



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

***Thursday, 13 September 2018 at 10.00 am
Committee Rooms 1 & 2, County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Friday 21 September 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

September 2018

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

Note: Date of next meeting: 11 October 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. Henley - Proposed 20mph and 40 mph Speed Limit (Pages 1 - 18)

Forward Plan Ref: 2018/067

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

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

The report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit in Henley town centre and a 40mph limit north of the existing 30mph speed limit on the A4130 The Fairmile. Both have been put forward by Henley Town Council and the local County Councillor Stefan Gawrysiak in response to concerns over road safety and the wider adverse impact of traffic on residents.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit in Henley town centre, and on the A4130 The Fairmile, a 40mph limit north of the existing 30mph speed limit as advertised.

5. Chinnor: Estover Way and Mill Lane - Proposed Traffic Calming Measures (Pages 19 - 32)

Forward Plan Ref: 2018/064

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

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

The report presents responses received to a statutory consultation for a raised junction table including a mini roundabout at the junction of Mill Lane with Estover Way and a pair of speed cushions on Estover Way just south of this junction put forward as part of an adjacent residential development.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposal for a raised junction table including a mini roundabout at the junction of Mill Lane with Estover Way and a pair of speed cushions on Estover Way just south of this junction as advertised.

6. Upper Heyford - Camp Road - Proposed Zebra Crossing and Traffic Calming (Pages 33 - 38)

Forward Plan Ref: 2018/104

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 99704

Report by Director for Infrastructure Delivery (**CMDE6**).

The report presents responses received to a statutory consultation to provide a zebra crossing east of the current junction with Dow Street and traffic calming measures west of the current junction with Wellington Road on Camp Road put forward because of development on the northern and southern sides of Camp Road.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to provide a zebra crossing east of the current junction with Dow Street and traffic calming measures west of the current junction with Wellington Road on Camp Road as advertised.

7. Vale and South Oxfordshire - Proposed Disabled Persons Parking Places (Pages 39 - 52)

Forward Plan Ref: 2018/032

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

Report by Director for Infrastructure Delivery (**CMDE7**).

The report presents responses received to a statutory consultation to amend and introduce disabled persons parking places (DPPP's) at various locations in South Oxfordshire and the Vale of the White Horse areas.

The Cabinet Member for the Environment is RECOMMENDED to:

a) approve the proposals for Bostock Road, Abingdon; Park Road, Henley;

Radnor Road, Wallingford; Ruskin Close, Didcot; Turner Road, Abingdon; White Horse Crescent, Grove and White House Road, North Stoke;

- b) defer a decision to allow further investigation of the proposals for High Street, Watlington, Palmer Road, Faringdon and Parsons Mead, Abingdon.***

8. Wheatley: Station Road - Proposed Zebra Crossing (Pages 53 - 58)

Forward Plan Ref: 2018/085

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

Report by Director for Infrastructure Delivery (**CMDE8**).

The report presents responses received to a statutory consultation on a proposal to provide a zebra crossing on Station Road north of its junction with Farm Close Road put forward as a result of a residential development on the west side of Station Road.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to provide a zebra crossing on Station Road north of its junction with Farm Close Road as advertised.

9. Holton - Proposed 20mph Speed Limit (Pages 59 - 66)

Forward Plan Ref: 2018/122

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

Report by Director for Infrastructure Delivery (**CMDE9**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit at Holton village put forward by Holton Parish Council in response to concerns over road safety and the wider adverse impact of traffic on residents.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit at Holton village as advertised.

10. Carterton: Monahan Way - Proposed Toucan Crossings (Pages 67 - 72)

Forward Plan Ref: 2018/108

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 99704

Report by Director for Infrastructure Delivery (**CMDE10**).

The report presents responses received to a statutory consultation to provide two toucan crossings at Monahan Way, Carterton put forward due to development of adjacent land.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to provide two toucan crossings at Monahan Way Carterton as advertised.

11. Proposed Extension to Double Yellow Lines - Rock Road, Carterton (Pages 73 - 80)

Forward Plan Ref: 2016/135

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

Report by Director for Infrastructure Delivery (**CMDE11**).

The report presents responses received to a statutory consultation to introduce waiting restrictions on Rock Road, Carterton put forward as part of a proposed residential development off Rock Road.

The Cabinet Member for the Environment is RECOMMENDED not to approve proposals to introduce waiting restrictions on Rock Road, Carterton as advertised.

12. Bampton - Various Locations - Proposed Waiting Restriction, Parking Place and Kerbed Build Out (Pages 81 - 92)

Forward Plan Ref: 2018/048

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

Report by Director for Infrastructure Delivery (**CMDE12**).

The report presents responses received to a statutory consultation to amend and introduce waiting restrictions at various locations in Bampton and to construct a kerbed build out on High Street to assist pedestrians crossing the road. The proposals have been put forward by Bampton Parish Council to address concerns over safety and the amenity of residents in the village.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce waiting restrictions at various locations in Bampton and to construct a kerbed build out on High Street to assist pedestrians crossing the road as advertised.

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Division(s): Henley on Thames

CABINET MEMBER FOR ENVIRONMENT – 13 SEPTEMBER 2018

HENLEY – PROPOSED 20MPH AND 40MPH SPEED LIMITS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit in Henley town centre and a 40mph limit north of the existing 30mph speed limit on the A4130 The Fairmile,.

Background

2. The above proposals have been put forward by Henley Town Council and the local member Councillor Stefan Gawrysiak in response to concerns over road safety and the wider adverse impact of traffic on residents. Plans showing the proposals are provided at Annexes 1 and 2.
3. As part of the technical appraisal of the proposals, speed surveys were carried out at 15 locations which showed current speeds to be very largely compliant with the advice issued by the Department for Transport in respect of the proposed speed limits.

Consultation

4. Formal consultation on the proposal was carried out between 6 July and 3 August 2018. A public notice was placed in the Henley Standard newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Henley Town Council and the local County Councillor.
5. Thirty-six responses were received. 30 (83%) expressions of support and 5 (14%) objections in respect of the proposed 20mph speed limit in the town centre (with 1 responding as neither) and 31 expressions of support (86%), 3 (9%) objections and 2 (5%) responses not objecting in respect of the proposed 40mph at the A4130 The Fairmile.
6. These responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

7. While Thames Valley Police considered that the proposed 40mph speed limit on the A4130 The Fairmile complied with national guidance, they objected to the proposed 20mph speed limit within the town centre due to concerns that speeds outside the core of the town were higher than advised by guidance for a 'sign only' 20mph limit. They recommended that consideration should be given to providing supporting traffic calming measures.
8. The above concerns of the police are noted. However, surveys at 14 sites within the proposed 20mph limit (most of these being carried out in August 2018) showed speeds to be within the recommended level of 24mph for a 20mph limit without supporting traffic calming measures. At the one location where this was not the case - where the average speed was just below 26mph - is not considered to be of undue concern taking account of the survey location being close to the boundary of the proposed 20mph limit.
9. Five objections were received from members of the public to the proposed 20mph limit. The reasons cited included concerns that the proposal was unnecessary and a waste of public funds taking account other priorities including road maintenance and that it would have a minimal impact on speeds. Also the lower limit could increase vehicle emissions and noise due to vehicles using a lower gear. One respondent also cited concerns that the limit did not extend into other residential areas such as Deanfield Road, where there were concerns over speeding and dangers posed to children walking to school.
10. Although it is accepted that the limit if approved will unlikely lead to a major reduction in speeds, experience of such limits in other locations suggests that even relatively modest speed reductions can help reduce the number and severity of accidents, but without causing issues with additional emissions and noise. The scheme - if approved - is to be funded by Henley Town Council, with its scope having been agreed by the town council, noting though that in the longer term the council may seek to extend it.
11. One objection was received in respect of the proposed 40mph speed limit on the A4130 The Fairmile on the grounds that this should be extended north westwards to include its junction with the B480. However, such an extension is not considered to accord with national guidance on speed limits taking account of the character of the road and the current speeds.
12. Expressions of support for both proposals were received from the local member and Henley Town Council, with a considerable majority of the responses from members of the public also supportive. Henley Town Council commented that they would like the County Council to consider extending the 20mph limit to other parts of the town which was also requested by some members of the public expressing support. However, some of the roads requested for inclusion in a limit would likely require costly traffic calming measures and there are currently no funds for that.

13. Similarly, some of the respondents expressing support for the 40mph speed limit also requested that it be extended to the B480 junction, although as noted above this is not considered to accord with national guidance.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

15. Funding for the proposed speed limits has been provided by Henley Town Council.

RECOMMENDATION

16. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit in Henley town centre, and on the A4130 The Fairmile, a 40mph limit north of the existing 30mph speed limit as advertised.**

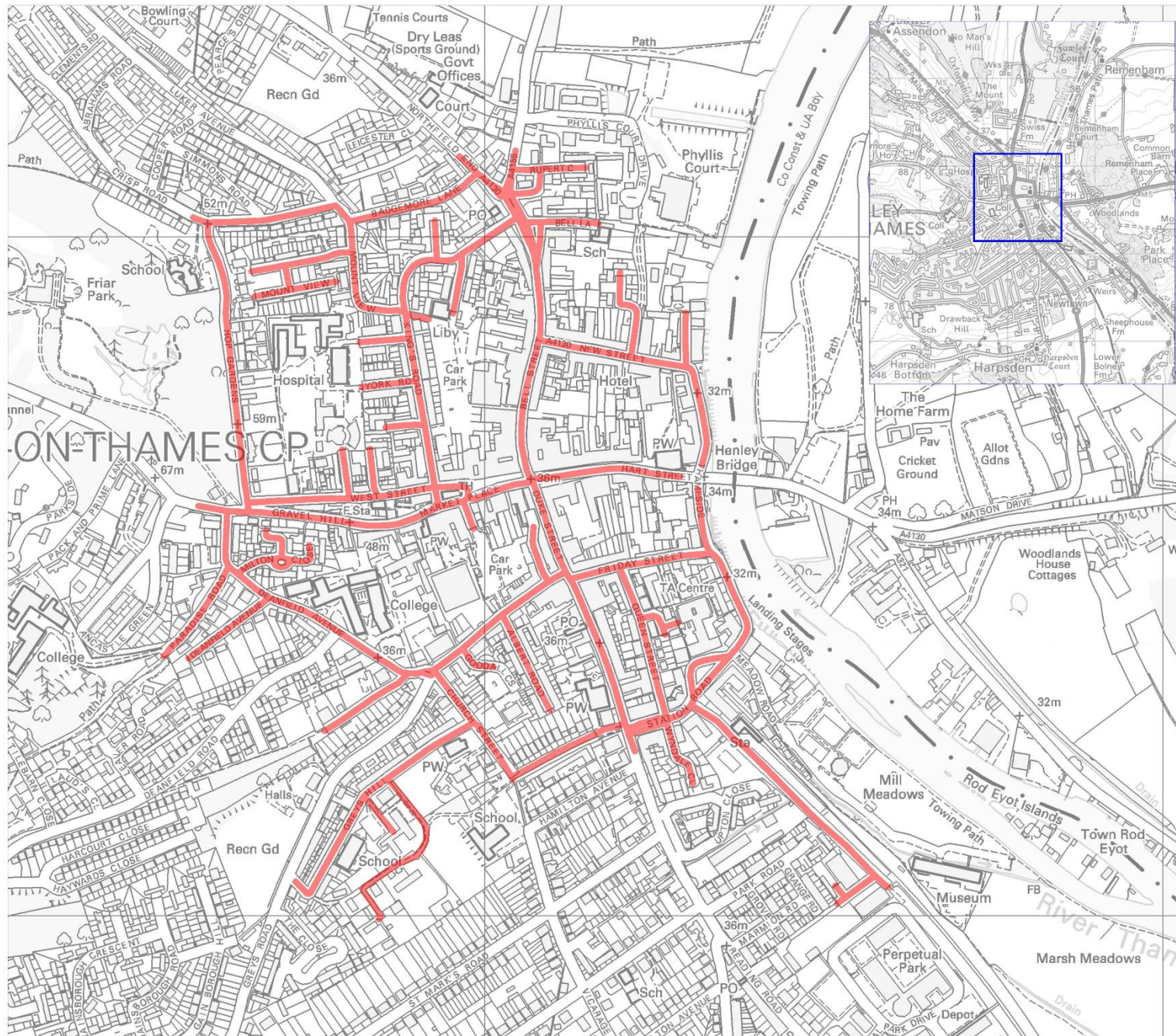
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed speed limits
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

September 2018



Drawing No.

Revision 1

Proposed 20mph Speed Limit

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PROPOSED 20MPH SPEED LIMIT

HENLEY-ON-THAMES
TOWN CENTRE

Drawing Status

Drawn by:
CJM

Checked by:
ADK

Approved by:

(not to scale)

Date drawn:
03/05/2018

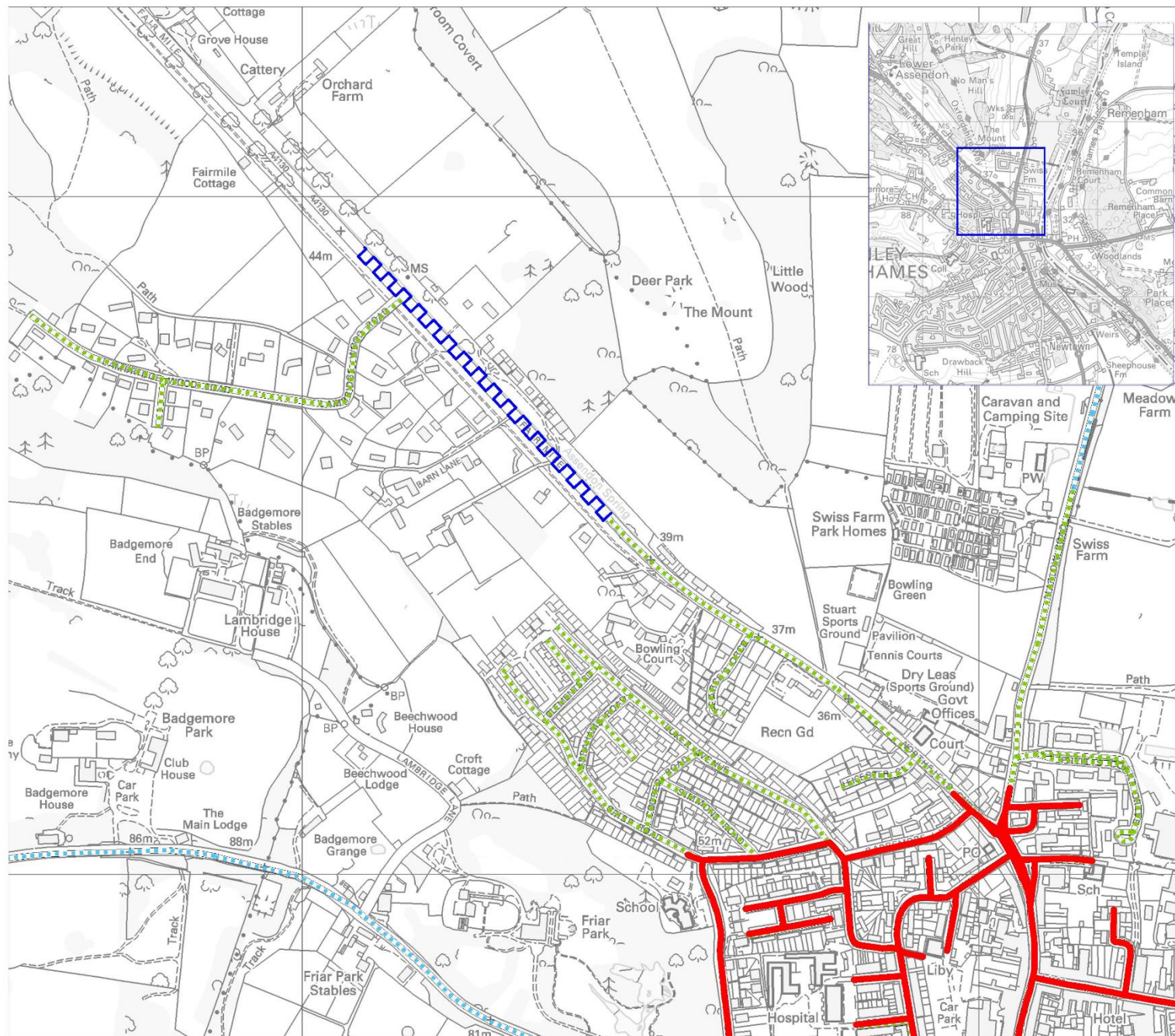
Date checked:

Date approved:

Drawing No.


Revision 1

CMDE4




Drawing No.


Revision 1




Proposed 40mph Speed Limit
(in place of existing 60mph NSL)



Proposed 20mph Speed Limit




Existing 30mph Speed Limit
(to remain)




Existing 40mph Speed Limit
(to remain)

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PROPOSED 40MPH SPEED LIMIT

HENLEY-ON-THAMES
A4130 FAIRMILE

Drawing Status

Drawn by:
CJM

Checked by:
ADK

Approved by:

(not to scale)

Date drawn:
25/05/2018

Date checked:

Date approved:

Drawing No.

