by non-locals using it for long-term parking. Please can the CPZ be installed as soon as possible, so that residents are able to park.

CMDE4

(44) Local Resident, (Bedford Street)	Support - Seems like a measured response to diverse needs.
(64) Local Resident, (Bedford Street)	Support - I think a CPZ will help to control parking in our neighbourhood therefore I support the proposal.
(69) Local Resident, (Bedford Street)	Support - No comments
(80) Local Resident, (Bedford Street)	Support - I support the proposed CPZ in Iffley Fields because it is extremely difficult for residents to find parking spaces. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, in particular the need to have clear pavements for access to Isis school and for others who need unobstructed walkways. I also agree with the proposal to provide some support for the parking needs of local businesses.
(102) Local Resident, (Bedford Street)	Support - No comments
(162) Local Resident, (Bedford Street)	Support - it is extremely difficult for residents to find parking spaces. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, in particular the need to have clear pavements for access to St Mary and St John School and for others who need unobstructed walkways. I also agree with the proposal to provide some support for the parking needs of local businesses.
(20) Local Resident, (Chester Street)	Support - I support the proposed CPZ in Iffley Fields because it is extremely difficult for residents to find parking spaces. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, in particular the need to have clear pavements for access to St Mary and St John school and for others who need unobstructed walkways. I also agree with the proposal to provide some support for the parking needs of local businesses.
(51) Local Resident, (Chester Street)	Support - I support the CPZ plans for Iffley Fields
(119) Local Resident, (Chester Street)	Support - It's a nightmare trying to park near our home, especially in the evening so a CPZ would be brilliant. At the moment I don't like to use the car in the evening because it can be impossible to find a parking space. The proposed plans seem sensible and reasonable, so sincerely hope they are implemented as soon as possible.

CMDE4

(139) Local Resident, (Chester Street)	Support - I think the CPZ as proposed is a very good idea
(169) Local Resident, (Chester Street)	Support - Support – the proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, including the need to have clear pavements for access to St Mary and St John School in Meadow Lane and for those who need unobstructed walkways. I also agree with the proposal to provide a few parking bays to meet the needs of local businesses.
(10) Local Resident, (Fairacres Road)	Support - It will be crucial to monitor, and if need be, enforce the scheme.I have concerns for Meadow Lane.
(18) Local Resident, (Fairacres Road)	Support - Enforcement is key.
(23) Local Resident, (Fairacres Road)	Support - No comments
(25) Local Resident, (Fairacres Road)	Support - The scheme as proposed looks good, balancing residents' and local business interests.
(82) Local Resident, (Fairacres Road)	Support - Happy with proposal presented for consultation.
(107) Local Resident, (Fairacres Road)	Support - In my opinion a CPZ is absolutely essential. At the moment the pavements are unsafe for pedestrians and often impassable for pushchairs and wheelchairs because of the sheer volume of (often illegally) parked cars, and this means that pedestrians usually have to walk in the road. I only wish that dotted lines could be marked on the pavement to stop some parked cars from taking up almost all of it.
(109) Local Resident, (Fairacres Road)	Support - I very much like the suggestions for the CPZ which seem very appropriate to Fairacres Road where I live and to the area.

CMDE4

(116) Local Resident, (Fairacres Road)	Support - I think the proposed scheme seems fair and will hopefully reduce the problems associated with finding residents' parking spaces in the evenings.
(159) Local Resident, (Fairacres Road)	Support - Strongly support the CPZ because it is extremely difficult for residents to find parking spaces. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, in particular the need to have clear pavements for access to SSMJ school and for others who need unobstructed walkways. I also agree with the proposal to provide some support for the parking needs of local businesses
(140) Local Resident, (Iffley Road)	Support - This would make a huge difference.
(27) Local Resident, (Parker Street)	Support - I'm a resident of Parker Street and this proposal looks good to me. Thank you for pushing it forward.
(65) Local Resident, (Parker Street)	Support - "I fully support the proposed CPZ in Iffley Fields as it should hopefully help ease the increasing problem for residents to find parking spaces. There is still a need to keep pavements clear to allow unobstructed walking access and to somehow prevent inconsiderate parking which often adds to the lack of spaces.
(71) Local Resident, (Parker Street)	Support - We think the CPZ in this area is essential, especially given the development of student accommodation on Iffley Road.
(108) Local Resident, (Parker Street)	Support - People from outside the area park here and then catch the bus, creating pressure on parking spaces. We get over spill from adjacent and nearby CPZs again creating pressure. There are a few properties with multi occupancy and therefore a glut of cars in one small area. No system suits everyone and all circumstances but a CPZ is fairer than having no controls and is something which, I feel, has the support of the majority of households in Iffley Fields
(167) Local Resident, (Parker Street)	Support - I am very much in support of the proposed CPZ scheme proposed by IFRA - I am unable to park near my house. I think the CPZ will help this situation
(155) Local Resident, (Stratford Street)	Support - I strongly support the implementation of the CPZ
(5) Local Resident, (Stratford Street)	Support - Difficulty to park at some times (eg evenings) is a source of worry and stress

(21) Local Resident, (Stratford Street)	Support - No comments
(24) Local Resident, (Stratford Street)	Support - I very much support the introduction of the CPZ. Without controlled parking it is extremely difficult to park at all. As a woman, I find it particularly difficult/unsettling in the evening when I have to park very far from my house. Running errands during the day with the children is also aggravating as often I will return to find nowhere to park, even basic things like doing a supermarket shop are very unwieldy. Nearly always we have to stop in the middle of the road, unload and then drive around looking for a space. Stratford street is not a parking lot. It is a residential street, and controlled parking will help ensure that local people are able to live more easily and conveniently.
(28) Local Resident, (Stratford Street)	Support - No comments
(32) Local Resident, (Stratford Street)	Support - I am a Stratford St. resident, and I am in strong support of the CPZ. At present it is often not possible for me to find a parking space in the street in which I live. The proposed CPZ would improve this situation, making parking safer and easier in our residential streets.
(35) Local Resident, (Stratford Street)	Support - I am fully supportive of the proposed minimum impact CPZ. This proposal has the full support of the local community - this was demonstrated via an informal resident led survey, and then later through the informal council consultation. There is the risk that as this is the third time the community has been asked to respond it is met with a degree of apathy from those that implicitly support it (though I hope not). It represents an excellent compromise for local residents and is still supportive for local businesses. Due to the nature of the proposal and the minimal amount of work and cost required to implement it, I would request that if the scheme is approved, the changes are made as soon as possible.
(37) Local Resident, (Stratford Street)	Support - No comments
(43) Local Resident, (Stratford Street)	Support - I fully support the introduction of the CPZ. As this is a minimum impact scheme and will require little in the way of infrastructure change, could we please get this implemented as soon as possible.
(45) Local Resident, (Stratford Street)	Support - I full support plans for a CPZ. Parking is so hard here it has a severe detrimental impact on daily life. I often cannot park outside my house, on my street, or even on adjacent streets. Sometimes, I have nowhere to put my car and have to park it on double yellow lines. I frequently see people leave their cars here and then walk off into town. It is also unsafe for the children attending the local school SS Mary and John. It's so hard to see around all the cars and is very frightening when the children dart off. I do hope you approve this scheme for the good of our community and

	the safety of our children.
(49) Local Resident, (Stratford Street)	Support - I approve all the proposals as set out in your 18 January letter to residents.
(53) Local Resident, (Stratford Street)	Support - I support the proposal as set out in the consultation document, which should ease the untenable situation that has prevailed for a long time, and that was exacerbated by the introduction of CPZs on the other side of the Iffley Road, which had the effect of diverting more non-residents' cars into our street. I am particularly pleased to note that we will not lose any of the area currently available for parking, and that we will not be required to park on the pavement.
(56) Local Resident, (Stratford Street)	Support - This is a much needed initiative to improve the parking situation in Iffley Fields and we wholeheartedly support it. However, if it does not fully resolve the problem we would recommend consideration be given to marking parking bays in the road as well.
(57) Local Resident, (Stratford Street)	Support - It is absolutely critical to the community for a CPZ to be implemented as the issue of people outside of Iffley Fields coming here to park during the day and evening has got steadily worse over the 18 years that I have lived here.
(66) Local Resident, (Stratford Street)	Support - I strongly support the introduction of a CPZ. The details of the proposed plan seem sensible. As a resident with two small children and work in the evenings, the acute lack of parking causes frequent problems. I very often park two or three streets away in the evenings. Therefore the following day I have to carry the children or work equipment long distances to reach the car. The proposed details of the CPZ address my concerns: The times of day of the restrictions are good; I am pleased that it does not propose marked spaces overlapping the pavement; I am pleased that the number of spaces intended to support local businesses seems appropriate; the number of visitor permits and cost of additional visitor permits matches schemes elsewhere which work well. Having previously lived in the Magdalen North zone before and after the introduction of a CPZ, I think that that zone was effective. The problem in Iffley Fields is much worse than it was in that area before the CPZ.
(67) Local Resident, (Stratford Street)	Support - No comments
(81) Local Resident, (Stratford Street)	Support - I agree with the proposals for the CPZ as outlined in the letter.

(83) Local Resident, (Stratford Street)	Support - Very necessary
(84) Local Resident, (Stratford Street)	Support - I concur with CPZ as proposed
(88) Local Resident, (Stratford Street)	Support - I support the proposed CPZ in Iffley Fields because it is extremely difficult for residents to find parking spaces. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, in particular the need to have clear pavements for access to Isis school and for others who need unobstructed walkways. I also agree with the proposal to provide some support for the parking needs of local businesses.
(96) Local Resident, (Stratford Street)	Support - I have read the proposals for the Iffley Fields CPZ and agree with what is proposed. This would do much to alleviate the existing - and growing - difficulties faced by Iffley Fields residents, whilst still offering limited parking for short stay parking for non residents (visitors, trades people, etc).I moved into Stratford Street just before the MN CPZ was introduced. At that point, it was possible, with difficulty, to find a space somewhere in the street. Since then, most evening on returning from work, there is nothing.I am tired of collecting parking fines due to non residents seeking free parking, and welcome the proposal for the CPZ as described.
(106) Local Resident, (Stratford Street)	Support - I am often not able to park anywhere near my house which causes no end of problems. I dread the day I have to move house or have building work done as there is no way of reserving spaces at the moment.
(110) Local Resident, (Stratford Street)	Support - No comments
(112) Local Resident, (Stratford Street)	Support - It's impossible to park most of the time. It's completely unsustainable, in a city with such rigorous residents' parking arrangements, that people who live in Iffley Fields should be unable to park close to their homes, or get fined for having no choice but to park on single yellow lines when absolutely necessary.
(114) Local Resident, (Stratford Street)	Support - I very strongly support the setting up of a cpz in this area. As a resident and parent of a child with autism I find it particularly stressful to be without parking near the house. This scheme will protect spaces for residents and allow business and visitor use as well. It is a very suitable solution without which daily life is intolerable.
(115) Local Resident, (Stratford Street)	Support - We are fully in favour of the proposal and would be delighted if it was implemented as soon as possible.

(120) Local Resident, (Stratford Street)	Support - I fully support the proposed CPZ in Iffley Fields because it is extremely difficult for residents to find parking spaces. More importantly I have children at the local school (SS Mary and John) who often have to negotiate obstructed pavements and blocked roads. The proposed 'minimum impact' scheme addresses my concerns and I know, talking to many on the school run and on our street, that the vast majority of residents feel the same. I also agree with the proposal to provide some support for the parking needs of local businesses. Many thanks for conducting the consultation. I'm looking forward to a positive resolution and an improvement in the quality of life and safety of local children.
(121) Local Resident, (Stratford Street)	Support - I welcome this CPZ with open arms - it is long overdue and desperately needed. The current parking for residents is diabolical and I am strongly in favour of the CPZ. The specific proposals for a CPZ look excellent. I would only ask that the CPZ is implemented as quickly as possible and ideally within 3-6 months at the longest.
(127) Local Resident, (Stratford Street)	Support - I've been amazed at the overcrowded street parking and absence of space for people who live on these streets to park their own vehicles. Often cars and bikes cannot get through and cyclists are forced to ride on pavements or dismount to make room for cars. Cars are often forced to park illegally or block others in. This isn't safe. Much of the non resident parking is also not from individuals who contribute to the area - especially commuters and students in Magdalen College School. This is unfair on the residents and those visitors should use park and ride facilities like everyone else. As Iffley Fields is one of the few areas in East Oxford without a CPZ the burden is made worse. Fully support the CPZ as the current situation is untenable.
(132) Local Resident, (Stratford Street)	Support - We need a CPZ.
(138) Local Resident, (Stratford Street)	Support - The current parking situation is dire for residents of Iffley Fields. I often have trouble parking near my house on Stratford St and would encourage the council to do everything in their power to alleviate the situation.
(158) Local Resident, (Stratford Street)	Support - I support the proposed CPZ in Iffley Fields because it is extremely difficult for residents to find parking spaces. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, in particular the need to have clear pavements for access to Isis school and for others who need unobstructed walkways. I also agree with the proposal to provide some support for the parking needs of local businesses
(165) Local Resident, (Stratford Street)	Support - thoroughly endorse the conclusions reached in the consultation for CPZ and sent to us by letter dated 18 January 2018. Parking in Stratford Street is very difficult because of the number of vehicles left here during the day by non-residents. It is almost impossible at night after 7.00pm to find a place anywhere in Iffley Fields. A Controlled Parking Zone has been long looked-for by most of the residents. I hope that it can be instituted as soon as possible.

CMDE4

(170) Local Resident, (Stratford Street)	Support - I support the proposed CPZ in Iffley Fields because it is extremely difficult for residents to find parking spaces. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, in particular the need to have clear pavements for access to Isis school and for others who need unobstructed walkways. I also agree with the proposal to provide some support for the parking needs of local businesses.
(168) Local Resident, (Stratford Street)	Support - I support the proposals as set out in the consultation document, which should ease the untenable parking situation that has long prevailed and that was exacerbated by the introduction of CPZs on the other side of the Iffley Road, which had the effect of diverting still more non-residents' cars into our street. I am particularly pleased to note that we will not lose any of the area currently available for parking, and that we will not be forced to park on the pavement on one side of the street. Either of these conditions would have made our lives even more difficult
(13) Local Resident, (Swinburne Road)	Support - No comments
(48) Local Resident, (unknown)	Support - Desperately needed!
(86) Local Resident, (unknown)	Support - This will make a big improvement to the area.
(91) Local Resident, (unknown)	Support - Unsure how much real benefit there will be given that there are too many cars in the community already... that said, if we are to have a CPZ, the one which has been proposed seems well-thought out and probably the best option for Iffley Fields
(111) Local Resident, (unknown)	Support - No comments
(118) Local Resident, (unknown)	Support - We strongly support the proposals for a CPZ in Iffley Fields.
(130) Local Resident, (unknown)	Support - I support the proposed CPZ in Iffley Fields because it is extremely difficult for residents to find parking spaces. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations, in particular the need to have clear pavements for access to Isis school and for others who need unobstructed walkways. I also agree with the proposal to provide some support for the parking needs of local

	businesses
(143) Local Resident, (unknown)	Support - No comments
(146) Local Resident, (unknown)	Support - We are one of the closest areas to the centre of town without a CPZ. Predictably, this leads to a lot of casual parking by those who do not live here, whether people going to work, 6th formers heading to school, or shoppers. The inevitable free-for-all is particularly annoying for those of us with small children, who really need to be able to park close to our own homes. No one imagines a CPZ would instantly solve all congestion problems in the area, but I think it would make a very important difference, and certainly has immense support within Iffley Fields.
(173) Local Resident, (unknown)	Support - having lived in this area for 30 years I am registering my support for the CPZ in this area. It is very difficult to park and this will certainly help make parking easier and safer in our streets
(7) Local Resident, (Warwick Street)	Support - No comments
(12) Local Resident, (Warwick Street)	Support - I am a resident of Iffley Fields. The greatest pressure on parking occurs in the evenings from 5 pm onwards during the week and all day at the weekends. During the week from 8am - 5pm cars empty from all the streets except Stratford Street which suffers most from non-residents parking for convenient access to Oxford city centre.
(36) Local Resident, (Warwick Street)	Support - Parking in this Street is often impossible. Cars also leave their vehicles for any number of days, in some cases for months. there is scant disregard for residence living in the area. Quite often cars park over clearly marked line where dropped curbs and parking on ones forecourt is allowed. This can cause friction. Being close to the centre of Oxford Town (CITY), cars from out of town leave their cars in this area and occupants of the cars walk into the town centre because of the close proximity. I could name any number of reasons for cars parking for free in this area (FREE) is also a great reason considering the expense of town centre parking. Residence need to be able to park their cars close to where they live as other do on a every other street in this area. As other streets in this area have CPZ, this adds to the pressures of parking on this street. With a school located within this area, it is very tempting for parents to leave their cars in the area and walk into town or elsewhere for the day. All this adds to common reasons for needing a CPZ in this AREA.

CMDE4

(39) Local Resident, (Warwick Street)	Support - No comments
(54) Local Resident, (Warwick Street)	Support - I support the proposed CPZ in Iffley Fields because it is extremely difficult for residents to find parking spaces both day and night these days. The proposed 'minimum impact' scheme addresses many of the concerns raised by residents in previous consultations. I particularly agree with the proposal to provide support for the parking needs of local businesses.
(68) Local Resident, (Warwick Street)	Support - I strongly support this proposal, parking in the evening as resident is really difficult. This seems a great compromise between making sure residents have access to parking whilst keeping areas open for general use and at other times. Thank you.
(98) Local Resident, (Warwick Street)	Support - It is impossible to park for residents at many times of the day and night
(100) Local Resident, (Warwick Street)	Support - No comments
(101) Local Resident, (Warwick Street)	Support - Many people from outside of the Iffley Fields area park along our streets which means frequently we have to park 5 - 10 minutes walk away. Getting children in and out of cars can be very difficult when there is nowhere nearby to park. Once the new students' residence is finished on the Iffley Road, without CPZ this will get worse. In this household we strongly support the plan for a CPZ.
(133) Local Resident, (Warwick Street)	Support - I am strongly in support of the proposed CPZ and will be especially appreciative of its helping to keep key sections of pavement clear. I found it so stressful to have a car in Iffley Fields that I sold mine. That's not an option for many others of course, and I sympathise with anyone who has to cope with the current chaos and pressure.
(137) Local Resident, (Warwick Street)	Support - No comments
(147) Local Resident, (Warwick Street)	Support - This area is completely overrun with cars. We need a CPZ. It has gotten to the point where it is dangerous for children.
(149) Local Resident, (Warwick Street)	Support - Yes please, with implementation sooner rather than later, if possible.

CMDE4

(163) Local Resident, (Warwick Street)	<p>Support - We fully support this proposal.</p> <p>It will stop the area being used as a free park and ride to town, the creep of cars from the CPZ area across the Iffley Road to avoid paying the permit fee and multiple and unnecessary student cars. It allows for safe pavement access for the school and accommodates local business requirements.</p> <p>So please proceed with the low level scheme</p>
(171) Local Resident, (Warwick Street)	<p>Support - I support Council's parking proposal</p>

This page is intentionally left blank

Division(s): Grove and Wantage

CABINET MEMBER FOR ENVIRONMENT – 8 MARCH 2018

PROPOSED ZEBRA CROSSINGS, EXTENSION OF 30MPH SPEED LIMIT, TRAFFIC CALMING MEASURES AND PROHIBITION OF MOTOR VEHICLES - DENCHWORTH ROAD, CANE LANE AND NEWLANDS DRIVE, GROVE

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses to a statutory consultation on proposals to install two zebra crossings on Newlands Drive, Grove and also the outcome of further discussions with Grove Parish Council and the local member in respect of proposals to extend the 30mph speed limit on Denchworth Road, to provide calming measures on Newlands Drive and to prohibit the use by motor vehicles of parts of Cane Lane and Denchworth Road, which are superseded by the proposed new road layout at Grove and which were reported to the Cabinet Member for Environment delegated decisions meeting on 23 November 2017.

Background

2. The above measures are proposed in conjunction with a major new residential development to the west of Denchworth Road and Newlands Drive at Grove. Plans showing the proposals are shown at Annex 1 (zebra crossings), Annex 2 (traffic calming), Annex 3 (speed limits) and Annex 4 (prohibition of motor vehicles).

Consultation on zebra crossings

3. Formal consultation on proposals to install two zebra crossings on Newlands Drive was carried out between 17 January and 16 February 2018. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Grove Parish Council and the local County Councillor. Additionally, public notices were placed on site in the vicinity of the proposals.
4. Six responses were received. These are summarised at Annex 5. Copies of the full responses are available for inspection by County Councillors.

5. Thames Valley Police, County Councillor Zoe Patrick (the local member) and the Vale of the White Horse District Council responded expressing no objections to the proposed crossings, though the police did raise queries regarding current traffic speeds and also the co-ordination of the construction of the proposed crossings and proposed traffic calming measures.
6. Objections were received from three members of the public in respect of the zebra crossings expressing concerns in respect of their proximity to each other and to a side road junction, noise and emissions arising from vehicles stopping and moving off after giving way to pedestrians and light disturbance caused by the zebra beacons.
7. In response to the police query on vehicle speeds and the coordination of the implementation of the crossings with the proposed traffic calming measures, subject to the latter being approved it is anticipated that they would be constructed together, with it being advisable for the zebra crossings to be completed after the calming measures to help ensure that drivers approach the crossings at a safe speed.
8. While the concerns of the members of the public over safety and the noise, air quality and light pollution issues raised, it should be stressed that the design of the crossings fully complies with national guidance in respect of their spacing in relation to one another and their siting in relation to side road junctions and that such crossings are widely used in urban areas including nearby examples on the Denchworth Road in Wantage south of Mably Way without resulting in such difficulties. To address any concerns over light pollution, a simple remedy is to install a shield around the zebra crossing beacons so that the light is only seen by approaching traffic, rather than by adjacent properties.
9. The provision of the crossings will significantly assist the safety and amenity of pedestrians crossing between the new residential development and Grove, it being also noted that both crossings are considered necessary to cater for the anticipated pedestrian crossing demand.