Revision 1

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><u>20mph Speed Limit</u> - Object – to the sections where current speeds are higher than the accepted criteria. The core part of this town would meet our policy but outside these bounds require consideration to calming for compliance in our view.</p> <p><u>40mph Speed Limit</u> – No objection – is within the accepted guidelines and is accepted without comment on that basis.</p>
(2) Local County Councillor (Henley-on-Thames)	<p>As the County Councillor for Henley on Thames May I fully support these new traffic schemes. I as the member have designed these schemes for the benefit of Henley residents. These are also fully supported by Henley Town Council.</p> <p><u>20mph Speed Limit</u> - Support – The reason for this is to lower speeds in Henley to further improve the safety of pedestrians. Henley is subject to an Air Quality Management Area which for many years has readings higher than the European standards for air quality. SODC has recently allocated £100,000 for AQ measures. Slower speeds will ensure that the AQ on Henley will improve.</p> <p>The main trust of this measure is AQ and to ensure that Henley is a “friendly” pedestrian zone.</p> <p><u>40mph Speed Limit</u> – Support – County regulations suggest that transitions should occur when moving from National Speed limits to 30mph. This does not happen on the Fairmile which is a fast straight road into Henley. It goes from National speed limit to 30 mph.</p> <p>Henley Town Council and residents of the Fair Mile fully support this transitional measure. County officers fully support this scheme.</p> <p>In Conclusion - Officers, Henley Town Council, residents and myself as the County Councillor fully support these schemes and would hope that this would also receive the support of the Cabinet portfolio holder.</p>

(3) Town Council	<p>Support - would like to ask OCC to consider the addition of the following roads to the 20mph speed limit area:</p> <p>St Andrews Road, St Mark's Road, Harpsden Road. Reading Road from the town centre as far as the Three Horseshoes public house, Greys Road from the town centre as far as Gainsborough Road & Deanfield Road.</p>
(4) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support – <i>No comment</i></p> <p><u>40mph Speed Limit</u> – Support – we are concerned by the excessive speed of lorries and cars using Fairmile. The speed of the traffic makes access onto the road difficult for residents and also contributes to excessive noise pollution in the area. We wholeheartedly support this proposal.</p>
(5) Local Resident, (Henley-on-Thames)	<p>Object - Please don't waste time dressing this up as a safety issue, as if you took the time to conduct any form of research, you will discover that, since lowering speed limits across the country for the last ten years has NOT resulted in accident rates falling, in fact, in certain areas they have indeed risen, this due to people becoming frustrated behind the wheel.</p> <p>Why don't you simply stick to the "Highway Code" 30 mph in towns and 60mph on A Roads This has nothing to do with safety, it is to do with raising more funds via fixed penalties.</p> <p>Instead of wasting money why don't you spend the same money fixing all of the pot-holes around the town, as that presents a definite hazard, especially to motorcycles, not to mention the number of alloy wheels they get destroyed on cars, only for you to thereafter deny any responsibility for!</p>
(6) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Object – It will cause even more traffic problems than those at the moment and 30mph is a reasonable speed particularly when there are two pedestrian crossings, close to each other in the main street.</p> <p><u>40mph Speed Limit</u> – Support – on several occasions have seen a large herd of deer crossing the Fairmile in the early morning. As the speed of some vehicles is clearly in excess of 60mph, there is the strong possibility of absolute carnage at some time in the future.</p> <p>In addition, to turn right off the A1430 to reach my house, involves sitting in the middle of the road with on coming</p>

	<p>vehicles approaching at extremely fast speeds.</p> <p>It is my view that the speed limit should be extended along the length of Fairmile, not stopping halfway down as shown on the consultation plan as residents have to cross the Fairmile further down and to allow an increase in speed in this area would be extremely dangerous.</p>
(7) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support – I am concerned at the excessive speed cars drive up and down Gravel Hill. I have witnessed this many times and it is very dangerous.</p> <p><u>40mph Speed Limit</u> – Support – <i>see above.</i></p>
(8) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Object - 1. The roads identified for this proposal are already so short, or in such a poor condition that it is already difficult to exceed 20 mph. On Gravel Hill - uphill (in particular), I cannot drive comfortably at more than 15 mph due to its appalling condition. Duke Street, Reading Road, Hart Street, Bell Street, Greys Road, Kings Road, are all too short or too narrow, to make 30 mph realistic.</p> <p>2. I don't believe the authority has conducted any survey of current speeds on the identified roads, so I have to think that the statement of reasons ("road safety concerns") is based on subjective opinion, not on hard evidence, and is possibly not valid.</p> <p>3. I am not aware of any recent accidents due to excessive speeds on these roads. I am aware of the issues of being seriously injured at 30 mph compared with 20 mph, which are often cited by Road Safety Campaigners, but these issues do not apply in Henley in my opinion. Existing speeds are just too low already!</p> <p>4. To incur the costs of implementation, on something which is so ill-thought-out is a misuse of public funds. If OCC do have spare funds, they should be aimed at repairing or improving the existing roads, which are the worst of any town I am aware of in a 25 mile radius</p> <p>5. I cannot see that such blanket restrictions (if implemented) will be rigorously enforced; the police certainly do not have resources to spare - and I would object strongly to further speed cameras.</p> <p>6. I do not believe these measures will make a scrap of difference to driver's behaviour. There are already a number of unrealistic speed limits in the area, which are widely ignored (e.g. A4155 Shiplake 30 mph - widely ignored by cars, buses and commercial vehicles)</p> <p>7. Recent publicity for this proposal has also cited concerns about air-pollution, but this is not mentioned in the statement of reasons. In any case, I would not accept that air pollution will be improved at all by these measures. Most cars will require to be in a lower gear at 20 mph, which means more revs, and possibly more pollution.</p> <p><u>40mph Speed Limit</u> - Object - This is an over-reaction to a perceived problem. I could support a 50 mph limit on this</p>

	road (which is generally what I drive at down there), but 40 mph is an over-reaction and on such a straight road with excellent visibility, is unlikely to be complied with by most drivers. I would also like to know if there has been any analysis of accident rates down this road, with excess speed given as a cause.
(9) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Object - It seems ridiculous we are going to spend money on signs and the implementation of signs on cul-de-sac roads such as Milton Close and Norman Avenue and leave out more dangerous roads like Deanfield Road. Often it is impossible to drive above 20mph in Henley due to the traffic. Instead of a blanket 20 mph zone and incorporating roads such as Milton close and Norman avenue, where the roads are too short to drive fast, 20 mph roads should be introduced where needed. Deanfield road is a housing estate and suffers from speeders and the current limit of 30 mph is not being enforced. It has the college students racing up and down the road. Further up, there is also Valley road school where 20 mph would also be appropriate. Henley needs to reduce pollution and improve through flow of traffic in, through and out of town. A 20 mph zone will not help this. It may help reduce accidents, but if it's not going to be put on the roads such as Deanfield road where accidents occur then it becomes irrelevant. In certain areas of the town, the current 30 mph is not enforced. How and why will a 20 mph zone help if there is no enforcement. I would prefer to the money to be spent on traffic calming measures (physical designs) or more traffic patrols. The 20 mph zone I believe will end up being an expensive folly, solving none of Henley's traffic issues.</p> <p><u>40mph Speed Limit</u> - Neither - I would support the 40 mph zone if it started sooner. The 40 mph zone should start when the A4130 changes from a dual carriage way to a single road before the B480 (Assendon) road. This is because entering the A4130 from the B480 can be difficult, especially at busy times. You have cars trying to enter the A4130 from a standing start with cars coming down on them at 60-70 mph. There is also a busy turning off fair-mile into The Old Station Nursery and Cattery. At certain times there are many cars coming and going and trying to pull out into a space with cars driving at 60 mph is difficult.</p>
(10) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - This would lead to a significant environmental improvement of the town centre.</p> <p><u>40mph Speed Limit</u> - Support - The proposed 40 mile limit would result in significant improvement on many fronts such as:</p> <ul style="list-style-type: none"> - enhanced road safety (currently too much speeding in residential area), - reduction of noise pollution and general improvement of the Fairmile environment, - general improvement of traffic flows on entering the town (current abrupt 60/30mile transition does not work and undermines the 30 mile zone compliance). <p>The proposal is fully in line with the Oxfordshire County Council's traffic policy guidelines as published on the OCC's</p>

	website and is long overdue! Extension of the proposed 40 mile zone to the start of the Fairmile including the entry/exit to Old Station Nursery (child care/day nursery) would seem logical.
(11) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - I am very pleased that these limits are coming but I would like to see the 20 mph limit extended further to include the "rat run" of St Andrews Road / St Marks Road, Green Lane and Greys Road that is used by rush hour traffic seeking to get around the long queues at the traffic lights on Reading Road. In these conditions it can be difficult to emerge from a driveway or side turning onto Green Lane because of the speed of traffic, exacerbated by the absence of a pavement on one side of the lane in combination with high hedges; this means a vehicle must emerge almost blind into traffic just in order to see it. It is also hazardous to turn south onto St Andrews Road from the southwest end of Green Lane because southbound traffic on St Andrews Road can appear suddenly around the bend close to the northwest of this junction. The Road Traffic Regulation Act of 1984 in its definition of "restricted road" could not have foreseen the subsequent enormous growth in density of traffic on our roads and therefore could not have foreseen that 30 mph would eventually become inadequate in giving residents and users of "restricted roads" the intended degree of mitigation of accident risks.</p> <p><u>40mph Speed Limit</u> - Support - I support this limit but believe it should be extended further to the northwest so that it links directly with the existing 70mph limit on the dual carriageway section of the A4130. This is because the existing national limit of 60 mph that will continue to apply to this section under these plans means that the junction to the Assendons remains a very dangerous junction indeed.</p> <p>The dual carriageway section of the A4130 should also have its limit reduced - from 70 mph to 50 mph - because traffic can be seen coming down at very high speeds on this downhill stretch heading for the Assendons junction at the bottom of the hill. There should also be warning rumble strips and other measures in the last few hundred metres of the southeast-heading carriageway because of the sudden and potentially dangerous encounter with very slow-moving traffic at this junction.</p>
(12) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - Being a resident on the Fairmile, I firmly support the proposed 40mph speed limit, although feel it could be even lower to 30mph. We often turn right into our lane and encounter oncoming cars or motorbikes speeding up (over speed limit) to overtake, hence almost colliding with us. This has happened on multiple occasions. With 3 young children this is worrying and very dangerous.</p>

CMDE4

	<p>Additionally, the Fairmile, especially at weekends, has become a racetrack for motorbikes with total disregard for the speed limit.</p> <p>I would personally recommend making the 40mph limit extend to the top of the Fairmile at the Assendon turn off. This would totally discourage speeding and dangerous driving behaviour.</p>
(13) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - As a resident along the Fairmile with three very young children, it is a dangerous road where cars race along and frequently overtake. It is frightening trying to attempt to cross it (to get to the nursery) and the speed limit definitely should be lowered. I personally think 30 miles an hour all the way to Assendon would be better, but 40 would be way better than the current 60. Motorbikes are also an issue with many bikers racing up and down the road at all hours of the day and night.</p> <p>Although the Fairmile has a wide bumpy pavement on one side, the flat side, where it is better for little children on scooters and bikes, is right next to the road and having cars zooming along is far from ideal. Trying to cross the road currently at 60 miles an hour is pretty dangerous, if not impossible at times.</p>
(14) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - 20mph speed limit in town centre would help with safety, pollution and noise but the latter also requires good road surfaces to be effective eg the road surface on New Street is a complete patchwork which adds to noise levels.</p>
(15) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - I am Deputy Manager at The Old Station Nursery on The Fairmile and I think the current speed is not suitable. Trying pull out onto the road can sometimes be a scary experience. Also if you get stuck in the middle when trying to turn into the nursery having cars speeding past you from both sides can be a bit un-nerving. It's just a matter of time before there is a serious accident.</p>

(16) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - <i>No comment</i></p>
(17) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - Highly supportive but at the same time very surprised to see certain roads excluded, eg given the presence of some significant schools (Trinity, St. Marys), why wouldn't (part of) Vicarage Road, St. Andrews Road, Hamilton Avenue, St Marks Road also be included in order to increase safety in these specific areas?</p> <p>Also: not sure why e.g. the road leading away from the station in south easterly direction (no name given in the consultation document), would be included?</p> <p><u>40mph Speed Limit</u> - Support - <i>No comment</i></p>
(18) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - <i>No comment</i></p>
(19) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - The key benefits of a 20mph zone is reduced casualties, the attractiveness of active travel (walking and cycling) and reduced air pollution. To achieve all 3 objectives the 20 mph zone must be all the 30mph zone we have today. This is especially true for reducing the speed on several edge of town straight roads (St Andrews, Greys Road, Reading Road, Northfield End, Marlow Road, Gravel Hill etc). Many drivers do not keep to 30mph today so we need to kill speed there to ensure 20mph is maintained in the centre. With no enforcement likely this helps to set the tone of Henley being a special place to visit and worth preserving.</p> <p>On air pollution when I drive at 20 mph around town my fuel consumption improves by about 10% and the impact on air pollution will be significant. This is proven in many implementations across the UK.</p> <p><u>40mph Speed Limit</u> - Support - This is very sensible but there should not be a 40 then a 30 then a 20 mph zone so quickly. 40 to 20 is better.</p>

CMDE4

(20) Local Resident, (Bix)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Object - We would prefer the 40mph limit to be extended as far as the crossroads at Bix. The engine noise of cars, and especially motorbikes, accelerating up the dual carriageway once out of the Fairmile speed limit, is unacceptable and very intrusive on our property. We hope this might be taken into consideration and would surely be a safety option.</p>
(21) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - <i>No comment</i></p>
(22) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - I hope this is a first stage only and that after experience with this limit that the area will be extended over the whole town from all the entrances to the built up and all residential streets.</p> <p><u>40mph Speed Limit</u> - Support - <i>No comment</i></p>
(23) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - There is a large amount of tourist driving traffic and pedestrian traffic and there is a need to slow traffic down in order to ensure safety for those living, working and enjoying the ambience of Henley on Thames.</p> <p>I have witnessed too many people wandering into the path of traffic and pavements in Henley are narrow in relation to the footfall.</p> <p><u>40mph Speed Limit</u> - Support - The traffic is loud, people drive outside of the relevant speed limit. It is dangerous. I have disturbed sleep due to the level of noise the traffic creates. There are also wild animals that meander from the forest across the Fairmile and it is not safe to continue to allow people to travel at the speed they currently do I would welcome a reduction in the speed limit.</p>

CMDE4

(24) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - I am delighted that the council are considering reducing the speed limit on the Fairmile and would strongly support moving it to 30mph if possible.</p>
(25) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - <i>No comment</i></p>
(26) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - I totally support the proposed 40mph speed limit on Fairmile, as a resident of Fairmile it seems ridiculous not to have the 40mph buffer - to go from 60mph straight into a 30mph zone is not only dangerous but at least 75% of vehicles do not slow down in time for the 30mph limit and as such are breaking the law, and putting the lives of residents at risk.</p>
(27) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - It's not normally possible to go faster than this anyway due to excessive traffic. Would be great if there was another bridge across the Thames between Marlow and Reading as it would ease traffic.</p> <p><u>40mph Speed Limit</u> - Support - I would prefer if it was 30mph!!! I live in this stretch of road and the traffic noise is excessive - in particular motorbikes accelerating from the current national speed sign.</p>
(28) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - With the proposed development of 72 house along the Fairmile, as the entrance and exit to this site will be in the present derestricted part of the Fairmile, it would appear, to me, that the proposed limit from the junction just past Lambridge Wood Road should be 30mph and not 40 as suggested.</p> <p><u>40mph Speed Limit</u> - Support - <i>No comment</i></p>

(29) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - I support the proposal to reduce speed limits since I am a wheelchair and mobility scooter user that often has to run the gauntlet of moving vehicles in Henley. If possible please extend the proposed 20mph limit up Greys Road to where it meets Greys Hill (next to the Saracens Head pub). I regularly cross Greys Road near the pub to reach a Multiple Sclerosis physiotherapy group in Brunner Hall and have had a number of near misses with speeding vehicles coming up Greys Road. The crossing risk is exacerbated when looking right down Greys Road as the road curves and parked cars obscure the view. As a result I have to move into the road to see vehicles coming up the road only to quickly reverse when confronted with a speeding vehicle. A 20mph limit on this section would also encourage drivers to drive more safely where the road width is restricted due to parked cars (just up Greys Road from the junction with Deanfield Avenue).</p> <p><u>40mph Speed Limit</u> - Support - <i>No comment</i></p>
(30) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - I am very pleased to see this proposal. Bikes and cars have a noisy habit of revving up, right past my house, coming out of town immediately after the speed restriction cancellation signs. But this is still a residential area for a few hundred yards yet.</p>
(31) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - Not before time! I hope that it will be enforced.</p> <p><u>40mph Speed Limit</u> - Support - <i>No comment</i></p>
(32) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - No opinion - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - I live on the Fairmile and have done so for ten years. I consider the current speed limit of 60 mph to be too high and a danger to residents. Motorcycles are a particular nuisance.</p>
(33) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - <i>No comment</i></p> <p><u>40mph Speed Limit</u> - Support - 90% of the cars, and especially motor bikes, are way in excess of the limit. Hopefully by reducing the limit on The Fair Mile they may then be doing 40 mph (in a 30mph) instead of the usual 60 mph.</p>

CMDE4

	<p>In view of the numerous accidents at the junction of the A.4130 and the turn to Stonor B480 could you look at bringing in the 40 mph where the dual carriageway becomes single lane-this would very much help in preventing accidents at this junction and make the whole of The Fair Mile 40 mph We urge you ' to look into this.</p>
(34) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - We should like to express our support for your proposals to limit traffic speeds within Henley-on-Thames and along the Fairmile.</p> <p><u>40mph Speed Limit</u> - Support - We should merely like to add that these restrictions will be of no use, unless they are monitored and regulated. In particular, the motor cycle and sports car traffic, whilst accelerating into the Fairmile, is very noisy and well beyond limits already in place, particularly at weekends - but there is no presence from traffic officers to stop this.</p>
(35) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - I should like to express our support for your proposals to limit traffic speeds within Henley-on-Thames and along the Fairmile.</p> <p><u>40mph Speed Limit</u> - Support - I should also suggest the 40 mph on the Fairmile to end at the end of the Fairmile (just before the dual carriage way) and not just beyond Lambridge Wood Road. The motorbikes and sports cars revving from Kings Road round-about towards the Fairmile is excessive. I hope to see a speed camera installed and traffic officers present to enforce new speed restrictions and excessive noise.</p>
(36) Local Resident, (Henley-on-Thames)	<p><u>20mph Speed Limit</u> - Support - We would wholeheartedly support this proposal.</p> <p>.</p> <p><u>40mph Speed Limit</u> - Support - concerned by the excessive speed of lorries and cars using this road. Speed of the traffic makes access onto the road difficult for residents and also contributes to excessive noise pollution in the area. We would wholeheartedly support this proposal.</p>

CMDE4

Division(s): Thame and Chinnor

CABINET MEMBER FOR ENVIRONMENT – 13 SEPTEMBER 2018

CHINNOR – ESTOVER WAY AND MILL LANE – PROPOSED TRAFFIC CALMING MEASURES

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation for a raised junction table including a mini roundabout at the junction of Mill Lane with Estover Way and a pair of speed cushions on Estover Way just south of this junction.

Background

2. The above proposals have been put forward as part of an adjacent residential development. A plan showing the proposals is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 2 and 31 August. A notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Chinnor Parish Council and the local County Councillor. Letters were also sent directly to approximately 50 properties in the immediate vicinity of the proposals.
4. Twenty-four responses were received as follows:

Measure	Support	Object	Neither
Speed cushions	2	15	3
Raised junction table	5	11	4
General	0	2	1

5. These responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.
6. Thames Valley Police did not object to the proposals and were satisfied that the design complies with Department for Transport guidance, noting also that they are aware of concerns over speeding in this area.
7. Objections received from residents in the vicinity of the proposals included concerns over increased noise and vehicle emissions, risk of damage to vehicles, that the cushions could present maintenance issues and also that

alternative measures such as vehicle activated signs, chicanes/build-outs, gateway signing, a zebra or signalled crossing or a 20mph speed limit would be more appropriate. One of the objections, however, cited no concerns over the use of cushions in principle but that any such scheme should cover all the roads in the village, as a limited scheme as currently proposed could exacerbate difficulties elsewhere.