Discussions with Grove Parish Council and Councillor Zoe Patrick on proposed traffic calming measures

10. After considering the report on the proposed speed limit change, prohibition of driving order and traffic calming measures at Denchworth Road, Cane Lane and Newlands Drive, together with representations from Grove Parish Council and other parties at the Cabinet Member for Environment delegated decisions meeting on 23 November 2017 (Annex 7), the Cabinet Member provisionally approved proposals to extend the 30mph speed limit on Denchworth Road and prohibit use by motor vehicles of part of Cane Lane and Denchworth Road superseded by the proposed new road layout, pending further discussions with Grove Parish Council regarding traffic calming measures including consideration of further measures.
11. A meeting with Grove Parish Council to discuss the calming measures was held on 4 December 2017. At that meeting, which was attended by

Oxfordshire County Council officers and representatives from Brookbanks (the design consultant employed by the developer) and Persimmon Homes the traffic calming scheme along Newlands Drive was discussed and possible alternatives explored.

12. The traffic calming options discussed were speed cushions, speed ramps, chicanes, mini roundabouts, free standing traffic lights, vehicle activated speed limit signs and speed cameras. Brookbanks, along with OCC advised of the advantages and disadvantages of each proposal along with giving greater detail of the calming that was being consulted on.
13. At the request of the parish council Brookbanks created a table advising of the potential disadvantages of the traffic calming options discussed. These are shown at Annex 6.
14. A meeting was also held between county council officers and County Councillor Zoe Patrick, the local member, on 2 February 2018 when the proposed traffic calming was discussed. Alternatives were also discussed and officers advised how they could or could not work along Newlands Drive. Mini roundabouts were discussed in greater detail and advice giving about the lack of deflection and lack of traffic turning right, which would make this proposal ineffective as a traffic calming feature.
15. In Councillor Patrick's response to the consultation on the zebra crossings (see Annex 5), although no comments were made in relation to the crossings, she reiterated strong concerns over the proposed use of road humps and requested that alternative traffic calming measures be investigated.
16. As detailed above, exhaustive consideration of the possible alternative measures has been given by both officers and the consultants employed by the developer and, for the reasons previously set out, it is considered that the measures previously consulted on are the most appropriate in this specific context, and - as a particularly key consideration - the specification of the ramp gradients at the raised junctions will avoid the sharp vertical deflections that have been raised as the major concern by Grove Parish Council and the local member, together with other parties responding to the previous consultation specifically on the calming measures.

How the Project supports LTP4 Objectives

17. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

18. Funding for proposals has been provided by the developer of land adjacent to Denchworth Road and Newlands Drive.

RECOMMENDATION

19. **The Cabinet Member for the Environment is RECOMMENDED to approve:**
- a) proposals for the zebra crossings on Newlands Drive, Grove;**
 - b) proposed traffic calming measures on Newlands Drive, the proposed speed limit reduction on Denchworth Road and the proposed prohibition of motor vehicles at Denchworth Road and Cane Lane as considered at the Cabinet Member for Environment delegated decisions meeting on 23 November 2017.**

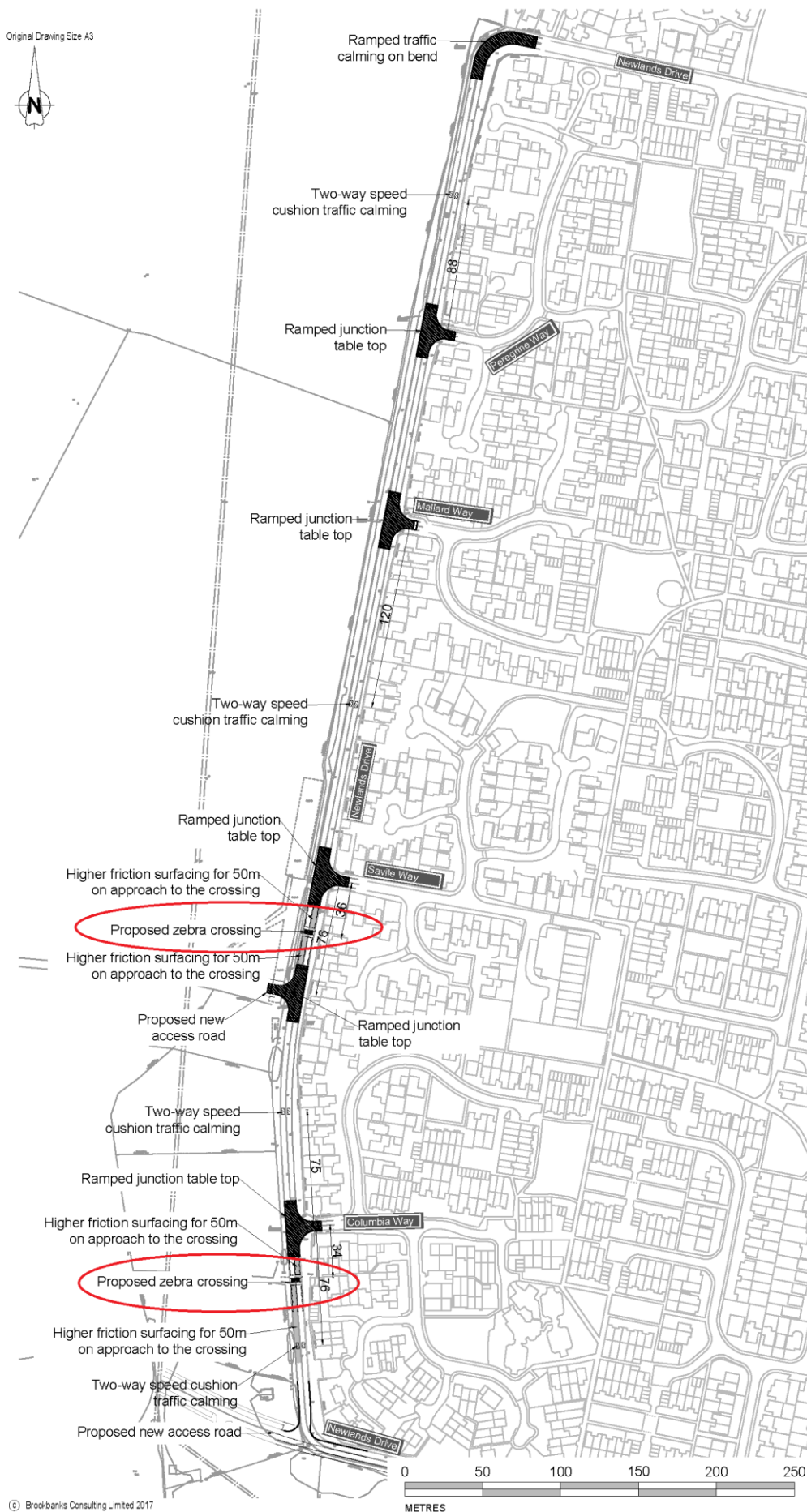
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2018



NOTES:

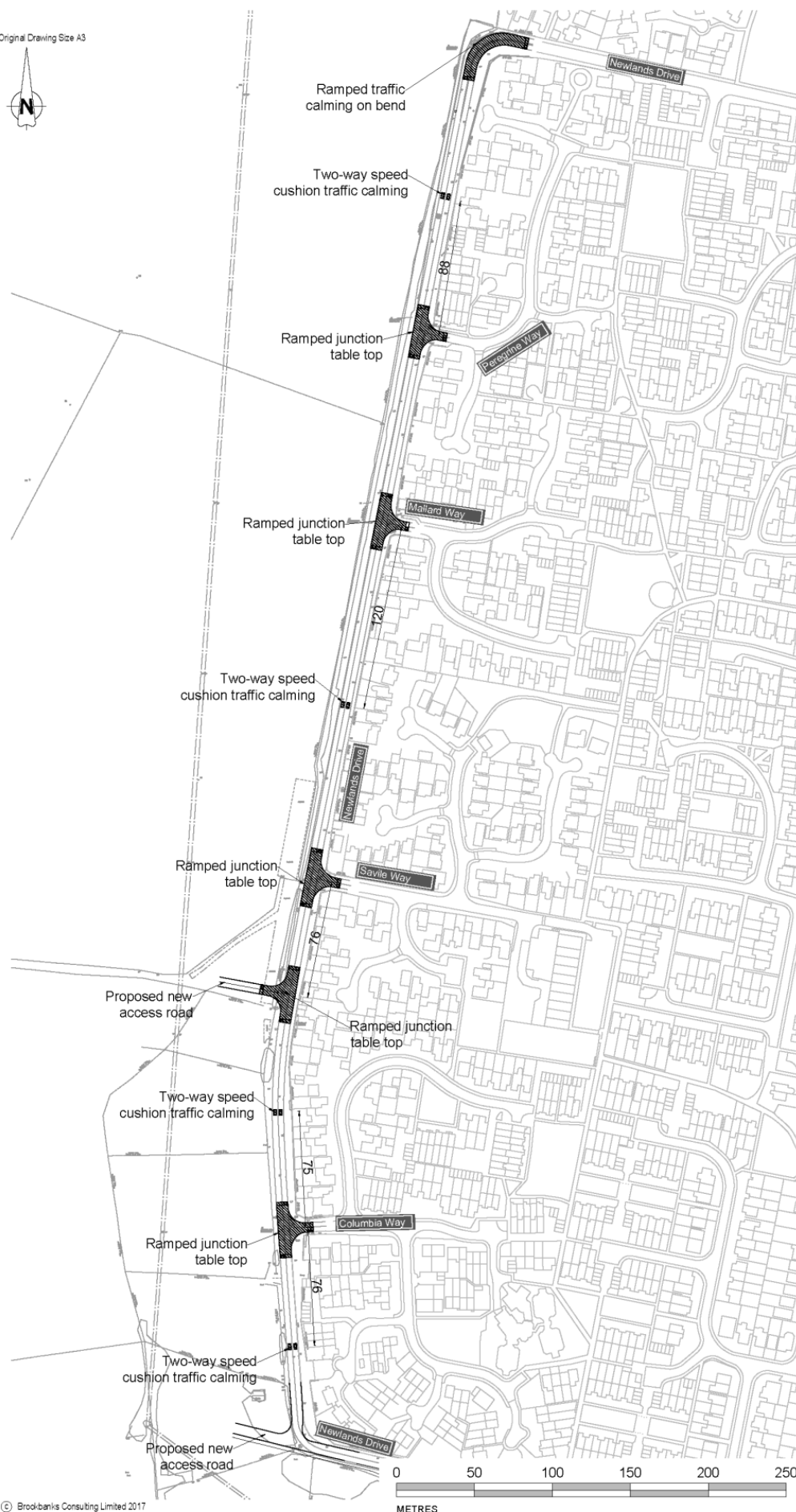
ANNEX 1

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. This drawing should be read in conjunction with the Traffic Regulation Order for these works.