Response to objections and other comments

8. The response of Thames Valley Police is noted.
9. The concerns raised by the residents objecting to the proposals in relation to noise, pollution and possible vehicle damage are noted. The design of the proposed cushions and in particular their quite narrow width (1.6m) are intended to ensure that the features do not present difficulties for bus services which use this road and it is highly unlikely that noise or vehicle emissions will increase as traffic passes over them. It is acknowledged that maintenance of speed cushions can sometimes be an issue but providing the initial construction is to a good standard most such schemes have not proved problematic in this respect.
10. Although the balance of the responses received is clearly not supportive of the proposals, the measures as proposed are – as noted in the police response – compliant with national guidance and on the basis of experience with a large number of other similar measures, unlikely to result in the negative impacts but rather should help provide a safe access for the new residential development both for vehicles and pedestrians.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

12. Funding for the proposed traffic calming measures has been provided by the developers of adjacent land.

RECOMMENDATION

13. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposal for a raised junction table including a mini roundabout at the junction of Mill Lane with Estover Way and a pair of speed cushions on Estover Way just south of this junction as advertised.**

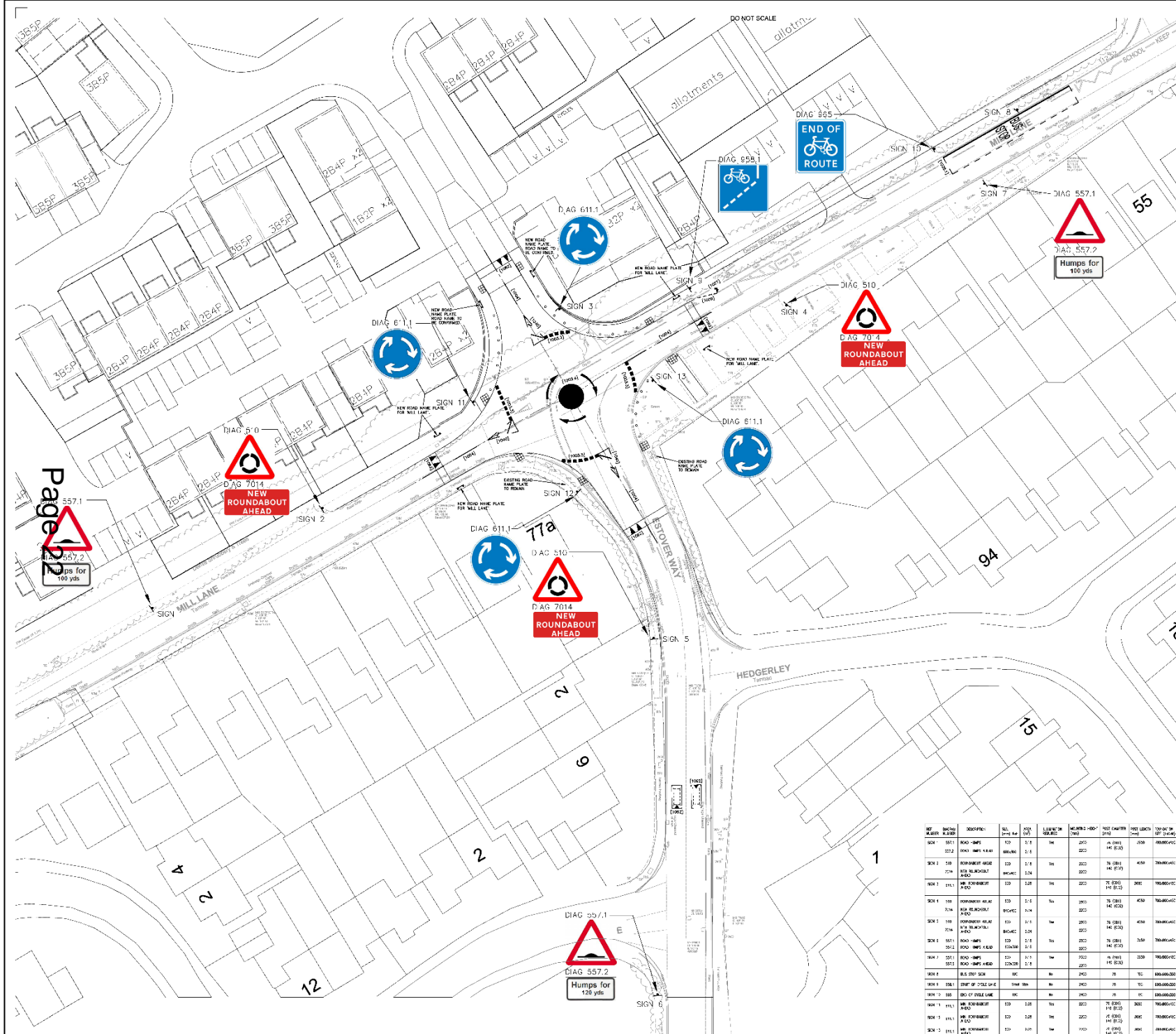
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed traffic calming measures
Consultation responses

Contact Officers: Hugh Potter 07766 998704

September 2018



TRAFFIC SIGNS & ROAD

MARKINGS NOTES:

1. This drawing is to be read in conjunction with all relevant drawings, documents & specifications.
2. All signs and road markings shall be in accordance with the Traffic Signs Manual and Confederation County Council standard details.
3. Contrasting or redundant road markings are to be removed prior to applying new markings by hydroblasting them off.
4. All road markings and all low in white reflective material to BS2969 CLASS A and to CL 1212.
5. New Roundabout Ahead signs to be removed &

GENERAL NOTES:

1. Drawing subject to the approval of Deaneville County Council.
2. No works to commence until the Section 278 Agreement is in place.

LEGEND

- | | |
|----------|-------------------------|
| [1002] | Red nailing sign number |
| | Forward sign post |
| | Forward island |
| AG 557.1 | Red sign design number |
| SIGN 4 | Sign post reference |

[illegible][illegible]

BOOKING SLIP

CRDONG TITLE

SECTION 278
TRAFFIC SIGNS AND
ROAD MARKINGS

PROBCE Physical Number: Y1150

A2 DOMINION
MILL LANE
CHINNOR

Workley on Trusts
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 Lexipol, LLC
 1-800-394-6858

Draw Q1	216	Score 1.23896E1	Exp 10.5714
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FOR APPROVAL

13882:202	
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - The road currently lends itself to inappropriate speeds something this physical calming may address. The design is within Dft (MRB) guidelines and therefore I have no further comments on the application.
(2) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - We are none too happy with proposed speed humps for Estover Way. Those already on the B4009 Chinnor to Princes Risborough road can damage the tyres of smaller cars and cause unnecessary vibrations and subsequent to vehicles, whilst larger cars with a bigger wheelbase are not affected and thus unheeded by drivers and the humps are ineffectual. Pinch points would be better.</p> <p>May we take the opportunity to add that with cars parking in Estover Way, together with the addition of a cycle lane the remaining width of the road is barely wide enough for two vehicles to pass simultaneously.</p>
(3) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - Why are speed cushions being proposed between Hedgerley and Cowleaze? These make no difference whatsoever to large cars driving along but have a significant impact on smaller, lower vehicles and also wear away the inner walls of the tyres on these cars. Would a 'sleeping policeman' across the road be more effective?</p> <p><u>Raised Table</u> - Object - we have concerns about how large vehicles, such as the double decker school buses, will negotiate the raised platform safely.</p>
(4) Local Resident, (Chinnor)	Object - OCC seems to have completely forgotten that Estover Way was originally designed to be a sort of bypass/relief road. That is why no houses have direct access onto it. Until recent years, nobody would have thought of parking on Estover Way. Then a disabled parking place appeared (interesting as Estover Way has no residents) and a cycle lane (that rarely sees a bicycle). The final complete stupidity is the proposed (and completely unnecessary) realignment of the Mill Lane/Station Road junction (a child of 5 could have done a

	<p>better job of redesigning this junction). This will mean that all B4009 traffic to and from Princes Risborough (some of which would have used the Estover Way route) will now be forced to use the High Street or Station Road, increasing congestion on already over congested roads.</p> <p>Sleeping policemen, in all their various forms provide few benefits and do positive harm to car tyres and neighbouring houses (noise, pollution, vibration, and falling property values) and need more maintenance. The answer has to be speed controlled traffic lights (with or without cameras). Leaving the Mill Lane/Station Road junction unchanged and installing double yellow lines along the whole of Estover Way (together with sensible traffic calming measures) will mean that Estover Way reverts back into it's original purpose - a relief road - and ease the considerable congestion on Station Road.</p>
(5) Local Resident, (Chinnor)	Object – Concerned about the impact of the development on existing residents.
(6) Local Resident, (Chinnor)	<p><u>Raised Table</u> - Object - I would like to express my concern regarding the proposed mini roundabout with a raised table, you probably already know, these are totally useless, HGV, Lorries Buses etc just ignore them, driving across them as if they didn't exist, proof should it be required, look at the mini roundabout sighted outside the Crown PH Station Road Chinnor, A roundabout at a significant junction ie Mill Lane, Estover Way, with a School only 100 mtrs from it, also has the dedicated cycle path, been taken Into consideration ? A "proper" roundabout, rather than a token one, should be considered.</p>
(7) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - Observing (for 5 years) and driving over the cushions on lower Icknield Way, Chinnor, I, or any other vehicle I have followed, have never slowed to the '17'mph as quoted on trafficchoices.co.uk. The speed bumps, in my opinion, are not effective in calming traffic.</p> <p><u>Raised Table</u> - Object - What are the planners trying to achieve? A roundabout I can see working, but why the raised ramps? Surely the car would be slowed sufficiently by the time they hit the ramps?</p> <p>These 'solutions' could cost the council hundreds of thousands of pounds, I think there are better ways of spending public money.</p>

(8) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - Raised surfaces are bad for cars and in particular caravan suspension and as the road end is no longer a turn but a roundabout vehicles will slow naturally anyway.</p> <p><u>Raised table</u> - Object - Raised surfaces are bad for cars and in particular caravan suspension and as the road is no longer a turn but a roundabout they should not be need as much.</p>
(9) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - At the point Estover Way meets Mill Lane the traffic already slows for the sharp bend and the immediate effect of the traffic pinching that is in situ at the lower end of Mill Lane. Overall this will have no effect on the traffic which speeds up more at the Estover Way/Oakley Lane roundabout which is poorly designed and allows traffic to go through at high speed. Any available funds would be more effectively spent further down Estover Way rather than at the point it doesn't have a problem</p> <p><u>Raised Table</u> - Support - <i>No Comment</i></p>
(10) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - to be effective traffic calming measures, these should be speed humps that are the width of the road. As happens on Lower Road, any vehicle with a sufficiently wide wheelbase, (such as 4x4s, vans, buses, lorries) simply ignore the cushions and continue to speed.</p> <p><u>Raised Table</u> - Object - 1) the fact that there are plans to place bollards on 3 "corners" of the roundabout suggests that these are a safety measure. Therefore, why are there no bollards on the "corner" alongside 77A Mill Lane? Either the roundabout is completely safe, in which case no bollards would be necessary or, the roundabout is inherently unsafe (which I would say it is with the amount of through traffic plus school buses plus commercial vehicles using Estover Way/Mill Lane to avoid the jams on Station Road). And if it is unsafe, then it needs bollards on all 4 "corners". Anything else is just stupid!</p> <p>2) What is the point of the humps sign across the road from 87 Mill Lane? It will only ever be seen by the residents and guests of 2 houses plus the farm. Despite maps showing Oakley Lane joining Mill Lane, the northern section of Oakley Lane is in an appalling state of repair as there are no houses that front onto it so there is virtually no traffic from that direction.</p>

(11) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Neither - <i>No Comment</i></p> <p><u>Raised Table</u> - Object - I see an issue with buses travelling from Estover Way into Mill Lane having to stop on the proposed roundabout because of traffic queueing at the existing traffic calming area on Mill Lane. Due to the limited size of the roundabout and the turning circle of a bus, this would completely obstruct the roundabout. Traffic travelling down Mill Lane towards Estover Way will be unable to proceed through the roundabout as a result, which will prevent vehicles waiting at the existing traffic calming area from proceeding.</p> <p>The proposed new bus stop on Mill Lane is also likely to cause traffic problems. Traffic wishing to enter or exit the Nicholas King site via the allotment entrance will be hampered by queueing vehicles, caused by buses stopping in that location. The other side of the road is also currently used for parking by multiple vehicles. Putting a bus stop in that location would cause significant queueing in both directions. Should buses meet coming from opposite directions, for example during the school run, there would almost certainly be a major issue.</p>
(12) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - I would like to object to the proposals as shown on the attachments on the following grounds:</p> <p>I fail to see how this will reduce vehicle speeds on Estover Way generally by introducing 1 set of speed cushions, the existing 90 degree bend is a natural traffic calming feature on both approaches. Vehicles naturally reduce their speeds on the approach to the bend. Can you supply speed data for the location of the proposed cushions.</p> <p>It appears that the existing chicane will be retained, but looks too close to the roundabout, will vehicles not queue through the junction causing safety issues? Has a safety audit be undertaken for these proposals, if so please supply details of their comments.</p> <p>Roundabouts themselves are not pedestrian or cycle friendly, though provision has been made for pedestrians at the mini roundabout junction, the sight lines for pedestrians crossing south to north on the western side is very poor. The driven vehicular line through the junction will naturally take vehicles the wrong side of the roundabout contravening the highway code.</p> <p>It would be better to use the S106 money on a zebra crossing facility closer to the school, or more importantly provide a 20mph limit along the length of Mill Lane specifically around the school up to the new development.</p>

	<p><u>Raised table</u> - object - I would object to the raised table at this junction. Again what is the purpose of providing a raised table. As stated above vehicle speeds are low around this junction and would serve little purpose apart from being a drainage problem. Furthermore, since Mill Lane is on a bus route the gradients of the table will need to be bus friendly and thereby shallower hence act as a minimal speed reducing feature.</p>
(13) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Support - <i>No Comment</i></p> <p><u>Raised Table</u> - Support - <i>No Comment</i></p>
(14) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Neither - Need to get rid of cycle lane and parked cars as this road needs to be free flowing with no obstructions particularly with the ever increasing amounts of traffic. The pinch points on Mill Lane need to be looked at too. Coming off the new proposed roundabout straight onto a pinch point again is ridiculous and an accident waiting to happen. Road cushions are not enough to help flow of traffic. Reducing speed limit to 20 mph.</p> <p><u>Raised Table</u> - Neither - Pinch points need to go to make this road free flowing...double yellow/school zig zag lines need to be in place along both sides of Mill Lane with a 20mph restriction too. If no lollipop person is going to be there then a new pelican crossing even with traffic lights needs to be installed. Raised junction is neither here nor there in solving the traffic problems in this area.</p> <p>Need to put double yellow lines on junction of cherry tree to stop cars being parked there especially at school times. Yet another accident waiting to happen.</p>
(15) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Support - while I support the traffic calming measures proposed for Estover Way, I think the entire network of main roads through Chinnor need to be looked at as a whole. If these speed bumps are introduced, will that force traffic bypassing the historic centre of the village bound for Thame or Princes Risborough onto Station Road? Without similar or even greater speed and congestion combating measures there and on the High Street, problem traffic may just be moved from one location to the other. If traffic was slowed to 20mph throughout the village, drivers would have time to negotiate parked cars and other obstructions safely without the need to break the law by driving on pavements etc.</p> <p><u>Raised Table</u> - Support - <i>No Comment</i></p>

(16) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - road cushions are old technology:</p> <ul style="list-style-type: none"> 1 they damage the side walls of tyres 2 they increase traffic noise and vibrations to nearby houses. 3 they lower the value of nearby houses <p>Speed controlled traffic lights (with or without cameras) are a much better idea.</p> <p><u>Raised table</u> - object - Although slightly better than road cushions, they still increase noise and vibration. Again speed controlled traffic lights are preferable</p>
(17) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - I am in favour of road calming but not humps. I think these can be bad environmentally. Please naturally slow only to use accelerated power - more fuel to take them over. Larger vehicles their wheels just go either side and so make no difference. A chicane system is better.</p> <p><u>Raised Table</u> - Support - pity it is not a more formal roundabout.</p>
(18) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - Traffic along this road is already slowed due to parked cars along Estover Way. The main difficulty is for pedestrians attempting to cross the road from the Cowleaze Estate/Estover Way onto Mill Lane, in order to access Mill Lane school, St. Andrew's school, Whites Field recreation area, the youth club, Windmill nursery, Jack and Jill pre-school, the library and the hub of the village.</p> <p>The main difficulty here is poor visibility, as there is no safe place to cross where traffic coming in both directions can be seen.</p> <p>I do not believe that speed cushions will significantly help pedestrians to cross the road in this area. However a zebra crossing or a toucan crossing will help them to safely cross the road.</p>

	<p>I believe that the proposed roundabout will make crossing more difficult and confusing for children, hence a greater need for a zebra / toucan crossing.</p> <p>I strongly believe that a zebra crossing or a toucan crossing is needed to ensure safe crossing for children and families at this point.</p> <p><u>Raised Table</u> - Neither - I am not an expert in this matter but trust that the experts believe this to be the best traffic solution for this junction. My only concern is that there is a cycle path going around the corner and up towards Mill Lane school, which is used by general cyclists as well as school children. How will their safe passage be accommodated around the roundabout?</p> <p>Perhaps a toucan crossing where the speed bumps have been proposed would at least allow school children to be able to take their bikes onto the path up Mill Lane, (which is wide enough in most parts to accommodate cyclists), and to safely cycle to school from this end of the village.</p>
(19) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Neither - For much of the length of Estover Way, traffic is already slowed by parked cars. Speed of cars coming down the hill from Mill Lane while people try to cross Estover Way is more of an issue - particularly given the number of children walking to and from school and nursery. Visibility on the corner of Mill Lane and Estover Way is poor which makes the problem worse.</p> <p>A crossing point (either zebra or toucan) would be of far greater value in terms of pedestrian safety - especially as the new roundabout is likely to make the junction more confusing for children.</p> <p>I note also that there is no footpath along the northern side of Mill Lane. A crossing point east of the roundabout to enable pedestrians to cross from the new houses over to the footpath on the south side of Mill Lane seems essential.</p> <p><u>Raised Table</u> - Support - The existing pinch-point at the bottom of Mill Lane will be very close to the new roundabout and potentially create a bottleneck leaving and joining the roundabout when traffic is busy.</p>
(20) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - Motorists will only drive up middle way along Foresters and down Hedgerley to avoid the humps, thus increasing traffic in the neighbouring roads.</p>

	<u>Raised Table</u> - No Opinion - <i>No Comment</i>
(21) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - There is no advantage in wasting money on this work. Anyone who has ever driven down Estover Way will know that you cannot speed as you have to negotiate all the parked cars. Please spend the money on repairing the surrounding roads.</p> <p><u>Raised Table</u> - Object - Again, a waste of money! How many obstacles must you put in our way on the road? There is already a chicane. Parked cars are again a major problem. I would like the council to spend money more wisely. A mini roundabout is a good idea but why does it need to be raised?</p>
(22) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - I believe this a case over-engineering as I believe the presence of the mini-roundabout alone should suffice to keep traffic speeds low.</p> <p>However, my primary objection relates to the potential negative impact on emergency vehicle response times to residences on Estover Way and surrounding roads that may come from the Thame/Princes Risborough direction down Mill Lane. In some cases seconds count!</p> <p>In order to mitigate this objection can a thorough assessment be made to ensure there is absolutely zero impact on emergency vehicle response times as a result of this proposal.</p> <p>If this objection is ignored and it is subsequently determined that the outcome of an emergency situation was adversely effected by the implementation of this proposal, then SODC and its officers could be held criminally liable in such a case.</p> <p><u>Raised Table</u> - Object – See above.</p>
(23) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - The road cushions are being installed at the wrong end of Estover Way. Installing at Hedgerley north end will have no impact as cars are already slowing down and the visibility is good in both directions.</p>

	<p>They should be installed at the Oakley Lane end South bound on the blind bend just before Cowleaze. Visibility for traffic coming out of Cowleaze is very poor and traffic travelling south on Estover Way does not get sufficient visibility of traffic turning into Estover Way from Cowleaze.</p> <p><u>Raised Table</u> - Object - If a raised junction is to be installed here the existing traffic calming should be removed as will be too close to raised junction and therefore becomes unnecessary.</p>
(24) Local Resident, (Chinnor)	<p><u>Road Cushions</u> - Object - Has OCC fully assessed the road situation in this area? Is there a real need for speed cushions in an area that has many parked vehicles? There are several blind spots on this road and cars parked inappropriately do not help the situation. Consideration for double yellow lines would be useful.</p> <p><u>Raised Table</u> - Neither - Is it necessary to retain the priority pinch point on Mill Lane immediately after leaving a roundabout and raised table? It seems to much in one place! Consideration for double yellow lines to stop people parking too near the roundabout approach and the school may be useful.</p>

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Division(s): Ploughley

CABINET MEMBER FOR ENVIRONMENT – 13 SEPTEMBER 2018

UPPER HEYFORD – CAMP ROAD – PROPOSED ZEBRA CROSSING & TRAFFIC CALMING

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to provide a zebra crossing east of the current junction with Dow Street and traffic calming measures west of the current junction with Wellington Road on Camp Road.

Background

2. The proposals as shown at Annex 1 have been put forward because of development on the northern and southern sides of Camp Road.

Consultation

3. Formal consultation on the proposal was carried out between 14 June and 13 July 2018. A public notice was placed in the Bicester Advertiser newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council and Upper Heyford Parish Council and local County Councillor. Street notices were also placed in the vicinity of the proposals.
4. Four responses were received in total. 2 in support (50%), 1 objecting (25%) and 1 non-objection from Thames Valley Police.
5. The responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors if required.

Response to objections and other comments

6. Thames Valley Police did not object to the proposals.
7. The objection from Upper Heyford Parish Council, which was also expressed as an objection from the Heyford Park Residents Association was on the grounds that they considered that a much higher priority would be for a zebra crossing to be provided by the Heyford Free School site to assist the many school children crossing here, rather than as an objection to the proposed crossing and calming measures. The possibility of providing a crossing by the school is being actively investigated but the developer funding available for

the measures as has been consulted on cannot be re-allocated to fund the crossing by the school.

8. The expressions of support for the proposals from two members of the public are noted.

How the Project supports LTP4 Objectives

9. The proposals would help facilitate the safe movement of pedestrians and traffic in the immediate vicinity of the new development.

Financial and Staff Implications (including Revenue)

10. Funding for the proposals has been provided by the developer of the adjacent land.

RECOMMENDATION

11. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to provide a zebra crossing east of the current junction with Dow Street and traffic calming measures west of the current junction with Wellington Road on Camp Road as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed zebra crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

September 2018

SAFETY HEALTH AND ENVIRONMENTAL

THERE ARE NO EXCEPTIONAL RISKS ASSOCIATED WITH THESE WORKS. REFER TO THE DESIGNERS RISK ASSESSMENT FOR THE FULL ASSESSMENT OF RISKS.

NOTES

1. CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT OR ENGINEER BEFORE PROCEEDING. © THIS DRAWING IS COPYRIGHT.
2. REPRODUCED FROM OS SITEMAP © BY PERMISSION OF ORDNANCE SURVEY® ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT 2008. ALL RIGHTS RESERVED. LICENCE NUMBER 100007126.
3. UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT AUTHORITIES, ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN IT IS ENTIRELY AT HIS OWN RISK.
4. ALL SIGNS AND ROAD MARKINGS TO BE IN ACCORDANCE WITH "THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002 AND 2015. STANDARD SIZES ARE TO BE USED UNLESS STATED OTHERWISE.
5. LINE MARKING:- THERMOPLASTIC ROAD MARKING TO BE CARRIED OUT IN ACCORDANCE WITH D.O.T. GUIDELINES BY ROAD MARKING CONTRACTOR.
6. ALL EXISTING REDUNDANT ROAD MARKINGS TO BE REMOVED. WHERE NEW MARKINGS ARE SHOWN, THESE ARE TO TIE INTO EXISTING AS APPROPRIATE.
7. TRAFFIC SIGNS OR LAMP COLUMNS TO BE LOCATED SUCH THAT THERE IS A MINIMUM HORIZONTAL CLEARANCE TO THE SIGN OR LAMP COLUMN OF 450mm FROM THE EDGE OF THE KERB FACE.
8. UNLESS OTHERWISE INDICATED, LOCATION OF THE SIGNS TO BE GAUGED FROM THE POSITION RELATIVE TO THE EXISTING FEATURES SHOWN ON THE DRAWINGS. HOWEVER, ATTENTION IS DRAWN TO THE GUIDANCE NOTES IN THE "TRAFFIC SIGNS MANUAL".
9. BUS STOP SIGN AND POST ARE TO HAVE THE POTENTIAL TO BE UPGRADED TO A REAL TIME DISPLAY BY OXFORDSHIRE COUNTY COUNCIL. EXACT SPECIFICATION AND UTILITY REQUIREMENTS TO BE CONFIRMED BY OXFORDSHIRE COUNTY COUNCIL.

ADOPTABLE STREET LIGHTING (FOR DETAILS PLEASE SEE OXFORDSHIRE COUNTY COUNCIL DRAWING A42486)

Page 35

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
A	WHITE LINING AROUND ZEBRA CROSSING AND BUS STOP POSITIONS UPDATED	CG	AT	18.04.18
B	NOTE 9 ADDED	CG	AT	12.07.17
C	SOUTH EAST JUNCTION UPDATED TO SUIT REVISED CAR PARK	CG	AT	13.06.17
D	JUNCTION WHITE LINING AND NOTES ADDED	CG	AT	25.05.17
E	UPDATED TO SUIT ROAD ALIGNMENT REVISIONS	CG	AT	24.04.17

PRELIMINARY ☒ INFORMATION ☐ TENDER ☐ CONSTRUCTION ☐ AS BUILT ☐

WOODS HARDWICK
ARCHITECTS, ENGINEERS AND DEVELOPMENT CONSULTANTS

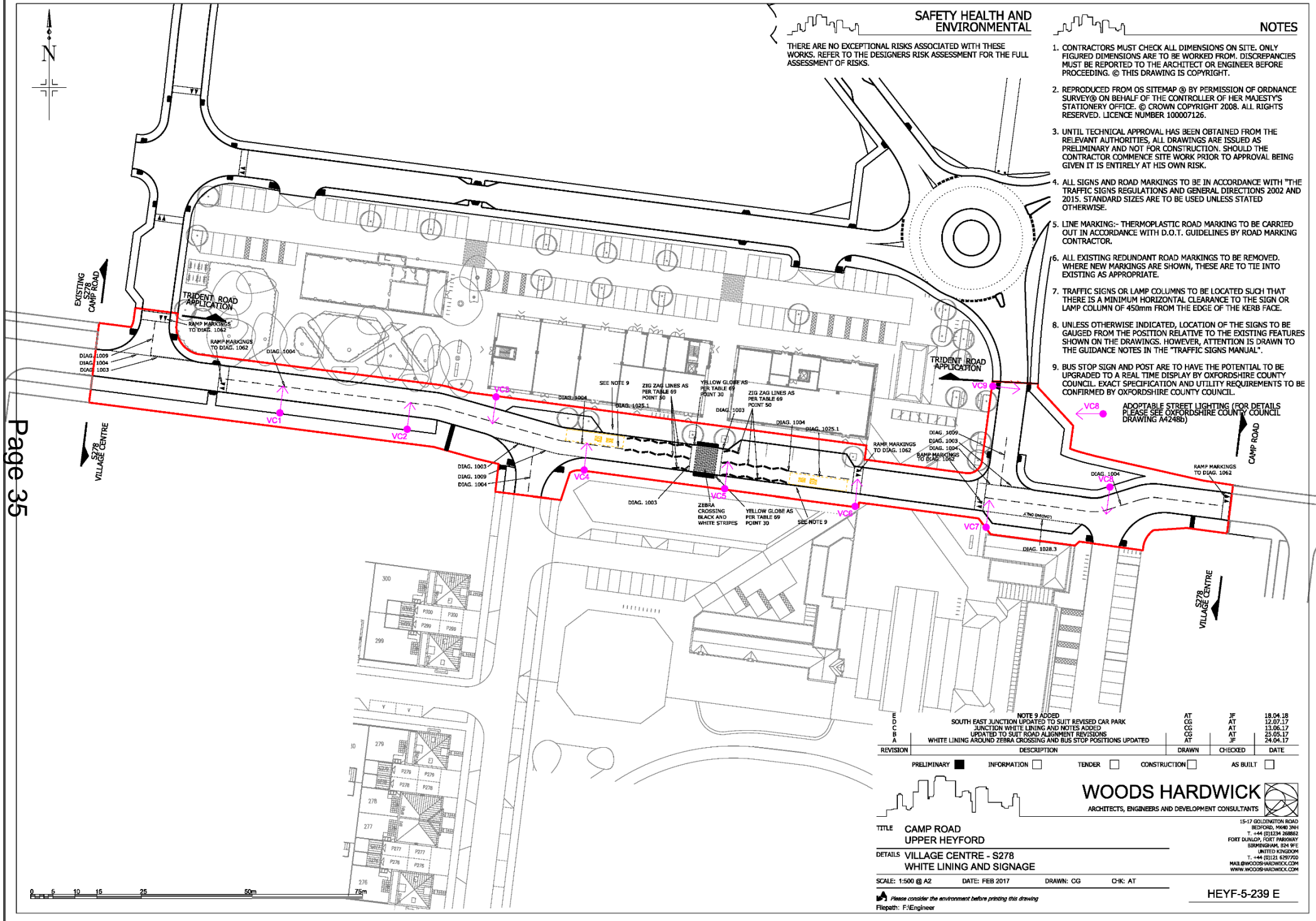
TITLE **CAMP ROAD
UPPER HEYFORD**

DETAILS **VILLAGE CENTRE - S278
WHITE LINING AND SIGNAGE**

SCALE: 1:500 @ A2 DATE: FEB 2017 DRAWN: CG CHK: AT

Please consider the environment before printing this drawing
Filepath: F:\Engineer

HEYF-5-239 E



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - The road is 30mph with street lighting with much new development. The desire lines will evolve and are not firmly set but it is likely the location of the crossing will serve the community. I have no road safety concerns and therefore Thames Valley Police have no objection to the proposals.
(2) Upper Heyford Parish Council	<p>Object - We strongly object to this application being considered at least two years in advance of when crossing will be useful (When the Village Centre North scheme is finally built) when there has been no action on the critical requirement for a safe crossing at the Heyford Park Free School.</p> <p>The school is operating with a split campus and children are required to cross Camp Road throughout the day. It beggars belief that anyone would want to advance this proposal before the school crossing is sorted. Please ensure this objection is lodged on behalf of the Upper Heyford Parish Council and the Heyford Park Residents Association.</p>
(3) Online Response, (unknown)	<p><u>Zebra Crossing</u> - Support – Heyford Park is in desperate need of a safe crossing route for general pedestrians and most significantly for school children. Children travel independently between campuses day in day out and need safe crossings. In addition many primary children commute on foot.</p> <p><u>Traffic Calming</u> – Support – Too many vehicles do not adhere to the speed limit, or undertake any safe driving practices. Any measures to control this should be expedited.</p>
(3) Online Response, (unknown)	<p><u>Zebra Crossing</u> - Support – My children attend Heyford Park Free School and I have seen some very dangerous driving on camp road. The community is growing fast and we need to make sure that our roads are safe for our children to cross. It is a nightmare to cross the road outside the school. Unless it's a parent that has dropped their child off at school no one lets you cross the road as they are busy rushing to work. This crossing needs to happen ASAP. The roads have been ruined by all the heavy lorries that use the road. They have made pot holes and I nearly got hit by another car because they decided to swerve to avoid it. At the end of the day workmen are in a rush to go home</p>

CMDE6

	<p>and they don't care how fast they drive. I think a speed camera is needed.</p> <p><u>Traffic Calming</u> – Support – Definitely need speed humps but I hope they are better than the ones already in place.</p>
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Division(s): - South Oxfordshire & Vale of White Horse Districts

CABINET MEMBER FOR ENVIRONMENT –13 SEPTEMBER 2018

SOUTH OXFORDSHIRE AND VALE OF WHITE HORSE AREA – PROPOSED DISABLED PERSONS PARKING PLACES - VARIOUS LOCATIONS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to amend and introduce disabled persons parking places (DPPP's) at various locations in South Oxfordshire and the Vale of the White Horse areas.

Background

2. The above proposals have been put forward following requests from residents for a DPPP following a check of their eligibility applying the national guidelines on the provision part of such parking places. Plans showing the proposals where objections were received are provided at Annexes 1 to 6.

Consultation

3. Formal consultation on the proposals was carried out between 13 June and 13 July 2018. A public notice was placed in the Oxfordshire Herald series and Oxford Times newspapers and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Vale of the White Horse District Council and local County Councillors.
4. The following Parish and Town Councils were also consulted as part of the statutory process: Abingdon, Beckley & Stowood, Didcot, Dorchester-on-Thames, Faringdon, Grove, Henley-on-Thames, and North Stoke Wallingford, Watlington and Wantage.
5. Street notices were also placed near the proposed DPPP's and letters sent directly to approximately 250 properties in the vicinity of the various proposals.

6. Thirty-two responses were received in total. These are summarised in the table below:

Location ^(Annex number)	Support	Object	Neither/No Objection
All			2
Bostock Road, Abingdon	1		1
High Street, Watlington ⁽¹⁾		5	3
Palmer Road, Faringdon ⁽²⁾	1	1	1
Park Road, Henley-on-Thames			1
Parsons Mead, Abingdon ⁽³⁾		3	1
Radnor Road, Wallingford	1		
Ruskin Close, Didcot ⁽⁴⁾	1	1	
Turner Road, Abingdon ⁽⁵⁾		1	1
White Horse Crescent, Grove	1		2
White House Road, North Stoke ⁽⁶⁾		1	

7. The full responses are summarised at Annex 8 and copies of these are available for inspection by County Councillors if required.

Response to objections and other comments

8. Thames Valley Police did not object to any of the proposed locations. The local member for Grove & Wantage had no objections to the three bays proposed in the division.

High Street, Watlington

9. Watlington Parish Council raised concerns that the proposed parking bay would overlap the existing bus stop which is the main stop for buses in Watlington and that parking in the High Street is very limited and already under pressure. Similar concerns were raised by members of the public responding to the consultation. In view of this it is recommended that a decision on the provision of this parking place be deferred until a site meeting with the interested parties has been held.

Palmer Road, Faringdon

10. The local member for the Faringdon division supported the proposed bay in Palmer Road, Faringdon and the Town Council also had no objection to this proposal. However, a resident of the area expressed an objection to this bay on the grounds of the parking pressure here and that the applicant had alternative parking provision.

Bostock Road, Parsons Mead and Turner Road, Abingdon

11. Abingdon Town Council raised no objections but did raise a concern from a member of public over the proposed bay in Bostock Road on the grounds that

it was considered that the applicant had access to off-street parking. A resident objected to the proposal for Turner Road on the grounds that it would remove the only parking available to the resident adjacent to their property. Three objections to the proposed bay in Parsons Mead were received on the grounds that there was no eligible applicant.

Ruskin Close, Didcot

12. Didcot Town Council were supportive of the proposed bay in Ruskin Close, but did request that the necessity for the space should be periodically reviewed. An objection was received from a member of the public but with no grounds given.

White House Road, North Stoke

13. An objection was received on the grounds of need, as the applicant has off-street parking. However, it appears that the latter is not in practice accessible to the applicant.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the mobility of disabled persons.