G	Detail added to zebra crossings	LF	SD	RM	20.11.17
F	Location of southern zebra crossing amended	LF	SD	RM	09.11.17
E	Chicanes replaces with Speed Cushions and zebra crossing added.	LF	SD	RM	06.11.17
D	Southern zebra crossing updated.	RM	RM	RM	20.10.17
C	Speed cushions replaced with chicanes and zebra crossings added.	SD	SD	RM	06.10.17
B	Speed cushions amended and northern ramp added.	SD	SD	RM	09.06.17
A	Updated following OCC comments.	RM	RM	PAB	22.03.17
-	First issue.	RM	RM	PAB	01.01.17
Status Date					
Preliminary					Jan 2017
Drawn	Checked	Date			
RM	RM			01.02.17	
Scale	Number	Rev			
1:2500	10383-050-002	G			

Brookbanks

6150 Knights Court, Solihull Parkway, Birmingham B37 7WY
Tel: (0121) 329 4330 Fax: (0121) 329 4331
www.brookbanks.com



NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. This drawing should be read in conjunction with the Traffic Regulation Order for these works.

B Speed cushions amended and northern ramp added. SD SD RM 09.08.17

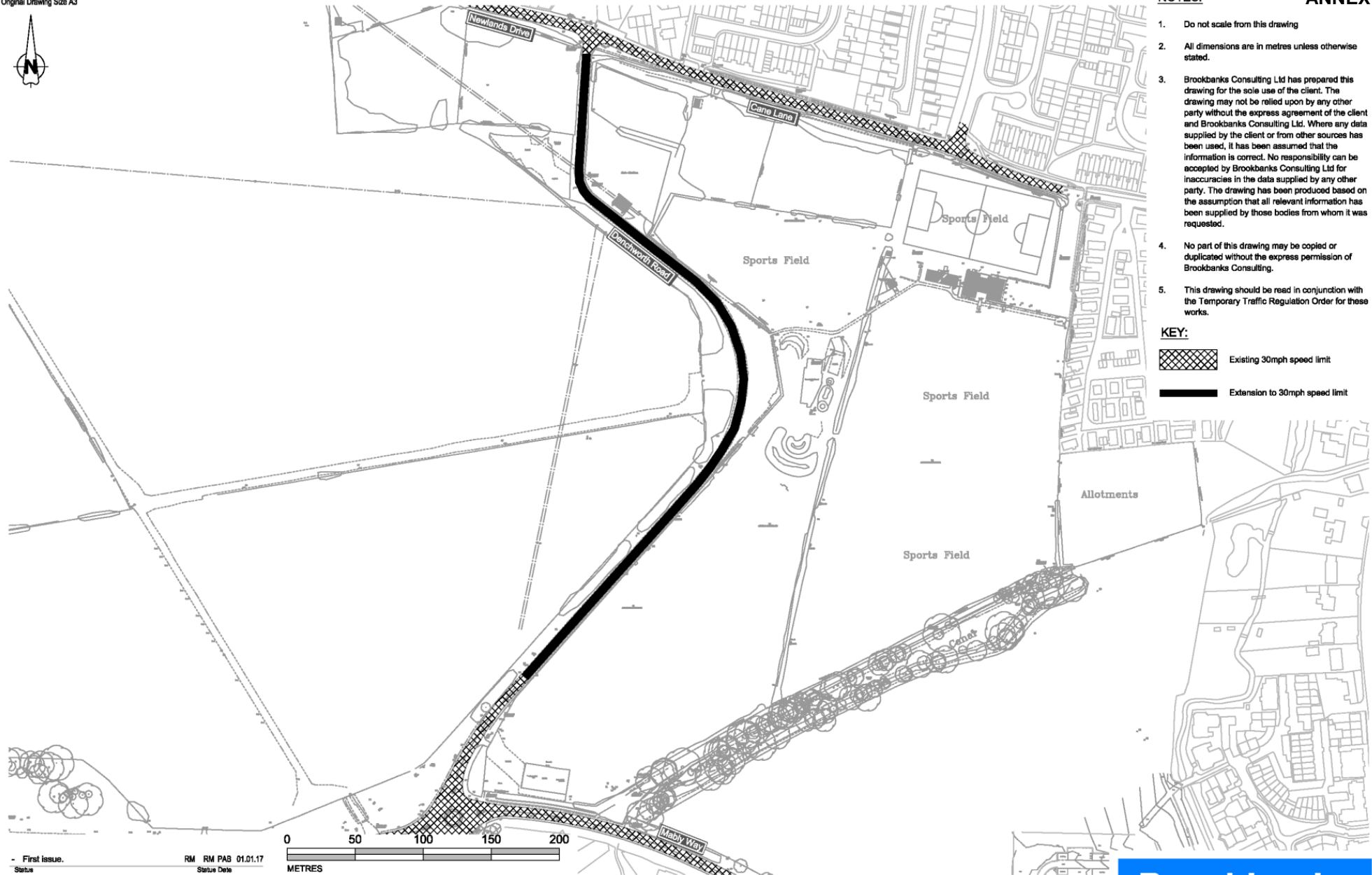
A Updated following OCC comments. RM RM PAB 22.03.17

- First issue. RM RM PAB 01.01.17

Status Preliminary Jan 2017



Drawn RM Checked RM Date 01.02.17

Scale 1:2500 Number 10383-050-002 Rev B

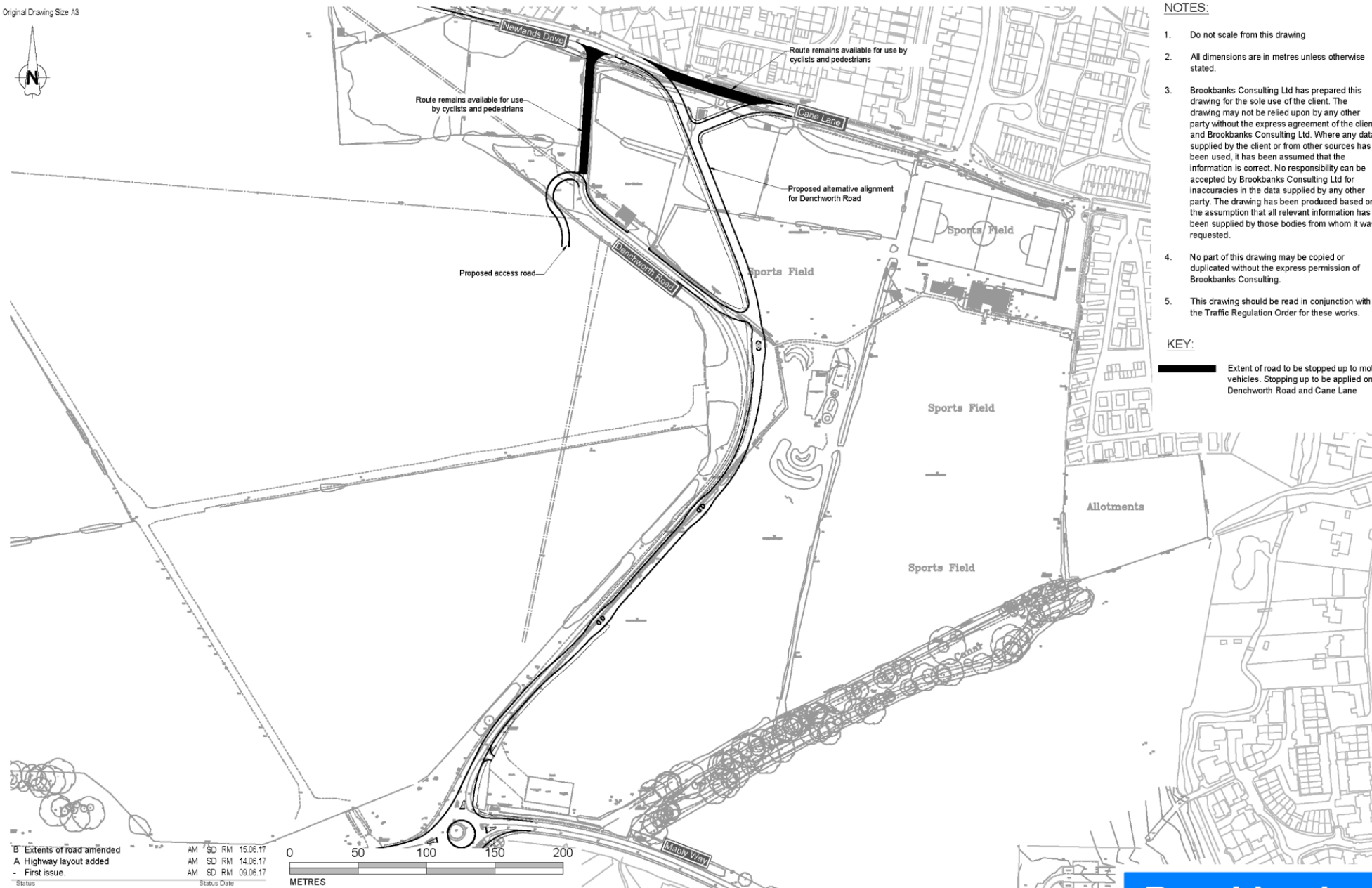
**NOTES:****ANNEX 3**

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. This drawing should be read in conjunction with the Temporary Traffic Regulation Order for these works.

KEY:


-  Existing 30mph speed limit
-  Extension to 30mph speed limit

- First issue.		RM	RM	PAB	01.01.17
Status		Status Date			
Preliminary		Jan 2017			
Drawn	Checked	Date			
RM	RM	01/02/17			
Scale	Number	Rev			
1:2500	10383-050-001	-			

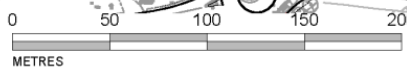
**NOTES:**

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. This drawing should be read in conjunction with the Traffic Regulation Order for these works.

KEY:

-  Extent of road to be stopped up to motor vehicles. Stopping up to be applied on Denchworth Road and Cane Lane

B Extents of road amended		AM	SD	RM	15.06.17
A Highway layout added		AM	SD	RM	14.06.17
- First issue.		AM	SD	RM	09.06.17
Status	Preliminary				
Status Date	June 2017				
Drawn	SD	Checked	RM	Date	09.06.17
Scale	1:2500	Number	10383-050-003	Rev	B



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>No objection - In principle I do not object providing these facilities meet current design and that speeding monitoring supports this type of crossing.</p> <p>It is difficult to imagine what this whole area will look like in the future when nothing has currently changed. From the current drawings both crossing proposals currently lead to nowhere and I fear this might be the case for some considerable time.</p> <p>I mention speed data but recognise traffic calming is also part of this process.</p> <p>Do you know how this scheme will be delivered? Will it be traffic calming and then crossings. Crossings without traffic calming may be detrimental to this whole layout.</p> <p>Was consideration ever given to the crossing also being on raised platforms?</p>
(2) Grove Parish Council	<i>No response received.</i>
(3) Local County Councillor, (Wantage & Grove Division)	<p>No objection - I do have serious objections to the traffic calming proposals for this area in the use of speed humps. I have had a long-time experience of these in other parts of the village in Grove where they have caused enormous problems for residents and I can provide you with proof of this if necessary. If anything, we need to ensure that NO humps are installed on this stretch of road and alternative methods of reducing any speeding potential problems properly investigated. I understand Grove Parish Council also share this view.</p>
(4) Vale of White Horse District Council	<p>No objection - satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the proposal.</p>

(5) Local Resident, (Carlton Close)	<p>Object - I think that together with the number of 2-way speed cushions and the ramped table top junctions, one zebra crossing over such a short stretch of road will be enough. Newlands Drive will be heavily used as the main road for access either side, all the above will result in extremely slow progress especially at peak times. Councils should also consider air pollution as a result of idling car engines at these junctions and crossings.</p>
(6) Local Resident, (Carlton Close)	<p>Object - In looking at the plans for the proposed zebra crossings - one of these crossings would be situated by their garage - wall side of their property.</p> <p>A Zebra crossing is defined as a crossing with marked black and white stripes across the road, and roadside flashing amber lights.</p> <p>Although there will be no noise, such as with a pedestrian crossing with signals, there will still be the continuous on/off flashing of amber roadside lights.</p> <p>These flashing lights will interfere with, and shine through the main bedroom which is also wall/roadside.</p> <p>They are also concerned that this particular crossing is very close to the main junction of Savile Way - which is a very busy junction even now - before the new development is complete - therefore it could cause many problem's/accidents being so close to this junction.</p> <p>Further concerns are, in the event of any road traffic accidents from the proposed crossing, potential damage may occur to their property wall.</p>
(7) Local Resident, (unknown)	<p>Object - Having two zebra crossings so close to each other and all the other traffic calming measures seems to be excessive in terms of cost and value, apart from the increase in pollution caused by vehicles braking and accelerating on such a regular basis. We already have too much light pollution; how are you going to prevent an increase to adjacent properties from the zebra crossings?</p> <p>With all the proposed table top ramped junctions additional speed cushions are completely unnecessary and will add yet more vehicle noise.</p>

ANNEX 6

Traffic Calming Feature	Disadvantages
Speed cushions	<ul style="list-style-type: none"> Vertical displacement can be uncomfortable. This has been mitigated by having longer speed cushions than found elsewhere in Grove. They are also to be only 75mm high.
Speed ramps	<ul style="list-style-type: none"> Vertical displacement can be uncomfortable. This has been mitigated by having gentle slopes on the approaches of 75mm over 2m, as shown on the details
Chicanes	<ul style="list-style-type: none"> Visibility on Newlands Drive is too good, so oncoming traffic can be seen and it can encourage drivers to speed up to get through the chicane before the oncoming traffic. Accidents have occurred recently where drivers were racing to be the first through the chicane. The chicanes themselves and bollards on them get hit regularly and need repairs and maintenance. Chicanes can present safety problems for pedal cyclists if motor vehicles attempt to pass them within the chicane. While cycle 'bypasses' have been used at some chicanes, they are difficult to maintain and are often therefore avoided by cyclists.
Mini-roundabouts	<ul style="list-style-type: none"> Certain deflections of the traffic need to be achieved. Newlands Drive is so straight that there is not the land available to fit the deflections in, so the mini-roundabouts would need to be on ramps anyway. Unlikely to be sufficient right-turning traffic for the two northern access roads to get traffic used to stopping. Traffic may then just travel south through the roundabouts without thinking.
Free standing traffic lights	<ul style="list-style-type: none"> Not permitted in the UK. People would stop complying with them if there were red lights with no understandable reason. Some traffic is doing more than twice the speed limit, so it would be difficult to place the detectors in a position that would get the lights changed to red before the vehicle reached the lights.
Speed reminder/smiley face-sad face lit sign triggered by speed	<ul style="list-style-type: none"> These have been shown to reduce speeds only by very small amounts, which would not be effective enough for Newlands Drive. These can be ignored by drivers familiar with the route.
Speed camera	<ul style="list-style-type: none"> Traffic has been shown to slow down for the speed camera and speed up again once through. This would not help reduce speeds along the whole of Newlands Drive. Mobile cameras can be more effective, however these can be expensive. They only work when they are seen by the traffic, or near the places where traffic gets used to them being hidden. Cameras do not amend the 'look' of the character of the road, so it will still look like a high speed road and people will treat it accordingly.

This page is intentionally left blank

Brookbanks Table

Traffic Calming Feature	Disadvantages
Speed cushions	<ul style="list-style-type: none"> Vertical displacement can be uncomfortable. This has been mitigated by having longer speed cushions than found elsewhere in Grove. They are also to be only 75mm high.
Speed ramps	<ul style="list-style-type: none"> Vertical displacement can be uncomfortable. This has been mitigated by having gentle slopes on the approaches of 75mm over 2m, as shown on the details
Chicanes	<ul style="list-style-type: none"> Visibility on Newlands Drive is too good, so oncoming traffic can be seen and it can encourage drivers to speed up to get through the chicane before the oncoming traffic. Accidents have occurred recently where drivers were racing to be the first through the chicane. The chicanes themselves and bollards on them get hit regularly and need repairs and maintenance. Chicanes can present safety problems for pedal cyclists if motor vehicles attempt to pass them within the chicane. While cycle 'bypasses' have been used at some chicanes, they are difficult to maintain and are often therefore avoided by cyclists.
Mini-roundabouts	<ul style="list-style-type: none"> Certain deflections of the traffic need to be achieved. Newlands Drive is so straight that there is not the land available to fit the deflections in, so the mini-roundabouts would need to be on ramps anyway. Unlikely to be sufficient right-turning traffic for the two northern access roads to get traffic used to stopping. Traffic may then just travel south through the roundabouts without thinking.
Free standing traffic lights	<ul style="list-style-type: none"> Not permitted in the UK. People would stop complying with them if there were red lights with no understandable reason. Some traffic is doing more than twice the speed limit, so it would be difficult to place the detectors in a position that would get the lights changed to red before the vehicle reached the lights.
Speed reminder/smiley face-sad face lit sign triggered by speed	<ul style="list-style-type: none"> These have been shown to reduce speeds only by very small amounts, which would not be effective enough for Newlands Drive. These can be ignored by drivers familiar with the route.
Speed camera	<ul style="list-style-type: none"> Traffic has been shown to slow down for the speed camera and speed up again once through. This would not help reduce speeds along the whole of Newlands Drive.

- | | |
|--|---|
| | <ul style="list-style-type: none">• Mobile cameras can be more effective, however these can be expensive. They only work when they are seen by the traffic, or near the places where traffic gets used to them being hidden.• Cameras do not amend the 'look' of the character of the road, so it will still look like a high speed road and people will treat it accordingly. |
|--|---|

Division(s): Grove and Wantage

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER

PROPOSED EXTENSION OF 30MPH SPEED LIMIT, TRAFFIC CALMING MEASURES AND PROHIBITION OF MOTOR VEHICLES - DENCHWORTH ROAD, CANE LANE AND NEWLANDS DRIVE GROVE

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on proposals to extend the 30mph speed limit on Denchworth Road, provide calming measures on Newlands Drive and prohibit use by motor vehicles of parts of Cane Lane and Denchworth Road which are superseded by the proposed new road layout at Grove.

Background

2. The above measures are proposed in conjunction with a major new residential development to the west of Denchworth Road and Newlands Drive at Grove. Plans showing the proposals are shown in Annex 1 (traffic calming), Annex 2 (speed limit) and Annex 3 (prohibition of motor vehicles).

Consultation

3. Formal consultation on the proposal was carried out between 13 July and 11 August 2017. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Grove Parish Council and the local County Councillor. Additionally public notices were placed up on site in the vicinity of the proposals and letters were sent to approximately 525 nearby properties.
4. Thirty three responses were received. These are summarised at Annex 4. Copies of the full responses are available for inspection by County Councillors.
5. The table below summaries the responses received for each proposal:

Proposal	Support	Object	Neither
30mph speed limit on Denchworth Road	18	2	13

Traffic calming measures on Newlands Drive	3	23	7
Prohibition of motor vehicles on parts of Cane Lane and Denchworth Road where the alignment is amended	8	4	21

6. Thames Valley Police objected to the proposed 30mph speed limit on the grounds that the character of the road was at present not-built up and that introducing a 30mph speed limit now in advance of the planned development was premature. However, they would not object to a 40mph speed limit and expressed no objection to the proposed traffic calming measures and prohibition of driving.
7. Grove Parish Council, while supporting the proposed 30mph limit and prohibition of driving proposal, expressed a strong objection to the proposed traffic calming measures considering that the proposed use of junction tables and speed cushions would cause noise and pollution and did not accord with new government guidance on traffic calming. The parish council suggested the use of traffic calming chicanes and traffic signals (including a signalled junction and pedestrian crossing) which they understood could be set to turn to red if speeding vehicles were approaching the signals.
8. The Vale of the White Horse District Council expressed no objection to any of the proposals.
9. The remaining thirty responses were from members of the public. Twenty eight of these were from residents of Grove, one from a resident living outside Oxfordshire and in one case the respondent did not provide an address.
10. A majority of these supported or expressed no objection to the proposed 30mph speed limit. One objection was though received on the grounds that a speed limit reduction was not required.
11. Similarly a majority of the responses from members of the public expressed support or no objection to the proposed prohibition of driving order. However, four objections were received for this proposal, most of those citing concerns over the loss of public space - in particular for recreational purposes – arising from the new road layout as a result of the development.
12. However, twenty two objections to the traffic calming measures were received from members of the public, with only three expressions of support, and seven responses expressing neither support nor objection.
13. The above objections to the proposed traffic calming were primarily on the grounds that the number and type of features were excessive and that the raised junction tables and speed cushions would result in increased vehicle emissions and noise, damage to vehicles, diversion of traffic onto other roads (in particular Brereton Drive, which was noted to have significant use by pedestrians, including school children) and reduce the attractiveness of shops accessed from Newlands Drive. Concerns were also expressed that the safety of pedal cyclists and motor cyclists would be compromised and that

drivers of vehicles with a lower than average ground clearance would be adversely affected. As with the response of Grove Parish Council, many respondents suggested that build-outs or chicanes would be more effective and avoid or reduce the above problems and that other measures – for example speed cameras or traffic signals which turned to red on detecting a speeding vehicle should be used.

Response to the objections on the proposed 30mph speed limit

14. While Thames Valley Police's objection to the speed limit is noted, together with the objection from the member of the public on the grounds of need, this change is judged to be consistent with Department for Transport guidance on setting local speed limits given the planned development of the road.

Response to the objections on the proposed prohibition of driving order

15. The four objections from members of the public on the prohibition of driving order on the parts of Cane Lane and Denchworth Road which are being superseded by the new road primarily relate to concerns over the loss of public recreational space. The revised road layout here was approved by the Vale of the White Horse District Council as part of the wider planning consent for the development and the prohibition of driving order is considered necessary in the interests of safety for pedestrians and cyclists using the superseded lengths of carriageway. Sports pitches are being re-located on site to accommodate the new road layout

Response to the objections on the proposed traffic calming measures

16. The road alignment on Denchworth Road seeks to reduce excessive vehicle speeds. The three proposed traffic islands that incorporate informal pedestrian crossings, along with the increased traffic flows, will have an impact on the overall speed of the road.
17. Build-outs have been shown to increase speeds on roads similar to that of Newlands Drive due to the straight nature of the road and increased visibility of oncoming vehicles and can sometimes encourage drivers to speed up to avoid giving way to oncoming vehicles. Monitoring of build-outs shows that accidents can result from vehicles failing to give way to each other within a single lane section of the road, and also that shunt type accidents can occur behind vehicles stopping to give way. Both noise and emissions as vehicles stop to give way then accelerate have been the source of concern in some schemes. Build-outs are also not a preferred treatment on cycle routes as cyclists can be vulnerable to car drivers attempting to overtake within or on the approach to the build-out.