Financial and Staff Implications (including Revenue)

15. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

RECOMMENDATION

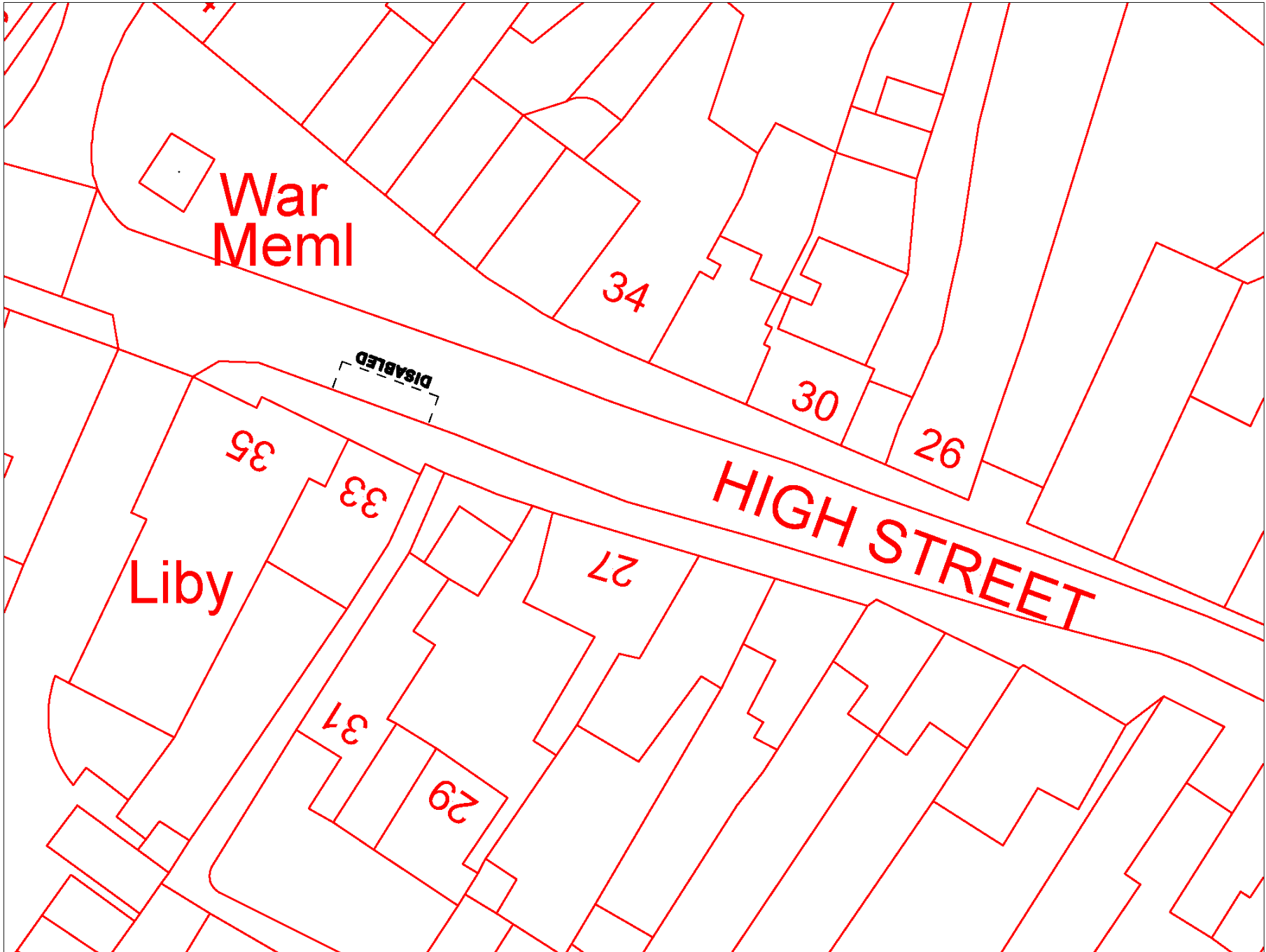
16. **The Cabinet Member for the Environment is RECOMMENDED to:**
 - a) **approve the proposals for Bostock Road, Abingdon; Park Road, Henley; Radnor Road, Wallingford; Ruskin Close, Didcot; Turner Road, Abingdon; White Horse Crescent, Grove and White House Road, North Stoke;**
 - b) **defer a decision to allow further investigation of the proposals for High Street, Watlington, Palmer Road, Faringdon and Parsons Mead, Abingdon.**

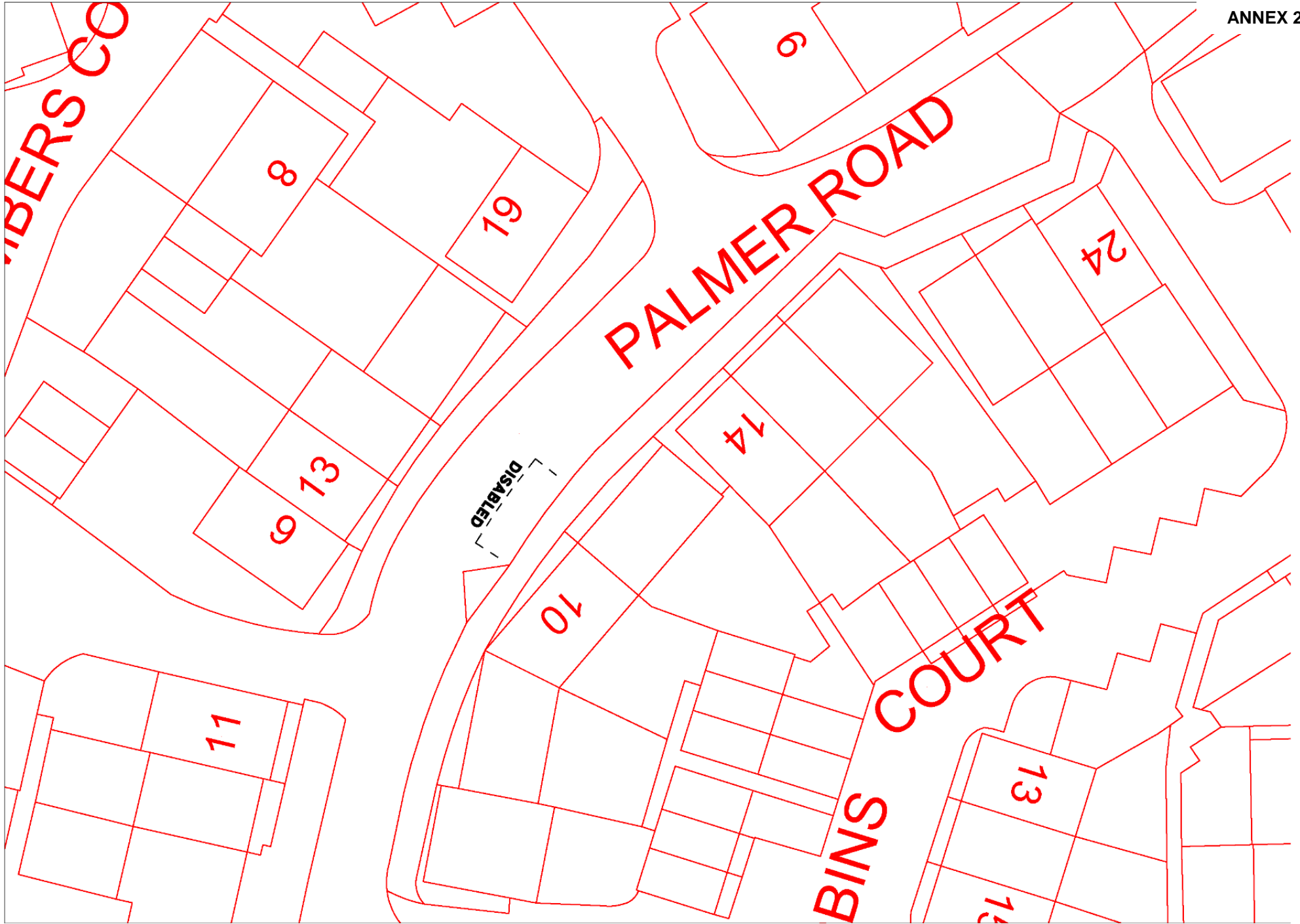
OWEN JENKINS

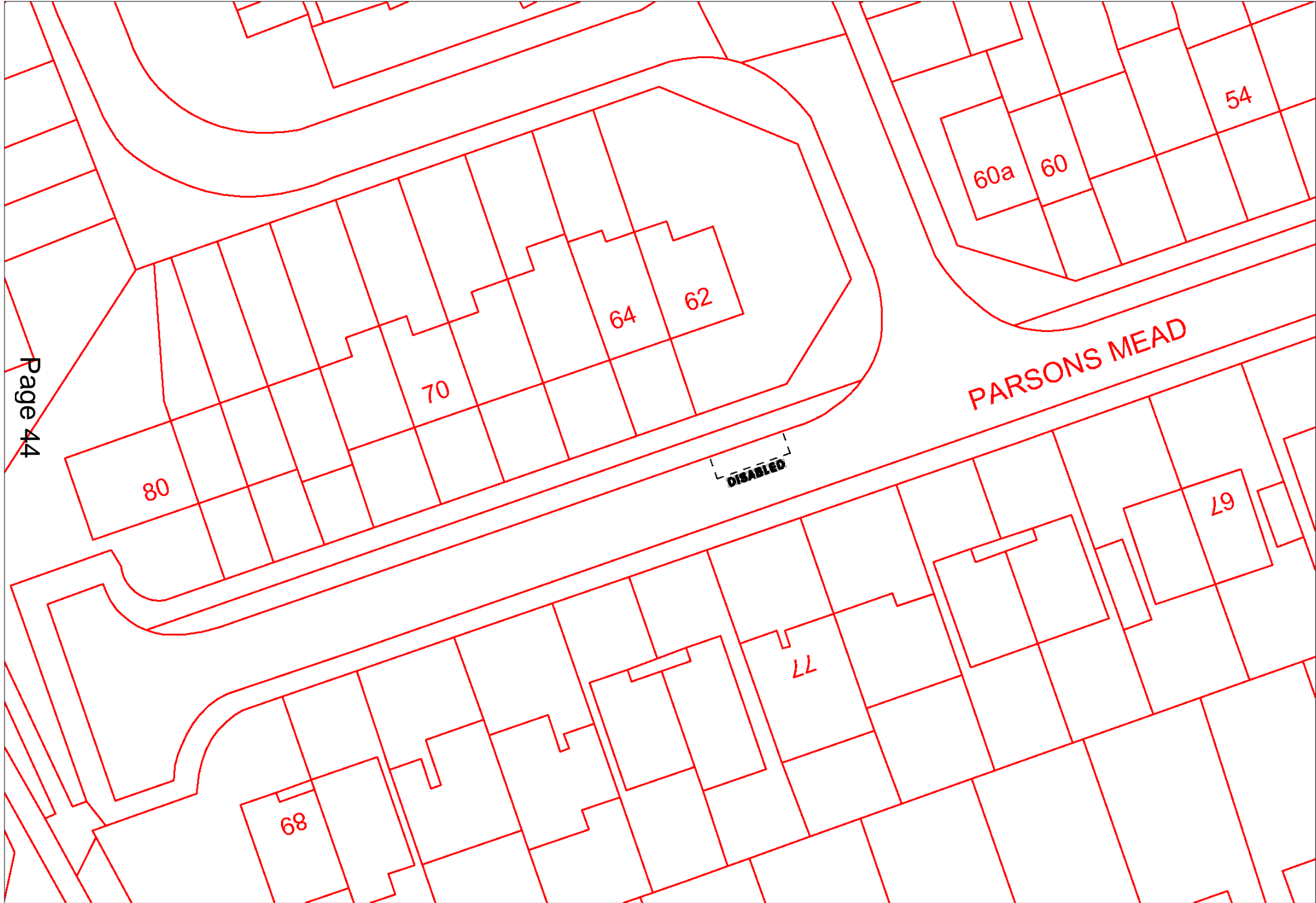
Director for Infrastructure Delivery

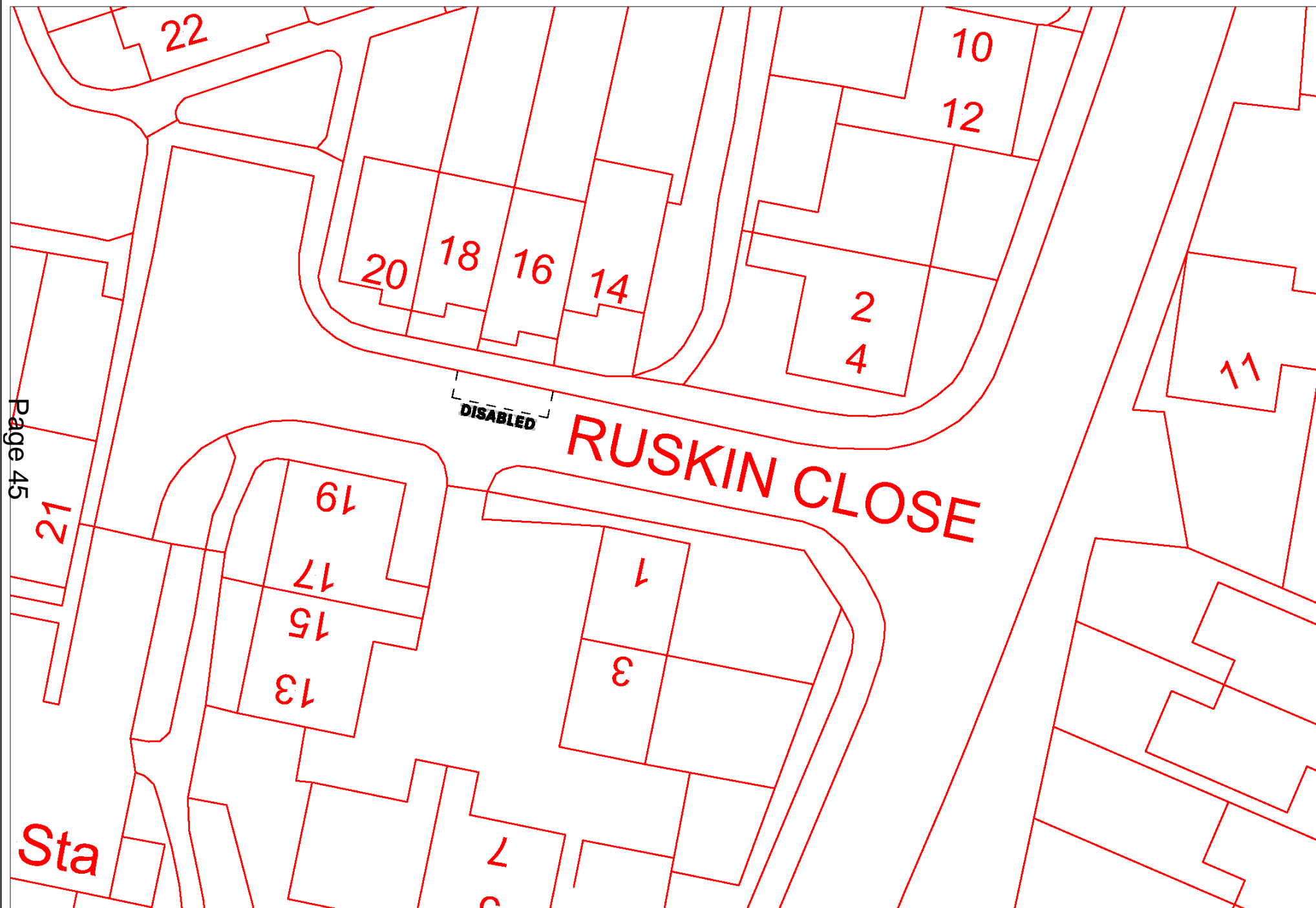
Background papers: Plan of proposed DPPP's
 Consultation responses

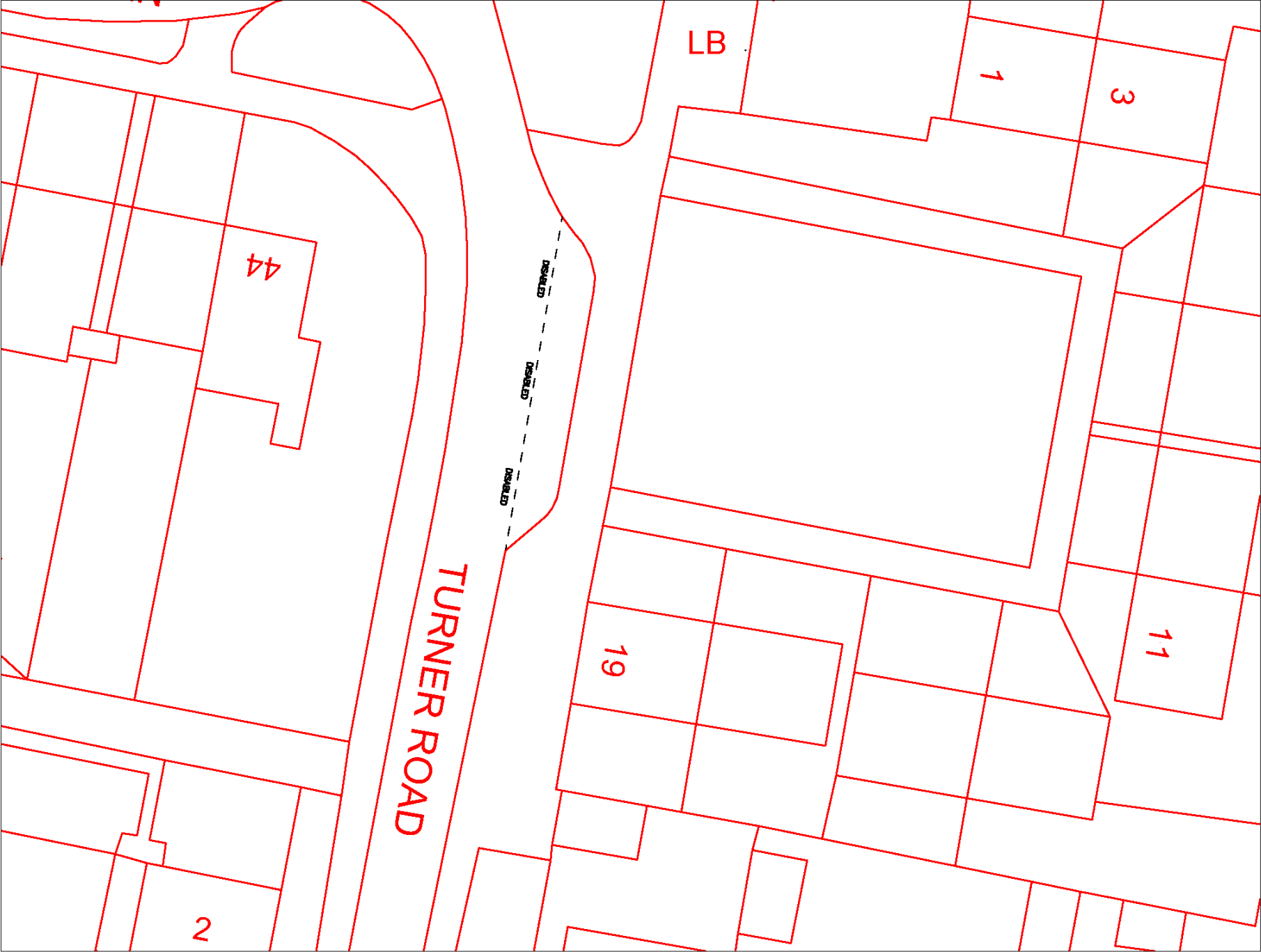
Contact Officers: Hugh Potter 07766 998704
September 2018











North Stoke



RESPONDENT	LOCATION	SUMMARISED COMMENTS
(1) Traffic Management Officer, (TVP)	All	No objection
(2) Local County Councillor, (Grove & Wantage)	White Horse Crecent, Grove Grove Street & Naldertown, Wantage	No objection
(F1) Local County Councillor, (Faringdon)	Palmer Road, Faringdon	Support
(4) OCC Group Manager, (South Area Operations)	South & Vale	No objection
(A1) Abingdon Town Council	Bostock Road, Parsons Mead & Turner Road, Abingdon	No objection - A member of the council stated that a member of the public had commented that in relation to the request for Bostock Road the property benefitted from off-street parking and therefore queried the need for an allocated on-street disabled persons parking bay. There were no other comments.
(F2) Faringdon Town Council	Palmer Road, Faringdon	No objection
(D1) Didcot Town Council	Ruskin Close, Didcot	Support - Didcot Town Council supports the creation of a parking bay on Ruskin Close but asks that the necessity of the space be reviewed periodically in line with current policy.