18. The raised table's vertical deflection will be a 75mm rise over a distance of 2m mitigating any severe impact but whilst still providing enough deflection to deter speeding vehicles. The raised tables will also be laid in a different material resulting in a visual impact as well.
19. The speed cushions were proposed by the consultant working on behalf of the developer to mitigate the safety concerns raised within the Road Safety Audit carried out on the initial design. These were proposed to prevent motorists from speeding in between the raised tables. If motorists drive to the conditions of the road; damage to the vehicles from the raised tables/speed cushions will not happen.
20. The raised table at the northern end of Newlands Drive is proposed due to a number of accidents that have seen vehicles leave the carriageway and end up within the gardens backing onto Newlands Drive.
21. The raised tables extend approximately 14m from the edge of carriageway into the side roads from Newlands Drive. This will allow two vehicles to stack at the junction without straddling the vertical rise.
22. Monitoring of large traffic calming schemes using road humps and speed cushions has not shown there to be safety problems for pedal or motor cycles.
23. As regards to the request for cycle tracks, a shared cycleway/footway is planned to be provided on Denchworth Road south of Newlands Drive. On Newlands Drive itself, the County Council has requested 1.0m wide advisory cycle lanes either side along the whole length; this request is yet to be confirmed as to whether it can be safely implemented and will be subject to an independent safety review.
24. In respect of the request for speed cameras, the deployment of safety cameras is primarily a matter for Thames Valley Police. Priorities for enforcement are largely determined by the reported accident history and it is highly unlikely that the police would consider the installation of cameras as a preventative measure, noting that the fines income from speed enforcement is paid to central government rather than the police.
25. Taking the above into consideration and noting that the junction tables will have shallow ramp gradients (considerably less than those specified at the existing traffic calming measures on Oxford Lane) it is anticipated that the calming scheme will lead to speeds being moderated but without vehicles having to slow or accelerate significantly when travelling along the road. The design of the scheme therefore should not result in increased pollution or noise (a noise survey will be carried out prior to the works and once completed if necessary to monitor noise levels) and although reference was made in several of the responses to the recent Department for Transport initiative to fund the removal and/or amendment of traffic calming features that are causing issues, this initiative is not considered relevant to this scheme.

How the Project supports LTP4 Objectives

26. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

27. Funding for proposals has been provided by the developer of land adjacent to Denchworth Road and Newlands Drive.

RECOMMENDATION

The Cabinet Member for Environment is RECOMMENDED to approve proposals to extend the 30mph speed limit on Denchworth Road, provide calming measures on Newlands Drive and prohibit use by motor vehicles of parts of Cane Lane and Denchworth Road which are superseded by the proposed new road layout at Grove as advertised.

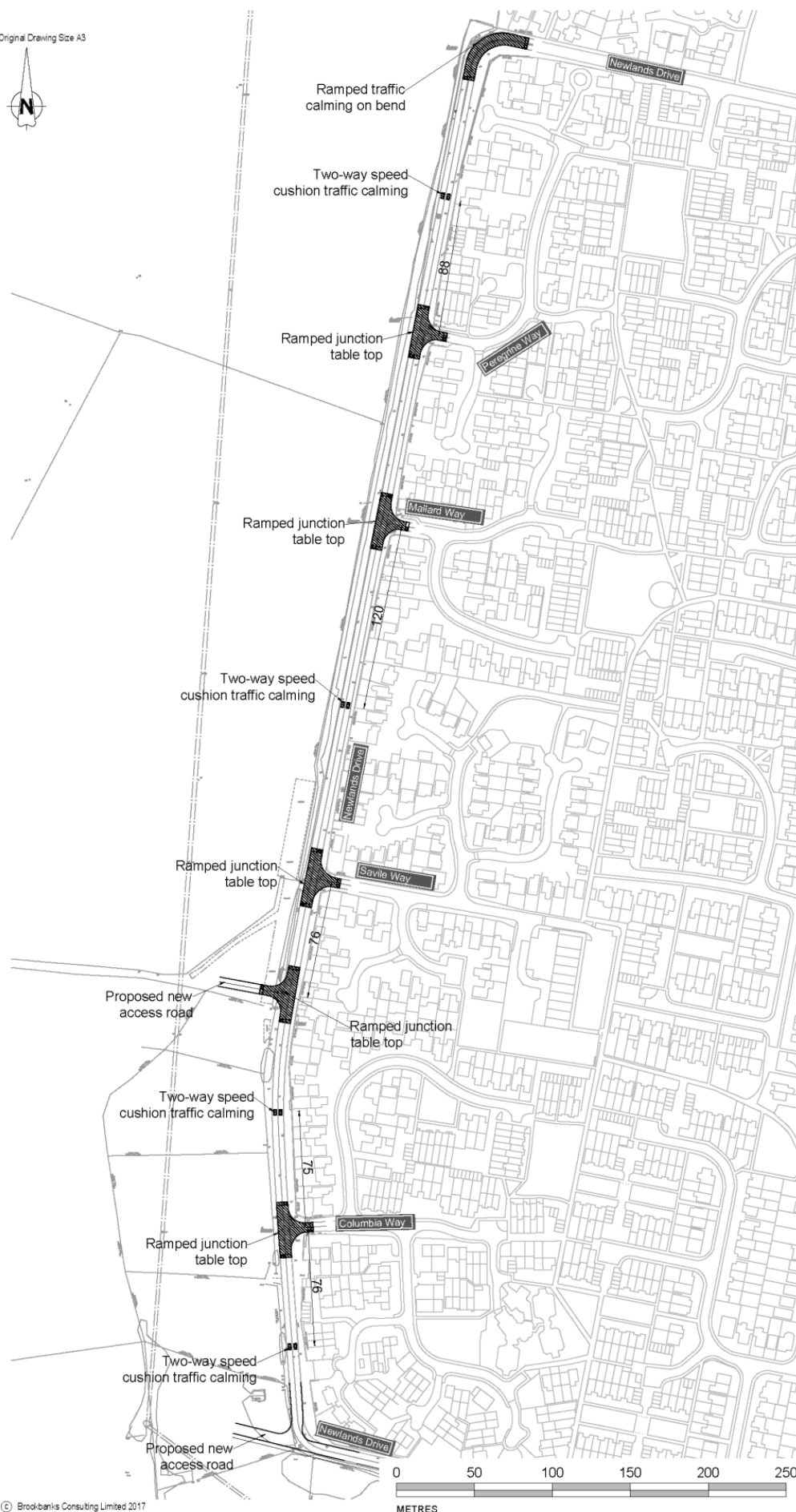
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2017



NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. This drawing should be read in conjunction with the Traffic Regulation Order for these works.

B Speed cushions amended and northern ramp added. SD SD RM 09.08.17

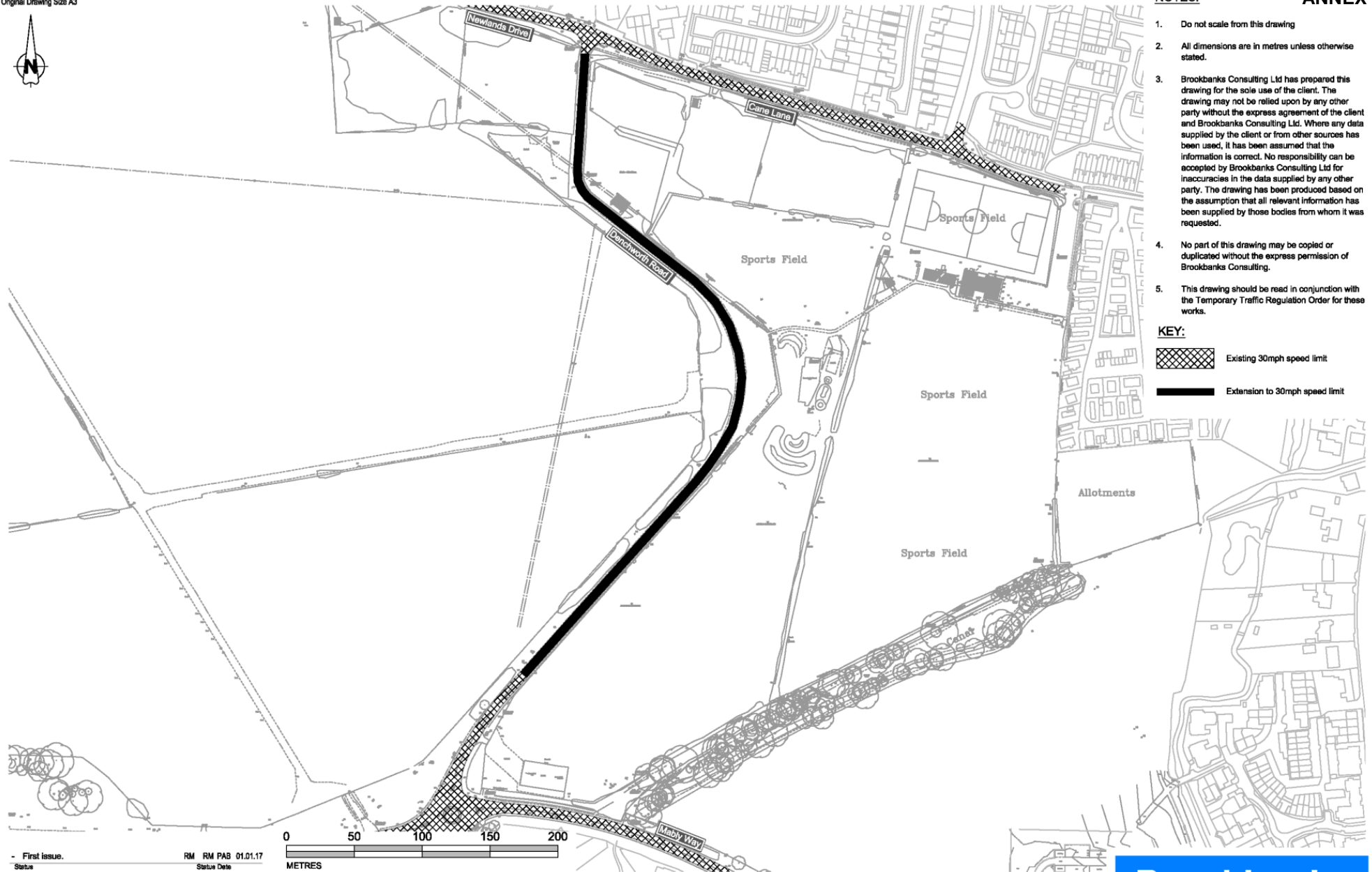
A Updated following OCC comments. RM RM PAB 22.03.17