(W1) Watlington Parish Council	High Street, Watlington	Concerns - We have some problems with the proposed location, namely that as it is shown on the plan you provided it overlaps with the bus stop which is the main stop for buses in Watlington, and secondly that parking in the High Street is very limited and under some pressure for use by shoppers. There is disabled parking in the town car park at Hill Road and there is also a single disabled parking space behind the library, only twenty or thirty metres from the place you have indicated.
(A2) Online Response, (unknown)	Bostock Road, Abingdon	Support - You will need to change the single yellow line opposite the new disabled bay, to a double yellow line, to stop the disabled bay being unusable during non-restricted hours.
(W2) Online Response, (unknown)	High Street, Watlington	Object - As parking is very limited in Watlington high street and there is no one to enforce any parking restrictions. The need for more limited parking seems very detrimental to the area. As there are a number of disabled parking spaces in the town's car park behind the co-op disabled parking here is more than suitable. To have a parking space at the other end of the high street to the local shops seems a waste of time as I feel only residents that live that end of the road will benefit from this space and thus leaving everyone else a very already limited place to park. I live between two of the shops and have a keep clear box with double yellow lines box quite clearly marked and no one gives this any attention. As they still park in it and half of the time blocking the pavement at the same time. So if there is no enforcement on regulations that are in place all ready then what's to stop anyone from parking in the clearly marked disabled bay. As I was walking past the entrance to the paddock I noticed that there is a disabled person parking bay in the rear of the library already so I don't think that that end of the high street needs more bays.
(W3) Local Business, (Watlington)	High Street, Watlington	Concerns - The proposed disabled parking space as per you plan is right in the middle of the bus stop. It there a plan to move the bus stop somewhere else? If not I would suggest putting the disables spaces at the top of the high street near the shops as it is a long walk from outside the library for a disabled person to go to the Co-Op.
(W4) Local Resident, (Watlington)	High Street, Watlington	Object - I would like to register my objection on the grounds that there is very little on street parking for shoppers, residents and visitors. There are disabled spaces elsewhere and in particular in the library car park. It would be a very bad day for Watlington to lose such a parking space, which would be only occasionally used and so close to a good, existing alternative.
(W5) Local Business, (Watlington)	High Street, Watlington	Concerns - We have two significant observations. Firstly, I consider that the need for more disabled parking places in the town is a matter for Watlington Parish Council. I am copying this reply to them with the assurance that we plan to support any recommendations that they might put forward about disabled need. Secondly, the proposed parking space shown on the map attached to your letter lies, in part, on the bus stop in front of our Library. Whether or not this depiction was deliberate, or merely a drawing error, it is unacceptable and must be rejected. The bus stop, which is the key terminal for buses coming to and from Watlington, appears to be of limited length already. Regularly we see buses having to reverse to get fully into the existing bus stop; if

		<p>they did not, the fronts of many buses would extend beyond the bus stop and thereby block the pedestrian and vehicular access into the car park and garages behind the Library.</p> <p>Therefore, as the existing bus stop cannot be moved forward, your proposal to reduce its length is clearly unacceptable and should be rejected outright.</p>
(W6) Local Resident, (Watlington)	High Street, Watlington	<p>Object - on a number of grounds:</p> <ol style="list-style-type: none"> 1. There is already a disabled car parking space close by, in the library car park, which is sufficient; 2. The proposed disabled space is at the wrong - far - end of High Street from the shops and would be better placed in any case at the top of High Street; 3. The proposed space is presently taken by a bus stop: Where is the bus stop to go? 4. Traffic in Watlington is a constant problem; we have a right of way directly outside our gate, which we allow all to park in, to ease the congestion. If a disabled space is introduced, this reserving of a space will exacerbate the lack of general parking in High Street and would cause us to reconsider whether we should seek to restrict the use of the right of way outside our gate.
(W7) Local Resident, (Watlington)	High Street, Watlington	<p>Object - the existing parking places in this area are extremely important to us, the residents, for access. If this parking place is to be part of the bus stop outside the library I find it hard to see why, firstly as there will not be enough room for the buses to stop, and secondly, there is a disabled parking space within 10 metres of the proposed location, beside the library, which is constantly being abused. (Please see attachment).</p>
(W8) Local Resident, (Watlington)	High Street, Watlington	<p>Object - feels this is not feasible.</p>
(F3) Online Response, (unknown)	Palmer Road, Faringdon	<p>Object - Parking within the estate is very limited with only an average of 1.3 space being allocated per property, regardless of their size. This is particularly an issue at the entrance to the estate where this proposed disabled space is and cars regularly park blocking the narrow road to larger vehicles e.g. fire engines and ambulances because of the lack of parking spaces.</p> <p>By removing the said space from the residents and visitors use (who Bloor Homes originally designed this area for) it will be left empty and unable for anyone else to use while the said disabled car is not there. Causing more unsafe on road parking.</p> <p>The car for who the disabled space is proposed do have their own private drive and garage to use which is very close to their property.</p>

(H1) Local Resident, (Henley-on-Thames)	Park Road, Henley-on-Thames	Concerns - I cannot justify objecting to a disabled persons request for a parking space. However, parking is at a premium in Park Road every day and more so at this time of year. In the spirit of equality for all, we are all struggling to get a parking space in our road (I had to drive into Henley the other evening to park).
(A3) Local Resident, (Abingdon)	Parsons Mead, Abingdon	Object – expressed view that there is no legitimate user for the proposed bay
(A4) Local Resident, (Abingdon)	Parsons Mead, Abingdon	Object – expressed view that there is no legitimate user for the proposed bay
(A5) Local Resident, (Abingdon)	Parsons Mead, Abingdon	No objection – (if space is needed) but there is sufficient land not being used to drop the curb and have parking very close to the front door which would give better access to transportation. The increased parking demand could be reduced by making parking spaces at the turn around by house no 80 shown on the map enclosed which would be a great help if the grass was removed and parking provided to relive the parking in the street. Could this also be considered?
(A6) Local Resident, (Abingdon)	Parsons Mead, Abingdon	Object – expressed view that there is no legitimate user for the proposed bay
(WALL1) Local Resident, (Wallingford)	Radnor Road, Wallingford	Support - I feel sure that extra Disabled Persons Parking Places in Radnor Road would be most welcome, but i don't know where they would be needed.
(D1) Online Response, (unknown)	Ruskin Close, Didcot	Object – <i>No comments.</i>
(A7) Local Resident, (Abingdon)	Turner Road, Abingdon	Object - not everyone has a car or has a need for disabled parking at these bungalows, it would cause me a great deal of difficulty and concern that I would no longer be able to park by my property.Would it not make sense

CMDE7

		to perhaps leave one bay for normal parking for people like myself.
(G1) Local Resident, (Grove)	White Horse Crescent, Grove	Concerns - worry though that when we pull our car out of the drive that if there is a car parked in the bay, it could affect visibility of both us and seeing other vehicles. We also have another worry that once the bay is in place people might try and park behind the bay either part or fully blocking our drive.
(G2) Local Resident, (Grove)	White Horse Crescent, Grove	Support - Good idea about the above parking space, but in White horse crescent parking is awful, double parking (illegal) parking on pavements (illegal too) company vans are parking and in a residential road these vans are not supposed to park unless the company are working on a property, also people from other roads are parking in this road too, going on holiday and leaving their cars in this road. Very unfair on the people who have not got off road parking.
(NS1) Local Resident, (North Stoke)	White House Road, North Stoke	Object - Every house has a private driveway on Whitehouse Road, as I understand it, the parking outside the front of the bungalows is for Ambulance use. Maybe suggest parking as yellow Ambulance parking zone, instead of a personal disabled parking space?

Division(s): Wheatley

CABINET MEMBER FOR ENVIRONMENT – 13 SEPTEMBER 2018

WHEATLEY – STATION ROAD - PROPOSED ZEBRA CROSSING

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation on a proposal to provide a zebra crossing on Station Road north of its junction with Farm Close Road.

Background

2. The above proposals as shown at Annex 1 have been put forward as a result of a residential development on the west side of Station Road.

Consultation

3. Formal consultation on the proposal was carried out between 8 August and 7 September 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, South Oxfordshire District Council and Wheatley Parish Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed crossing location.
4. Eleven responses were received, all from members of the public. Seven expressions of support, three objections and one response expressing neither support or objection. The responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors if requested.

Response to objections and other comments

5. The three objections included expressions of concern that the crossing was not in the correct location stating that a site further north would be preferable. Concerns were also raised that it would present a hazard and increase difficulties for traffic progressing along Station Road, also those turning at nearby junctions and that its proximity to parking by the Co-op store would result in a hazard to those using the crossing.
6. Although the above concerns are noted, it is not considered viable to amend its siting taking account of the site constraints in the area and also noting that the crossing is being provided through the development of adjacent land and that the current positioning reflects the likely desire line of the occupants of

this development. The design of the crossing has been safety audited, including consideration of its location in respect of side road junctions and adjacent accesses and parking for the Co-op store.

7. The expressions of support for the proposed crossing are noted.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

9. Funding for the proposed zebra crossing has been provided by the developer of adjacent land.

RECOMMENDATION

10. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to provide a zebra crossing on Station Road north of its junction with Farm Close Road as advertised.**

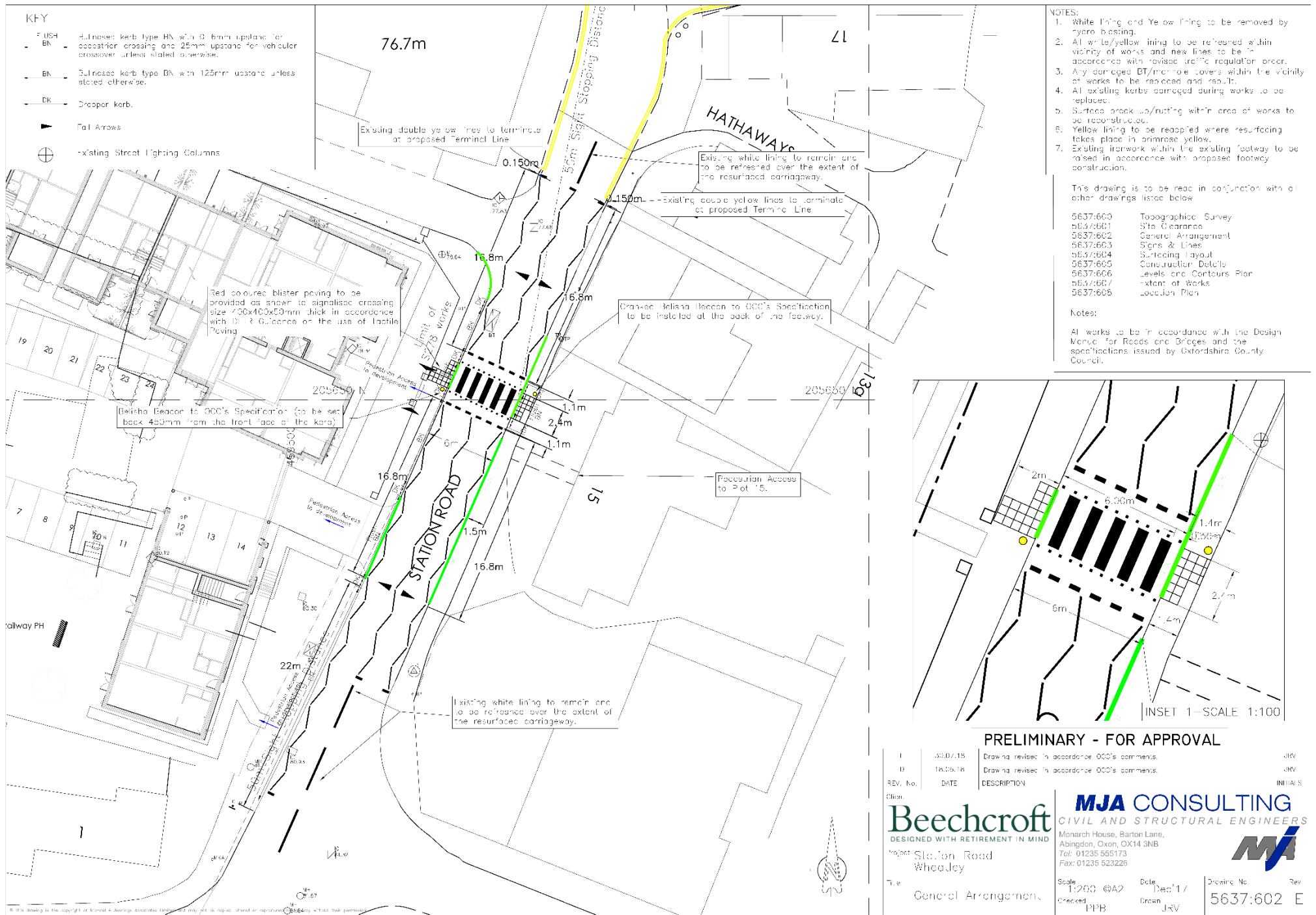
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed zebra crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

September 2018



RESPONDENT	SUMMARISED COMMENTS
(1) Local Resident, (Wheatley)	<p>Object - The zebra crossing would be better suited at the bottom of Station road where it is very difficult for parents and young children especially, to cross the road with 4 directions of traffic flow.</p> <p>The zebra crossing being placed in your proposed position would also create a hazard due to the number of vehicles parking on the yellow lines on both sides of the road to use the Coop. By putting a zebra crossing here will mean pedestrians having to enter the road in to oncoming traffic from behind or in front of parked cars not allowing enough visibility of traffic especially considering the speed at which some vehicles travel on that road it is an accident/death waiting to happen. No amount of double yellow lines will stop cars from parking there due to the sheer convenience of its placement.</p>
(2) Local Resident, (wheatley)	<p>Object - Support that a Zebra crossing is needed on Station Road - however this is the wrong position. It is needed further down the road near the High street - suggest nearing fish and chip shop, to safely allow pedestrians particularly schoolchildren to cross the road.</p>
(3) Local Resident, (Wheatley)	<p>Object - I object to this crossing due to the impact on the traffic coming up and going down Ladder Hill and to the traffic coming out of Farm Close Road. As someone who uses that road frequently there is not the need for a zebra crossing there.</p>
(4) Local Resident, (Wheatley)	<p>Support - I fully support this as it will also help slow down traffic</p>
(5) Local Resident, (Wheatley)	<p>Support - <i>No comment</i></p>

(6) Local Resident, (Wheatley)	Support - I also strongly believe that Ladder Hill should all be a 20mph zone, to discourage speeding.
(7) Local Resident, (Oxford)	Support - <i>No comment</i>
(8) Local Resident, (Wheatley)	<p>Support - As a mother of 2 young children I find the lack of crossings (and narrow pavements) make it difficult to safely get around Wheatley with my children on foot. This crossing is on the route we sometimes take home from the children's primary school and I do not feel particularly comfortable crossing with them here currently, the proposed crossing would definitely be an improvement.</p> <p>The markings preventing cars from parking in the immediate vicinity of the crossing would also be a benefit. Frequently cars and vans park on the road here while their owners visit the co-op. When vehicles are parked on this stretch the visibility for cars trying to turn right out of farm close road is very poor- it makes it impossible to see whether traffic is coming up the hill (which it frequently is). For both reasons I would welcome this crossing. I'd also like to see crossings in other locations around Wheatley and some of the stretches of pavement widened (particularly at the bottom of station road and along the high street). As a parent it's quite unnerving walking with young children on a narrow stretch of pavement where it would only take a small trip or moment of distraction for them to stumble straight into the path of oncoming traffic. I imagine this could also be an issue for the residents of the development, as I understand they will be for older people therefore potentially less mobile/ steady on their feet.</p>
(9) Local Resident, (Little Milton)	Support - <i>No comment</i>
(10) Local Resident, (Wheatley)	Support - At long last, this proposal will significantly improve the safety of those of us who live on Ladder Hill.
(11) Local Resident, (Wheatley)	<p>Neither - I would think it far more beneficial if it could be located nearer the alley from Farm Close Road. Pedestrians going to/from the primary school would be more likely to use the crossing if it was further north.</p> <p>Also, the pavement on the west side (other side from co-op) is very narrow down to the High Street, so it would be</p>

	<p>harder/unpleasant for families with prams/pushchairs. In my experience, they stay on the Co-op side of the road almost to the end of Station Road - perhaps that is where a crossing would be most beneficial.</p> <p>I suppose the consequence of putting one nearer the High Street is that more traffic might be tempted to nip through Bell Lane.</p> <p>However, anything to help slow traffic down is a good thing.</p>
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Division(s): Wheatley

CABINET MEMBER FOR ENVIRONMENT – 13 SEPTEMBER 2018

HOLTON – PROPOSED 20MPH SPEED LIMIT

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit at Holton village.

Background

2. The above proposals have been put forward by Holton Parish Council in response to concerns over road safety and the wider adverse impact of traffic on residents. A plan showing the proposals is provided at Annex 1.
3. As part of the technical appraisal for the proposals, speed surveys were carried out at three locations within the proposed 20mph limit. These showed that while the current speeds were somewhat higher than desirable when applying the advice issued by the Department for Transport on setting local speed limits, they were still broadly compliant noting also that the roads included only serve the village itself and would not be used by through traffic .

Consultation

4. Formal consultation on the proposal was carried out between 19 July and 17 August 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, South Oxfordshire District Council, Holton Parish Council and the local County Councillor.
5. Ten responses were received. 9 expressions of support and 1 objection.
6. These responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors if required.

Response to objections and other comments

7. Thames Valley Police objected to the proposals on the basis that the mean speeds on the roads within the village were above 24mph and that without additional engineering measures to achieve compliance the proposal could not be supported. It is accepted that only one of the three speed survey locations showed speeds to be compliant with Department for Transport

guidance. However, the degree of excess at the two other survey sites was modest and, noting that only traffic requiring access to the village would use the roads, responsibility for achieving acceptable levels of compliance with the limit largely rests with the residents, noting also that the scheme, if approved, is being funded by the parish council.

8. The support of Holton Parish Council and the Holton Pedestrian and Road Safety Group, together with expressions of support from seven members of the public, are noted.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

10. Funding for the proposed speed limit has been provided by Holton Parish Council.

RECOMMENDATION

11. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit at Holton village as advertised.**

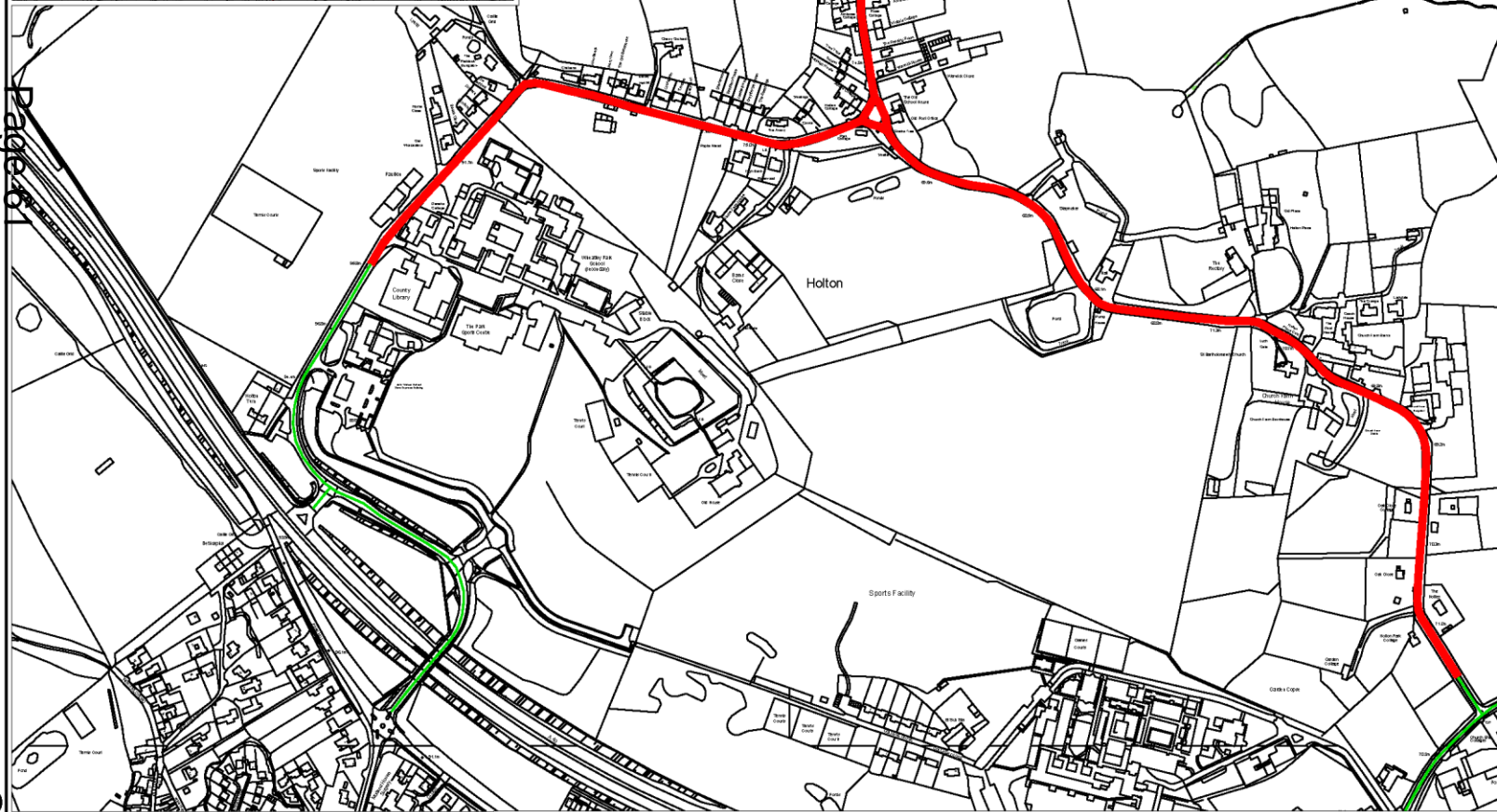
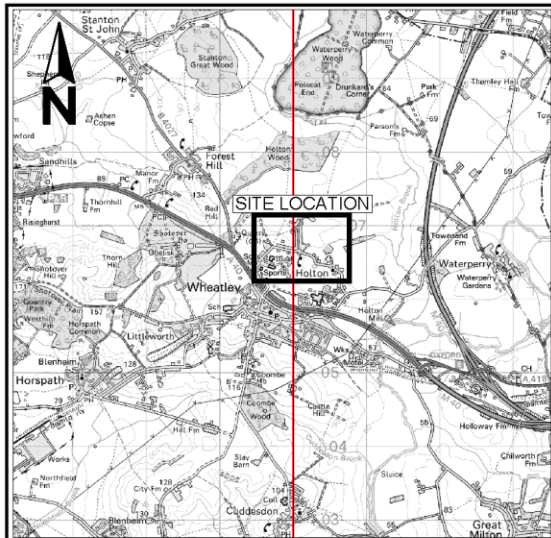
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

September 2018



Drawing No.		Revision	
		0	

Key

- Proposed 20mph Speed Limit (in place of current 30mph)
- Existing 30mph Speed Limit (to remain)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

PROPOSED 20 MPH SPEED LIMIT

Drawing title

HOLTON

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	06/18		

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – On those roads where the means speeds are already above 24 mph this proposal would NOT be supported by Thames Valley Police without additional engineering measures to achieve compliance.</p> <p>(following receipt of speed data) I would argue none are compliant without additional engineering.</p>
(2) Holton Parish Council	<p>Support - The road through Holton is narrow with numerous bends, no footpaths and non-existent verges in places. The 30mph limit is too fast for the conditions. Most locals knowing the roads drive with extreme caution only to be met on the wrong side of the road by an advancing car with the driver desperately trying to avoid a collision. This happens all too often and with a pedestrian in the mix it can only be a matter of time before there is a fatality.</p> <p>A 20mph limit is achievable as proved by the recent Highways surveys. We feel that with a 20 mph limit we would have signage which would alert drivers to apply caution and reduce their speed. At the moment there are no signs and it is not clear that it is a built-up area and has a speed limit.</p> <p>Surveys have been undertaken in the village which endorsed the proposal for a 20mph limit. Overall both pedestrian, car drivers, cyclists, horse riders, farm vehicles (of which there are a number) and other users feel at risk travelling through the village and a 20mph limit will invite road users to proceed with caution.</p> <p>There is a large school Wheatley Park School at one end of the village at the start of the proposed 20 mph limit. Frequent accidents involving pupils and car drivers happen by the main entrance off the road and it is an approved practice to restrict speeds to 20 mph in the vicinity of schools.</p>
(3) Holton Pedestrian and Road Safety Group	<p>Support - The reasons are:</p> <ol style="list-style-type: none"> 1. There are no pavements or accessible refuges, other than uneven grassy banks, throughout the entire length of the road on which the restriction is proposed nor could they be provided other than at great expense and with significant consequences for the environment.

2. Dominantly, roads contain blind bends and even parked vehicles which obscure road users of all types one from another. Only limited lengths of road are reasonably straight with adequate visibility.
3. The roads concerned are, by nature, rural and countrified. Nowhere can cars pass each other without making full use of the road's width yet motor vehicles are often not the only users at the point where this must happen. (I.e. There are pedestrians too.)
4. Road use of all kinds is steadily increasing. Whilst growth in vehicles numbers can easily be measured, the expansion in pedestrian and cyclist use is only readily appreciated by those who live in and observe village life. We witness this daily.
5. The circular recreational route of which Holton has become part is increasingly well used by walkers and joggers plus frequent lone and peloton cyclists. Many are from outside the village. Few appear to recognize approaching traffic hazards they cannot see (or even hear) and far from all drivers appreciate there are often unseen and vulnerable road users just out of sight immediately ahead.
6. The route to and from the well-used Village Hall and the recreational facility of the Village Orchard is along a particularly dangerous section of road which, amongst other users, attracts parents with prams or small children both of which are even more difficult to protect in the micro second when vehicles suddenly appear at speed.
7. Village schoolchildren must often walk unaccompanied along dangerous sections of road placing unreasonable responsibility on young shoulders and worrying parents considerably.
8. All the hazards mentioned above are more than doubly significant in the dark and wet of winter as the most dangerous sections of road have very indifferent lighting.
9. These and other concerns have been reflected in a clear village mandate for a reduced speed limit. A survey in 2017, sponsored by the Parish Council, demonstrated overwhelming support for a 20 m.p.h. limit by 91% of respondents (81 replies) representing some 50% of village households. These results were further endorsed at the subsequent annual Holton Village Meeting on 24th May 2018.
10. Villagers are themselves doing much to try and encourage responsible road use. The adoption of the reduced speed limit will strengthen their efforts to promote driving at responsible speeds but, valuably, the existence of the limit will also help to raise pedestrian and cyclist awareness of the dangers existing on Holton Village roads.

CMDE9

(4) Local Resident, (Holton)	<p>Support - The roads through the village are narrow with many blind bends and there are no footways for pedestrians. Vehicles travelling at more than 20mph represent a real and serious danger to other road users whether pedestrians, cyclists or vehicles.</p> <p>The overwhelming majority of village residents are in favour of a 20mph speed limit to minimise the threat to road users and are amazed but pleasantly surprised that no serious incident has yet occurred.</p>
(5) Local Resident, (Holton)	<p>Support - Holton is a rural village, with narrow roads, blind bends and no pavements.</p>
(6) Local Resident, (Holton)	<p>Support - Due to the dangerous nature of 4 of the bends in the village I have had to "kerb" my car several times to avoid vehicles travelling at 30mph in the opposite direction from hitting me.</p>
(7) Local Resident, (Holton)	<p>Support - The village has quite a lot of bends, no footpaths, high verges in some places no verges in some places and blind corners.</p> <p>We also have a school and with farms in the village we have lots of large farm machinery some taking up a lot of room on our already narrow road and blind bends.</p> <p>Lots of people walk some with dogs and some with pushchairs and some cycle.</p> <p>With people on foot and vehicles some very large traveling in both directions and nowhere to escape the reduction in speed can only be a good thing.</p> <p>We have no bus service so have to walk to the bus stop at Holton turn.</p> <p>Children from the village walk to school.</p>
(8) Local Resident, (Wheatley)	<p>Support - I fully support the proposal. However, I also wanted to add my utter frustration that nobody has looked into Old London Road in Wheatley which is an accident waiting to happen. I have lived in this road with a young family for almost 2 years now and this road is treated with utter disrespect by drivers who speed through it, treat it like a country lane and often do not realise the pedestrian traffic on the road. This road has no footpath, has no lights beyond a certain point and it is used extensively by traffic bypassing the London Road and by very heavy farm traffic.</p> <p>I urge you to *please* consider the safety of this road before something awful happens. Please tell me who I can get in touch with to try and get this matter prioritised.</p>

CMDE9

(9) Local Resident, (Wheatley)	Support - I also want to add my frustration that Old London Road in Wheatley has escaped this proposal. Old London Road is an accident waiting to happen- drivers treat it like a country road, speeding through it without realising there is actually heavy pedestrian traffic on it from Brooke's as well as from houses on the road and surroundings. The road doesn't have a footpath and it doesn't have lights after a point and this road is a complete hazard. I urge you to impose a similar limit on this road, put up signs at least, my efforts to get lights and footpath made have met with failure. Someone needs to look into this urgently before an accident happens.
(10) Local Resident, (Wallingford)	Support - 20mph speed limits should be introduced more widely throughout residential areas in Oxfordshire to reduce accidents. They should also be enforced.

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Division(s): Burford and Carterton North
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CABINET MEMBER FOR ENVIRONMENT – 13 SEPTEMBER 2018

CARTETON – MONAHAN WAY – PROPOSED TOUCAN CROSSINGS

Report by Director for Infrastructure Delivery, Communities

Introduction

1. This report presents responses received to a statutory consultation to provide two toucan crossings at Monahan Way Carterton.

Background

2. The above proposals as shown at Annex 1 have been put forward due to development of adjacent land.

Consultation

3. Formal consultation on the proposal was carried out between 20 June and 20 July 2018. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Brize Norton Parish Council, Carterton Town Council and the local County Councillor.
4. Four responses were received. Support from the local member, noting in particular the increase in traffic on Monahan Way, West Oxfordshire District Council expressing no objection, the Oxfordshire County Council property team noting that a fire station is planned in the vicinity and finally an objection from Brize Norton Parish Council on the grounds that the current proposals for closely spaced two crossings – together with two proposed bus stops - would significantly increase delays on the road and in turn increase the use of the alternative route via Brize Norton village. The parish council requested that the proposed provision of crossings and bus stops be reviewed, in particular with a view to identifying a single relocated crossing which they feel would adequately serve the anticipated crossing demand crossing facilities.
5. The responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors on request.

Response to objections and other comments

6. The response of the local member and West Oxfordshire District Council are noted. In respect of the comment on the planned provision of a fire station from the Oxfordshire County Council property team, it is not considered that

the current proposals would materially impact on the response times of emergency vehicles applying the normal practice of proceeding with care if safe to do so when a red signal is displayed at traffic signals.

7. Brize Norton Parish Council's objection primarily relates to the potential for the scheme to lead to traffic using their village roads in preference to Monahan Way, rather than any specific concerns about its layout. It should, however, be stressed that the proposals reflect the outcome of very careful consideration of the provision for pedestrians, cyclists and bus users in the context of the approved development and it is not considered viable at this stage to amend these. Additionally it seems highly likely that any reduced provision would adversely impact on the safety and amenity of pedestrians, cyclists, and bus users, especially taking account the current and forecast traffic flows on Monahan Way. While accepting that any traffic that might divert via Brize Norton village as a result of the scheme would be unwelcome, the degree to which this might happen in practice is impossible to judge, noting also that the aim of the proposals is to encourage the use of sustainable transport modes that will help reduce the use of cars that would otherwise add to traffic pressures.

How the Project supports LTP4 Objectives

8. The proposals would help facilitate the safe movement of pedestrians & pedal cyclists in the vicinity of the new development.

Financial and Staff Implications (including Revenue)

9. Funding for the proposed measures has been provided by the developer of land adjacent to the proposed crossings.

RECOMMENDATION

10. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to provide two toucan crossings at Monahan Way Carterton as advertised.**

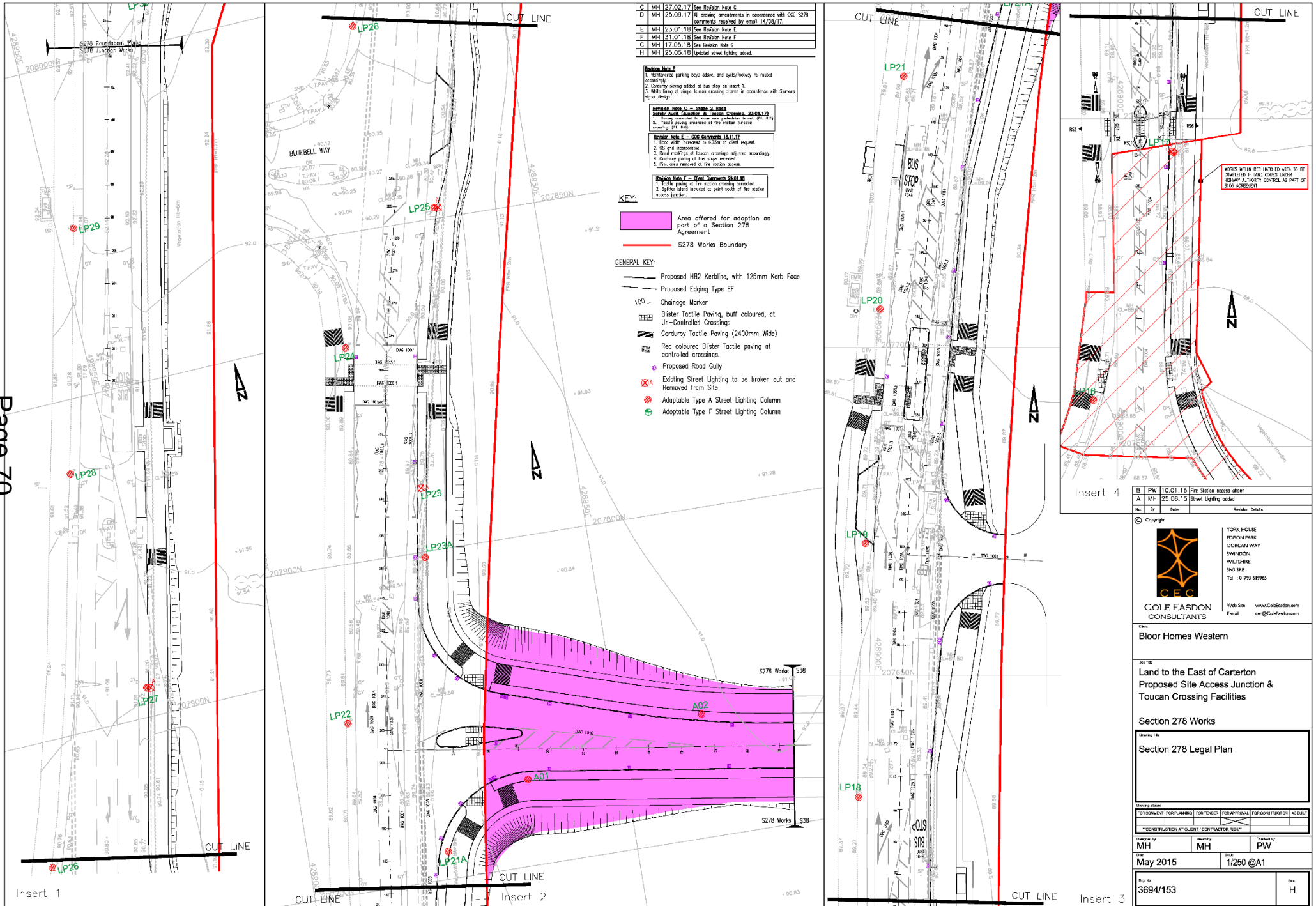
OWEN JENKINS


Director for Infrastructure Delivery

Background papers: Plan of proposed toucan crossings
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

September 2018



B	PW	10.01.18	Fire Station access shown
A	MH	25.08.15	Street Lighting added
No.	By	Date	Revision Details
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		YORK HOUSE BOSCOMB PARK DORCHAM WAY SWINDON WILTSHIRE SN3 3AS Tel : 01793 819965	
COLE EASDON CONSULTANTS		Web Site	www.ColeEasdon.com
		E-mail	cec@ColeEasdon.com
Client			
Bloor Homes Western			
Job Title			
Land to the East of Carterton Proposed Site Access Junction & Toucan Crossing Facilities			
Section 278 Works			
Drawing No			
Section 278 Legal Plan			
Issued For			
FOR QUOTATION FOR PLANNING FOR TENDER FOR APPROVAL FOR CONSTRUCTION AS BUILT			
"CONSTRUCTION AT CLIENT / CONTRACTOR RISK"			
Drawn by		Checked by	
MH		PW	
Date		Scale	
May 2015		1/250 @A1	
Drawing No		Sheet	
3694/153		H	

RESPONDENT	SUMMARISED COMMENTS
(1) Local County Councillor,	Support – fully support this, long overdue, increase in traffic is now making this crossing needed ASAP.
(2) Brize Norton Parish Council	<p>Object – the views of the Parish Council are as follows:</p> <p>1) Monahan Way is the only 'free flowing' route carrying traffic between Carterton and the A40/Witney and as such, should be kept free of traffic restrictions. The calculated maximum two-way capacity of this road is 2,450vph. (Document 1 refers)</p> <p>2) According to Cole Easdon (Traffic Consultants for Bloor Homes), the proposed Bloor Homes site (700 homes, School, Employment Land, Pub/Hotel) will create an additional peak hour, two-way traffic volume of just 565vph. Of these, 241 will use the southern end of Monahan Way either travelling north from Norton Way or south from the two site exits. (Document 2 refers)</p> <p>3) With the above in mind, the area of Monahan Way in which the two Toucan Crossings are proposed, will carry the current traffic volumes (which are increasing year on year) plus the additional site traffic.</p> <p>4) None of Cole Easdon's calculations take into account the remaining 1,980 homes and 4.5 hectares of employment land in the Carterton sub-area which will be built during the WODC Local Plan period.</p> <p>5) Due to complaints from residents about traffic volumes and speeding in Burford Road, and as OCC do not have any data on this road, Brize Norton Parish Council funded their own survey to be carried out. Document 3 shows the overview of the outcome and as thought, there is an issue with speeding. However, what is alarming, is that the peak two-way traffic volume today (2018) has already met the Cole Easdon prediction for 2028 – some 10 years ahead of time!</p> <p>6) The proposed Toucan crossings are just 130M apart. In between them is a bus stop (west side) and to the south of the southern crossing, yet another bus stop (east side) neither of which have lay-byes. During the peak AM and PM traffic flows, these combined closely grouped traffic restrictions will cause a major congestion.</p> <p>7) A traffic calming measure (build-out) is to be installed on Carterton Road at the entrance to Brize Norton village to encourage vehicles to use Monahan Way.</p> <p>8) Taking into account the envisaged traffic congestion caused by two Toucan Crossings and two bus stops, drivers will consider that the route through the village is less time consuming than Monahan Way, i.e. the system is self-</p>

	<p>defeating.</p> <p>9) Just to add to the complexity of this proposal, the exit from the proposed Fire Station is adjacent to the southernmost Toucan Crossing.</p> <p>With all the above in mind, Brize Norton Parish Council recommend:-</p> <p>1) OCC visit the proposed site and actually see just how close these crossings will be and assess the impact they will cause during the peak traffic flow periods.</p> <p>2) Using the data recently collected by OCC, they carry out a complete re-appraisal of the traffic volume situation in this area and consider how traffic is going to be managed to ensure drivers to not use Brize Norton village as a 'rat run'.</p> <p>3) Brize Norton Parish Council recommend the installation of just one Toucan crossing in a location to suit the needs of pedestrians and cyclists who wish to cross Monahan Way (northern one) to cause the minimum disruption to traffic flow.</p> <p>4) If only one Toucan Crossing is installed, this would mitigate the need to resite the bus stops which seems to be a wasteful and costly exercise.</p> <p>5) Information taken from our Neighbourhood Plan Community Survey and a survey carried out by our primary school children shows that the Community, the parents and the children have great concerns for safety when crossing Station Road to gain access to the school. The savings made from item 4) above would fund a Pelican Crossing at this location.</p>
(3) West Oxfordshire District Council	No objection - There are no (planning) comments to be made on the above toucan crossings.
(4) Oxfordshire County Council, (Property)	Concerns - wanted to draw your attention to the proposal to locate a new fire station with fire engine access onto this road in the future.