- First issue. RM RM PAB 01.01.17

Status Preliminary Jan 2017



Drawn RM Checked RM Date 01.02.17

Scale 1:2500 Number 10383-050-002 Rev B

**NOTES:****ANNEX 2**

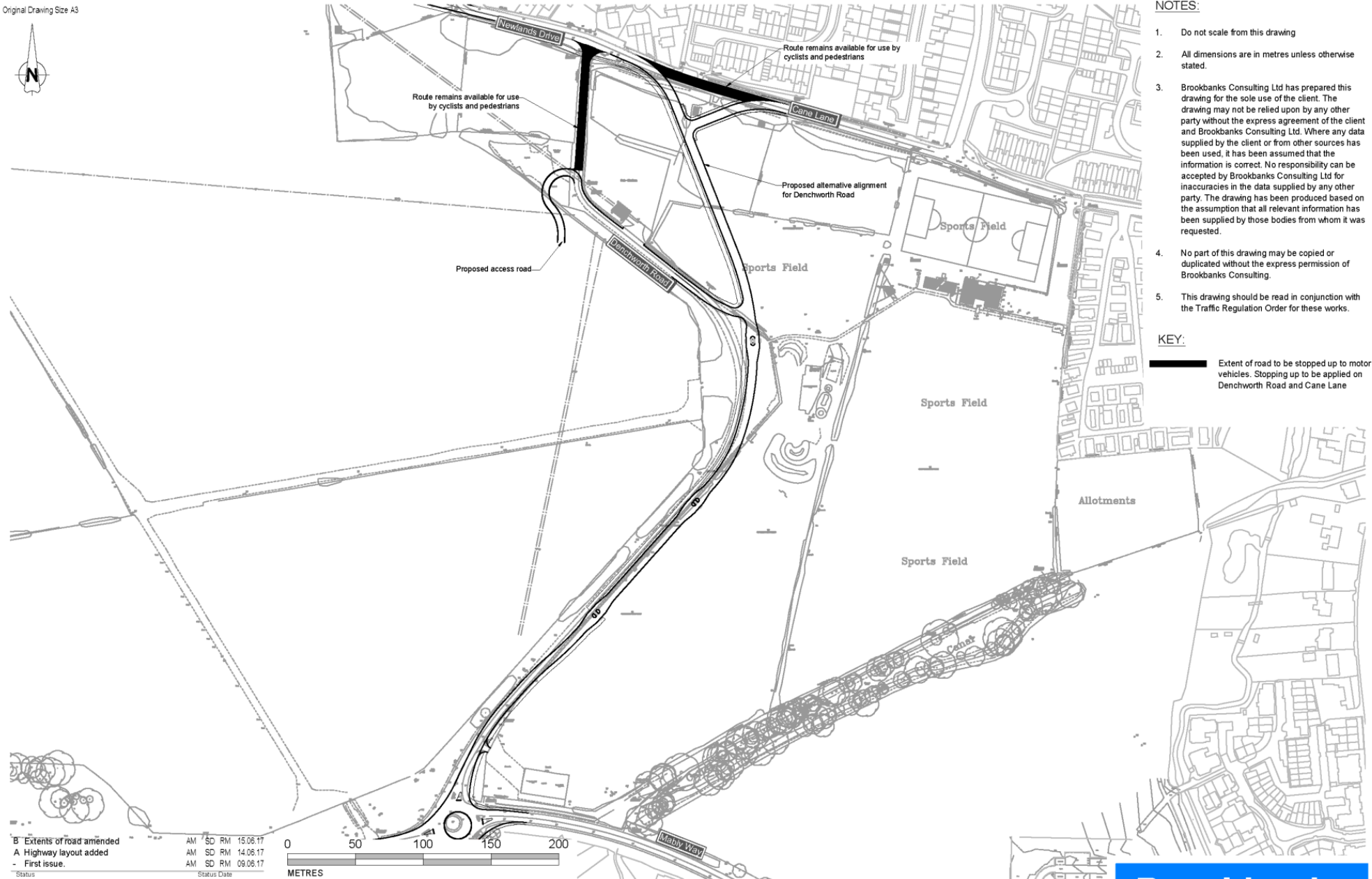
1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. This drawing should be read in conjunction with the Temporary Traffic Regulation Order for these works.

KEY:

-  Existing 30mph speed limit
-  Extension to 30mph speed limit

- First issue.		RM	RM PAB	01.01.17
Status		Status Date		
Preliminary		Jan 2017		
Drawn	Checked	Date		
RM	RM	01/02/17		
Scale	Number	Rev		
1:2500	10383-050-001	-		


Original Drawing Size A3



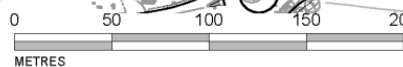
NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. This drawing should be read in conjunction with the Traffic Regulation Order for these works.

KEY:

-  Extent of road to be stopped up to motor vehicles. Stopping up to be applied on Denchworth Road and Cane Lane

B Extents of road amended		AM	SD	RM	15.06.17
A Highway layout added		AM	SD	RM	14.06.17
- First issue.		AM	SD	RM	09.06.17
Status	Preliminary				
Status Date	June 2017				
Drawn	SD	Checked	RM	Date	09.06.17
Scale	1:2500	Number	10383-050-003	Rev	B



Grove Airfield

Road Stopping Up
TRO Plan

Brookbanks

6150 Knights Court, Solihull Parkway, Birmingham B37 7WY
Tel (0121) 329 4330 Fax (0121) 329 4331
www.brookbanks.com

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p><u>Speed Limit</u> – Object - Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc. In considering this proposal, It is unclear from the consultation documents the level of development/frontage that will appear along this section of road and timescales, and until this road has a level of development that is consistent with a 30mph speed limit, suggest consideration is given to a 40mph speed limit. Also notes no speed data has been received in connection with this proposal.</p> <p><u>Traffic Calming</u> – No objection.</p> <p><u>Stopping-up</u> – No objection.</p>
(2) Grove Parish Council	<p><u>Speed Limit</u> – Support - as long as the section of the Denchworth Road from Grove to the Village of Denchworth is restricted to 30mph in its entirety.</p> <p><u>Traffic Calming</u> – Object - Speed humps should be replaced with chicanes noting that a new government initiative suggests that speed humps should be removed. Humps and raised platforms cause extra pollution with the constant braking and acceleration, and also noise / vibrations problems for nearby properties, a problem that has been found with the existing calming in Oxford Lane. Would support an earlier proposal we understood for two sets of lights on Newlands Drive. One at the Savile Way junction controlling access into the new estate and another set of pedestrian lights towards the North end of Newlands Drive (and understand that lights can be programmed to detect speeding vehicles and turn red against them). Chicanes would slow vehicles and provide a smoother ride..</p> <p>Drivers will use Brereton Drive and residential roads rather than going along Newlands Drive to access local shops on Savile Way, which may will become redundant as less shoppers will travel over speed humps to access shopping area."</p> <p><u>Stopping-up</u> – Support - provided that the Denchworth Road is not closed before the new section is built and opened.</p>
(3) Vale of White Horse District Council	<p>No objection - satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the application.</p>
(4) Local Resident, (Blenheim Gardens, Grove)	<p><u>Speed Limit</u> – Support - <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object - I support the traffic calming in terms of speed cushions but not the flat top road humps. These can be damaging to vehicles and cause increased emissions as vehicles slow down and speed up. In addition,</p>

	<p>living on the approach road to the Co-op supermarket means that there will be increased noise as delivery lorries mount and dismount the humps, often at unsociable times of the day.</p> <p><u>Stopping-up</u> – Support – <i>No comment.</i></p>
(5) Local Resident, (Mandarin Place, Grove)	<p><u>Speed Limit</u> – Support – also requests a footway here and a safer pedestrian crossing at the west end of Mably Way given the volume and speed of traffic.</p> <p><u>Traffic Calming</u> – Object - I think money would be better spent elsewhere e.g. on crossings in other parts of the village given the additional foot traffic from the new development.</p> <p><u>Stopping-up</u> – Neither – <i>No comment.</i></p>
(6) Local Resident, (Membury Way, Grove)	<p><u>Speed Limit</u> – Neither - There is not enough distance to increase speed much past 30 miles an hour any way. Waste of money.</p> <p><u>Traffic Calming</u> – Object – no justification and poor use of money; humps would increase vehicle emissions and frustrate law abiding drivers.</p> <p><u>Stopping-up</u> – Object – <i>No comment.</i></p>
(7) Local Resident, (Mandarin Place, Grove)	<p><u>Speed Limit</u> – Support -</p> <p><u>Traffic Calming</u> – Support - As someone who backs onto Newlands Drive, I am very aware of cars and particularly motorbikes speeding on the road, but express a query on how far the humps would extend into the side roads, and a possible concern over noise as vehicles travel over the humps.</p> <p><u>Stopping-up</u> – Neither – The loss of playing fields which are part of the realignment of the road is regrettable. However, if that realignment happens then the two road closures make sense with the proviso that there is some sort of staggered entrance/exit to prevent cyclists riding straight on to the main carriageway with no regard for traffic already travelling past those junctions. The potential for accident is high.</p>
(8) Resident, (Swindon)	<p><u>Speed Limit</u> – Support - but also notes that maintenance – including of the zebra crossings - and other measures are needed on the Denchworth Road south of Mably Way to better control speeds given the schools in the area.</p> <p><u>Traffic Calming</u> – Support – <i>No comment.</i></p> <p><u>Stopping-up</u> – Neither – <i>No comment.</i></p>
(9) Local Resident, (Saville Way, Grove)	<p><u>Speed Limit</u> – Support - This will be very necessary when the new houses are built .</p> <p><u>Traffic Calming</u> – Neither – Agree that calming measures here are needed but the current plans seem excessive</p> <p><u>Stopping-up</u> – Support – This seems sensible redirection of the road.</p>
(10) Local Resident, (Mallard Way, Grove)	<p><u>Speed Limit</u> – Support – <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object – the proposed junction tables will damage vehicles and the number of features seems very excessive. Safety cameras, virtual road humps, chicanes and coloured patches would be better.</p> <p><u>Stopping-up</u> – Object – This means using land currently used as green space for football, walking and other out door</p>

	activities would be lost. Also the stop area which is used by many vehicles including a business would be lost. With the new housing development Grove will lose even more of this outside space, therefore I believe that this should be reconsidered or revised.
(11) Local Resident, (Mandarin Place, Grove)	<p><u>Speed Limit</u> – Support – <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object - the proposed calming is very excessive with a lot of raised areas and speed bumps, which have been proved to be bad for the environment and the government is proposing advising against using them. Also expresses concerns over noise, especially with the additional traffic – including goods vehicles - using the road. . The raised area is shown on the bend at the northern end is not needed given its natural calming effect. Traffic will divert to Brereton Drive and this could mean that businesses will not be viable in the new centre on the airfield development. Alternatives to humps should be investigated such as the small raised roundabouts similar as used on Denchworth south of Mably Way. A toucan crossing would also be helpful – this could be set to change to red if it detected speeding traffic.</p> <p><u>Stopping-up</u> – Neither – <i>No comment.</i></p>
(12) Local Resident, (White Horse Crescent, Grove)	<p><u>Speed Limit</u> – Neither – <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object - A separate cycleway along the whole length of Newlands Drive and across Grove airfield that links with the cycle network in Wantage is needed (respondent has strong interest in this matter following the death of a family member in a cycling accident). Installing traffic calming along Newlands Drive will increase risk to cyclists as follows:-</p> <ol style="list-style-type: none"> 1) Traffic will not have chance to safely overtake cyclists in between traffic calming points and will potentially be forced to pull in and brake in front of cyclists creating additional risk. 2) Traffic will becomes bunched up which will reduce visibility of cyclists to any vehicles following others. 3) Traffic will decelerate suddenly at calming points causing a 'domino' effect at the back of a queue creating additional danger to any cyclists. 4) The traffic calming points will create potential slip hazards for cyclists, especially in adverse weather conditions and particularly if turning at junctions. <p>Additional objections to traffic calming are: the increased congestion, noise and pollution which will be exacerbated as traffic increases as a result of the development; humps and cushions also adversely impact vehicles with limited ground clearance. Also concerned about the safety of motorcyclists, particularly in wet or slippery conditions. It should be noted that the junction onto Newlands Drive is already on a slope so raising this further should be avoided. Additionally calming tends to cause roads to deteriorate and fall into disrepair more quickly .</p> <p><u>Stopping-up</u> – Neither – <i>No comment.</i></p>

(13) Resident, (Grove)	<p><u>Speed Limit</u> – Support - "Speed restriction alone will not achieve the goal of making this road safer - a proper cycle/pedestrian path with street lighting is needed.</p> <p><u>Traffic Calming</u> – Object – the proposed junction tables and speed cushions will cause unnecessary congestion during their construction, and when in place will increase emissions and add to pollution, increased vehicle wear, delays to emergency services and discomfort to patients, and the diversion of traffic to Brereton Drive where there is more pedestrian usage including by school children. The plans do not align with current government initiatives. Alternative measures such as speed cameras, improved speed limit signing, road markings , and the provision of a cycle track</p> <p><u>Stopping-up</u> – Object – If this is an extension of the current vehicle prohibited area there is simply no need for the change. Retaining the current situation with option to open the road in the event of rugby tournaments, festivals etc..is preferred.</p>
(14) Local Resident, Mandarin Place (, Grove)	<p><u>Speed Limit</u> – Support – <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object – while supporting the principle of traffic calming, very strongly opposed to the provision of raised junctions or speed cushions (and also queried the point of the proposed feature on the bend at the north end of Newlands Drive. Raised mini would achieve the same outcome as raised junctions, and build outs / chicanes would be more suitable than cushions. Speed enforcement by the police would also be an option. Traffic will divert to Brereton Drive where there are more pedestrians and cyclists.</p> <p><u>Stopping-up</u> – Support – <i>No comment.</i></p>
(15) Local Resident, (Hunters Close, Grove)	<p><u>Speed Limit</u> – Support – <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object - concerned over the number of humps- will be uncomfortable for elderly people and cause extra wear for vehicles and lead to traffic diverting to other roads, and will also adversely affect delivery vehicles and emergency vehicles that will be slowed. Speed cameras would be a better option, or speed sensitive traffic lights and stop traffic that is approaching the area too quickly.</p> <p><u>Stopping-up</u> – Neither –sceptical of the safety of the shape of the proposed new access road off Denchworth Road due to concerns over the visibility that will be available.</p>
(16) Local Resident, (Blenheim Gardens, Grove)	<p><u>Speed Limit</u> – Object - I feel the limit should be set at 40mph.</p> <p><u>Traffic Calming</u> – Object - The proposed scheme is far more than is required and appears contrary to the latest Government thinking on this matter, and may lead to traffic diverting to Brereton Drive.</p> <p><u>Stopping-up</u> – Support – <i>No comment.</i></p>
(17) Local Resident, (Brunel Crescent, Grove)	<p><u>Speed Limit</u> – Support – <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object - Speed humps and cushions are an entirely inappropriate way to manage traffic at speeds, and will cause noise and damage to vehicles. Speed cameras would be a much better option</p> <p><u>Stopping-up</u> – Neither – <i>No comment.</i></p>

(18) Local Resident, (Blenheim Gardens, Grove)	<p><u>Speed Limit</u> – Support - It makes perfect sense and I have never understood why it has never changed.</p> <p><u>Traffic Calming</u> – Object – strongly opposed to this measures – concerned about response times for the emergency services and the additional pollution; money far better spent on maintenance.</p> <p><u>Stopping-up</u> – Support</p>
(19) Local Resident, (Mallard Way, Grove)	<p><u>Speed Limit</u> – Support - The current speed limit is excessive and is not consistent with other speed limits in the area.</p> <p><u>Traffic Calming</u> – Object - The proposals are extremely excessive I object very strongly to these measures. There is no need to install speed humps. Speed humps are damaging to the environment, damaging to motor vehicles and to local property. It would be far better to install chicanes and traffic lights and a pedestrian crossing close to Saville Way and to Peregrine Close.</p> <p><u>Stopping-up</u> – Support – These proposals are in line with the master plan for the new development.</p>
(20) Local Resident, (White Horse Crescent, Grove)	<p><u>Speed Limit</u> – Support - This road is used by many school children cycling to and from school.</p> <p><u>Traffic Calming</u> – Object – will create a hazard for car drivers and cyclists.; disappointed that a cycle lane or path is not proposed for Newlands Drive, especially given the likely use by school children. Cyclists will be forced to ride on a road that will have vehicles overtaking them whilst both cyclist and the other vehicle driver are negotiating speed ramps along the length of the road. has been confirmed as unacceptable in built up areas. The scheme will need to more noise and pollution which in particular will impact on adjacent properties, and also affect driver of vehicles with low ground clearance. Speed cameras would be a better option.</p> <p><u>Stopping-up</u> – Neither – <i>No comment.</i></p>
(21) Local Resident, (White Horse Crescent, Grove)	<p><u>Speed Limit</u> – Neither – <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object – speeding is not a major issue, and speed limit reminder signs would be far cheaper to address a small problem. The government has recently decreed that speed humps are environmentally unfriendly due to vehicles slowing down and then accelerating, and also lead to more noise.. Flat top road humps at junctions and bends are extremely dangerous for bicycles and motorcycles as they are de-stabilised during cornering, and prove to be very difficult to properly construct and maintain.</p> <p><u>Stopping-up</u> – Neither – <i>No comment.</i></p>
(22) Local Resident, (White Horse Crescent, Grove)	<p><u>Speed Limit</u> – Neither – <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object - The proposed traffic calming is excessive and will lead to more emissions, noise and vehicle wear. Chicanes or build-outs would be preferable.</p> <p><u>Stopping-up</u> – Neither – <i>No comment.</i></p>
(23) Local Resident, (Manor Gardens, Grove)	<p><u>Speed Limit</u> – Support – <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object - Please find an alternative to speed cushions, they have been proven to cause dangerous, potentially fatal, damage to tyre sidewalls especially once the cushions wear and their edges break up.</p> <p><u>Stopping-up</u> – Support – <i>No comment.</i></p>

(24) Local Resident, (Grove Road, Grove)	<p><u>Speed Limit</u> – Support - A 30mph speed limit on this road will not inconvenience motorists, and will potentially save the lives of others using the road and pavements.</p> <p><u>Traffic Calming</u> – Support - Having lived next to Newlands Drive I can attest from personal experience the traffic definitely needs calming, to reduce noise as well as prevent accidents.</p> <p><u>Stopping-up</u> – Object – I don't accept the need to arbitrarily alter the road layout, which will not only cost money which could more usefully be spent on other improvements, but will also unnecessarily deprive people of yet another sports facility.</p>
(25) Local Resident, (Swan Close, Grove)	<p><u>Traffic Calming</u> – Object – the proposed humps will increase vehicle emissions and noise pollution and have an adverse effect on law abiding motorists, and also emergency service vehicles, in particular ambulances. Speed cameras would be a much better option.</p>
(26) Local Resident, (Denchworth Road, Grove)	<p><u>Traffic Calming</u> – Object – Concerned about noise pollution and damage to the surrounding road surface, and that the scheme will lead to traffic diverting away from the road, reducing the trade of the businesses at Savile Way.</p>
(27) Email response, (unknown)	<p><u>Traffic Calming</u> – Neither - I feel we need some calming bumps. Is it necessary for so many and in fact that the Government is stopping them as they make cars have more emissions.</p>
(28) Local Resident, (White Horse Crescent, Grove)	<p><u>Traffic Calming</u> – Neither - concerned that the number of calming features is excessive and will make driving difficult/uncomfortable, and potentially lead to more pollution and noise disturbance for nearby properties, and also encourage drivers to divert down Brereton Drive. Enforcement of the speed limit would be a better option.</p>
(29) Local Resident, (Carlton Close, Grove)	<p><u>Traffic Calming</u> – Object – the junction tables will cause significant discomfort especially for those with medical conditions, and lead to additional noise and pollution as vehicles slow and accelerate, and to damage to vehicles and the surrounding road surface. Better alternatives might include traffic lights which turned red on detecting speeding vehicles or chicanes.</p>
(30) Local Resident, (Grove)	<p><u>Traffic Calming</u> – Object -have concerns regarding the installation of more speed ramps in Grove in addition to those on Oxford Lane. These ramps do not slow down persistent speeders' especially late at night & everyone else will suffer even more damage to their vehicles already inflicted by the vast amount of pot holes on our roads. I carry a large amount of tools, materials & liquids in my work van & spillage of liquids' is a risk regardless of how careful you pass over the ramps. Chicanes would be more vehicle friendly & more effective at slowing every vehicle down including motorcycles .</p>
(31) Local Resident, (Blenheim Gardens, Grove)	<p><u>Speed Limit</u> – Support – fully support that, long overdue.</p> <p><u>Traffic Calming</u> – Neither - not really a fan of traffic calming but probably necessary. If you have funding for traffic calming, I would like to see a cycle / pavement installed (ideally all the way down Newlands Drive to the Airplane Roundabout, meeting up with the Cycle lane installed on the Wantage side of Denchworth Road).</p>

(32) Local Resident, (Mandarin Place, Grove)	<u>Traffic Calming</u> – Neither - The calming measures will cause braking and accelerating that increase noise and air pollution for residents; motorcycles will not be deterred from speeding and drivers will find the scheme frustrating and potentially vehicle damaging. A high proportion of accidents are at the sharp bend at the north end , and the approaches to this bend are where measures are needed most; please can you reconsider your proposals and at least reduce the number of humps that are planned.
(33) Local Resident, (Mandarin Place, Grove)	<u>Speed Limit</u> – No objection – A speed limit of 30mph to join with the existing restricted sections makes sense. <u>Traffic Calming</u> – Object – We object most strongly to the proposal. This would inconvenience all of the (mainly law abiding) residents and lead to more traffic on Brereton Drive, a road where children and adults need to cross on a regular basis. The main speeding offenders on Newlands Drive are motor cyclists who would not be affected by the proposed speed cushions; a “Speed Camera” be a better option, especially taking account of the income raised from offenders. Also queried these plans given their understanding that in the longer term Newlands Drive was to be closed midway along its length.

This page is intentionally left blank