Division(s): Carterton South and West

CABINET MEMBER FOR ENVIRONMENT –13 SEPTEMBER 2018

CARTERTON: ROCK ROAD - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce waiting restrictions on Rock Road, Carterton.

Background

2. The above proposals have been put forward as part of a proposed residential development off Rock Road. A plan showing the proposal is provided at Annex 1.

Consultation

3. Formal consultation on the proposals was carried out between 25 July and 24 August 2018. A public notice was placed in the Witney Gazette newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Carterton Town Council and the local County Councillor. Street notices were also placed near the proposed waiting restrictions and letters were sent directly to approximately 100 properties in the vicinity.
4. Thirteen individual responses were received in total. Four in support (although in one case, qualified support being expressed), eight objections and one raising concerns.
5. A petition was also received containing signatures from 27 local residents, objecting to the proposals on the basis that they would be inconvenienced by the parking restrictions.
6. The responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not respond to the consultation.
8. The local member expressed an objection on the grounds that the proposals were not warranted taking account of the character and usage of the road.

9. The local ward councillor expressed similar concerns over the need for the proposals and their likely affect in exacerbating parking pressures on adjacent roads.
10. The eight individual objections and the petition with 27 signatures similarly cited concerns over the need for the restrictions and the inconvenience they would cause for residents and their visitors, together with concerns that parking displaced from the road would adversely affect neighbouring streets.
11. While four responses expressed support for the proposals, citing that current on-street parking did result in considerable inconvenience to residents, in particular during school term time, the overall balance of local opinion is clearly against the proposals. Taking account of the fact that the road is a minor residential road and not a significant traffic route within the town, it is considered that the inconvenience to residents arising from the loss of parking outweighs the likely benefits and, in view of this, it is recommended not to proceed with the proposals.

How the Project supports LTP4 Objectives

12. While waiting restrictions would help facilitate the safe movement of traffic, as a minor residential road within the town, this is not considered to be a major issue.

Financial and Staff Implications (including Revenue)

13. Funding for the proposed waiting restrictions has been provided from the developers of land off Rock Road.

RECOMMENDATION

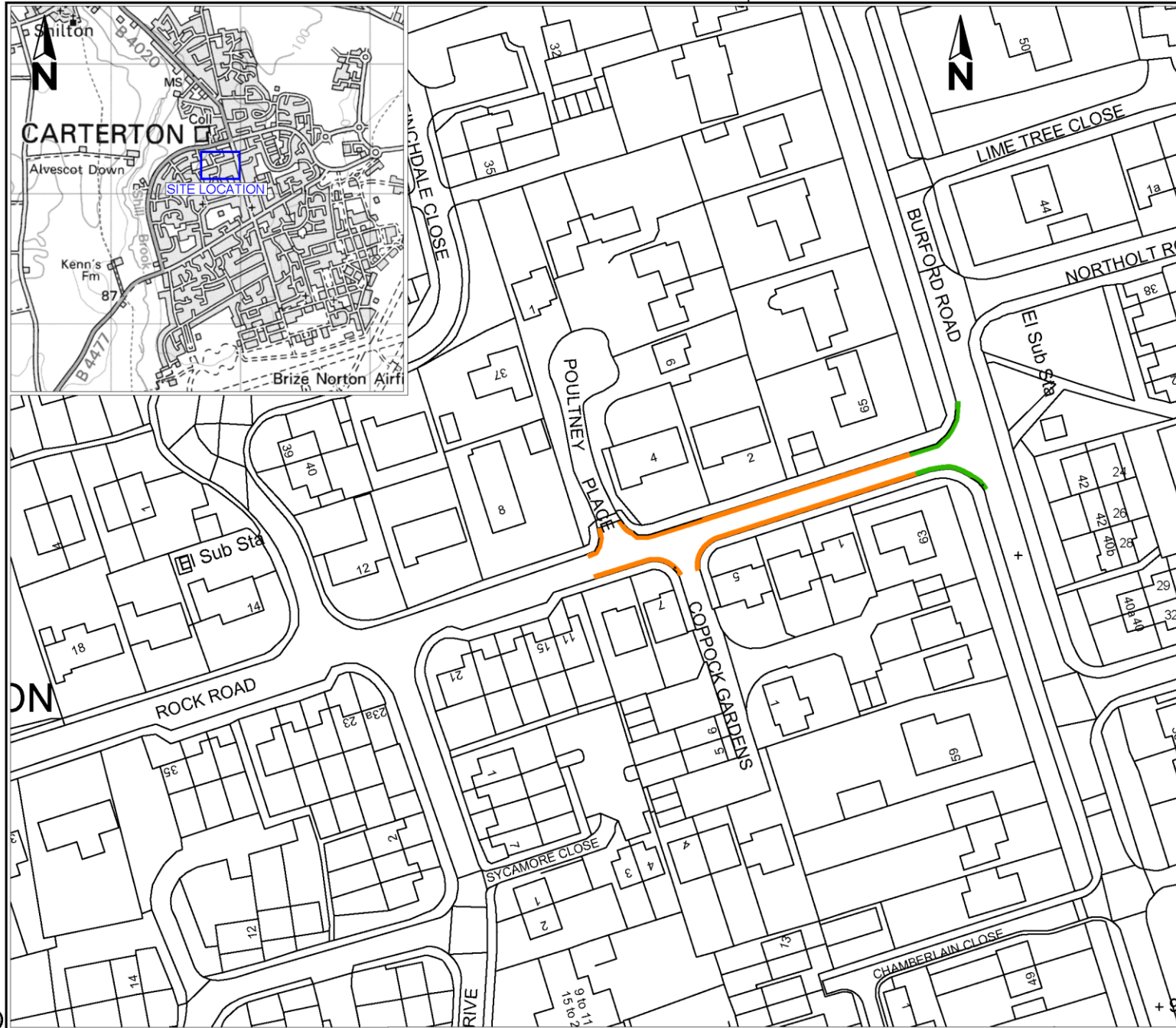
14. **The Cabinet Member for the Environment is RECOMMENDED not to approve proposals to introduce waiting restrictions on Rock Road, Carterton as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions
 Consultation responses including a petition

Contact Officers: Hugh Potter 07766 998704

September 2018



Drawing No.

Revision 0

Key

- Proposed 'No Waiting at Any Time'
- Existing 'No Waiting at Any Time'

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Project title

PROPOSED 'NO WAITING AT ANYTIME'

Drawing title

CARTERTON
ROCK ROAD

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 06/18	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0

RESPONDENT	SUMMARISED COMMENTS
(1) Local member (Cllr Peter Handley)	Object – does not consider the proposals to be warranted.
(2) Local Ward Councillor, (Upavon)	<p>Concerns - I have been contacted by a few residents of Rock Road who are not in favour of these proposed changes. Mainly as this will restrict any visitor parking and there seems to be no real reason for the changes (in their opinion). Can you please tell me the reasoning behind this proposal?</p> <p>We already have some parking issues in other roads when it is school pick up & drop off times (Sellwood Drive & St John's drive) and if restrictions are placed on Rock Road I feel this will only exacerbate those ongoing issues and will then have those residents complaining!</p> <p>The residents that I & Councillor Melvin spoke to seem to think it was to stop people parking for Carterton Primary school? If this is the case then I think we will need to look at other surrounding roads also before this becomes an ongoing issue.</p>
(3) Local Resident, (Carterton)	<p>Object – 1. Minimal parking spaces for school pick ups</p> <p>2. May push parking for school and waiting parents to park in the private land of Coppock Gardens.</p> <p>3. Reduces parking for residents on Rock Road.</p>
(4) Local Resident, (Carterton)	<p>Object – cannot see/understand the need for this action and believe it would actually be detrimental and cause potential issues for residents going forward. From various correspondence I have had with Jane Clark and Christian Mauz the reason behind the proposal was to mitigate the potential problem of excessive unregulated parking in the area linked with the new development. When I have requested documentation to back this claim up this has not been forthcoming. I have been advised this has not come from any planning documentation and it had in fact come from an e-mail via a colleague of Christian's (presumably within OCC) and that this had been discussed or suggested as a means of using these funds for the double yellow lines. I would request that under the freedom of information act that I am furnished with a copy of the minutes of the meeting of where and when this was documented.</p>

	<p>Had this been in the planning documents then we would have been made aware of this via our solicitor and had doubts about purchasing the property. I feel if the proposal goes ahead this could be detrimental to both the value of our house and the sale of the property in the future.</p> <p>Lastly, the area of Rock Road in which the proposal has been put forward does not in my eye and both a good cross section of the residents for that matter, carry a problem of excessive unregulated parking which makes the proposal confusing and infuriating. Given the reasons I just cannot fathom out how this was even considered.</p> <p>I hope the council will look reflectively and favourably on the above and with the vast majority of the residents (on the petition) against the proposals not proceed with the proposal.</p>
(5) Local Resident, (Carterton)	<p>Object – I and others in my household robustly object to the proposal. This end of the road has no problems, The majority of weekday parking comes from parents dropping children off at the local primary school (CPS) twice a day for approximately fifteen minutes and even then not many. Consequently any cars which do park there will move into Poultny Place, Coppock Gardens, which is an un-adopted road, both of which have even less space, and also further down Rock Road and into other roads off the Burford Road.</p> <p>When these properties were in the process of construction the developer had no regard for local residents who were already residing in Rock Road. We now have lived in one of these new properties and have built up a great relationship with the residing neighbours. Your proposal will cause issues in what has developed into a nice neighbourhood with a good community spirit.</p> <p>The original planning application for the development 13/0249/P/FP was passed and I would like to draw your attention to the following -:</p> <p>PAGE 4 of 4 - REASONS FOR GRANTING PLANNING PERMISSION. Para 2. The development pays proper regard to the safety of users of the public highway and does not give rise to unacceptable highway danger. As such, this proposal accords with Policy BE3 of the West Oxfordshire District Plan 2011. In light of this the proposal is considered acceptable on its planning merits.</p> <p>My Wife and I would not under any circumstances have purchased this property if this issue had come to light in our legal searches prior to purchase, which I am told on advice it should have done. So the question has to be asked, where is the paper trail which supports this? Whilst this mention in section 9.0 of the BHD Design and Access</p>

	<p>Statement regarding Section 106 Contributions it shows a contribution of £3000.00 towards Traffic Regulation Orders. Again, there is no mention of 88mtrs of double yellow lines on both sides of the road. I would also be interested to know how, to who and when the other Section 106 contributions were distributed.</p> <p>Councillor Crossland told me in a recent conversation that ""she distinctly remembers this being discussed"" when I asked her for supportive evidence of these discussions her reply was that she thinks she may have deleted the records of these discussions. That is not good enough, this is an important issue for us and our neighbours.</p> <p>There is no reason for this proposal to proceed.</p> <p>I will, in the event of this preposterous action going ahead be asking for a re-evaluation for local authority tax and encouraging other local residents to do likewise.</p>
(6) Local Resident, (Carterton)	<p>Support – I was very pleased to see that finally the yellow lines were being proposed years after the development opposite my bungalow was built, I live at 65 Burford road and have a drive access out onto Rock Road as using the entrance out onto Burford Road can be dangerous at times. Quite often we will have cars parked across our side entrance with several cars parked up Rock Road which forces cars to proceed down the wrong side of Rock Road to approach Burford Road and forcing cars entering Rock Road to break/stop causing problems, the neighbour behind me also has problems entering and leaving their property because of the parking.</p>
(7) Oxfordshire Resident, (South Leigh)	<p>Object - Apparently there was a complaint that people delivering and collecting children from the nearby school park in the road for short periods during the school day. I think this is using a sledgehammer to crack a nut, as the "problem" will simply occur elsewhere.</p> <p>It really is only for 10 or 15 minutes twice a day, hardly a great inconvenience, as many residents are out at work during those times, so do not even notice this. Far more inconvenience will occur for the residents if double yellow lines are put down, as they and their visitors will have no option but to park in front of someone else's house.</p> <p>I would ask you to please reconsider the matter, perhaps the school itself can offer a solution?</p>
(8) Local Resident, (Carterton)	<p>Support – My wife and I unanimously agree to the double yellow lines being placed on both sides of Rock Road</p>

(9) Local Resident, (Carterton)	<p>Object – I strongly disagree with the need for the double yellow lines to be extended down the road for many reasons and if it is to stop the school parents from parking there then I do not feel that punishing the residents for their actions is the right thing to do.</p> <p>We have a young and being unable to park outside our own home will be difficult and dangerous for myself and my children, particularly when having to bring in other items such a shopping etc. Yes, we have a driveway, unfortunately that only fits one car however like other modern families we have two cars. If we were to park one after the other on our driveway we would stick out onto the pavement which is obviously unacceptable. If they are going ahead, my question is; where are we supposed to park? Outside someone else's house?</p> <p>I do not believe parking restrictions in Rock Road will solve the problem of parents parking as they would simply move to a different road in the proximity of the school. I personally, do not have an issue with the parents parking there as its only usually for 10 mins in the morning and 10 mins in the afternoon which is tolerable.</p>
(10) Local Resident, (Carterton)	<p>Object – As a resident I would like to object to this proposal.</p>
(11) Local Resident, (Carterton)	<p>Support– The original planning permission for the development originally known as Orchard Acre on Rock Road now known as Coppock Gardens specified a 90 metre Double Yellow parking restriction on Rock Road but this has never been implemented.</p> <p>We totally support your proposed restrictions as parking has become ridiculous especially during school term times and can restrict access.</p>
(12) Local Resident, (Carterton)	<p>Support (with concerns) - I would like to respond to the proposal of “No Waiting” at the end of Rock Road, in Carterton, while I agree there should be something done regarding parking at the end of the street as this becomes congested making it difficult to travel down to the junction as we then have to negotiate oncoming traffic from Burford Road as well as the bus stop which is directly opposite the junction.</p> <p>I have to point out a lot of it is parents parking for the nearby school but also IMPORTANT to say the residence themselves park beside the road, this annoys me as they have parking at the back of their houses with garage, so I hope this is aimed at those as well. I pointed this issue out many years ago when they were building the new houses, I was not heard so it amazes me when the residents complain something is done.</p>

	<p>Also I do hope this does not shift the problem further up the street as we will have the same problem.</p> <p>I can also see once the cars have been removed from parking along that bit of road that you propose on your plans we will have cars speeding as this is an issue now. Vehicles come from the top of Rock Road from Rock Close and some drivers are not mindful of parked vehicles and simply put there foot down this will end by someone or something being knocked down, I would like to see speed humps put in place to slow traffic down as they clearly exceed 30mph</p>
(13) Local Resident, (Carterton)	<p>Object – For the following reasons:</p> <ol style="list-style-type: none"> 1. This is a reasonably quiet road albeit in the morning and afternoon when parents/carers park for a few minutes to take collect their children from Carterton primary school. This does not bother me as long as they park considerately. What will they do? 2. It is a reasonably quiet road so why the need. 3. I think that at this time of financial difficulties with councils, the money could be best used elsewhere- for instance the potholes in Rock Road and others, repairing damage caused by Matthew Homes construction vehicles. 4. This proposal will create a great deal of anxiety and stress to us, our neighbours and the community. Leading to breakdown of community spirit. 5. Aware of objections to our properties three years ago understandably because of construction traffic and the problems they caused. But that isn't the case now. <p>I think this is a complete and reasonable action to make - almost feels like bullying, of course also aware of maybe 2-3 of the original properties that are for these yellow lines - I'm not sure that their reasons are wholly fair or just or even valid. Why make community suffer because of their (text missing).</p> <p>I hope the council will consider all the points raised an offer and open meeting with fair ample inform of it taking place - unlike the lack of informative letters going out in the first instance. Also the timing of this - holiday time for practically important people one needs to seek help from. That is unfair! We certainly would not have chosen to buy this property 3 years ago if this was the plan.</p>

Division(s): Witney West and Bampton

CABINET MEMBER FOR ENVIRONMENT –13 SEPTEMBER 2018

BAMPTON - VARIOUS LOCATIONS - PROPOSED WAITING RESTRICTIONS, PARKING PLACE AND KERBED BUILD OUT

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to amend and introduce waiting restrictions at various locations in Bampton and to construct a kerbed build out on High Street to assist pedestrians crossing the road.

Background

2. The above proposals have been put forward by Bampton Parish Council to address concerns over safety and the amenity of residents in the village. Plans showing the proposals are provided at Annex 1 and 2.

Consultation

3. Formal consultation on the proposals was carried out between 18 July and 17 August 2018. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Bampton Parish Council and the local County Councillor. Street notices were also placed near the proposed waiting restrictions with letters sent directly to approximately 90 properties in the immediate vicinity.
4. Fourteen responses were received in total. 7 in support 3 objections and 4 neither/no opinion in respect to the proposed amendments to parking restrictions, and then 7 in support, 2 objecting and 5 neither/no opinion in relation to the informal crossing point.
5. The responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors if required.

Response to objections and other comments

6. Thames Valley Police did not object, confirming that enforcement of the restrictions would fall to the District Council and therefore place no additional burden on TVP resources.

7. The local member expressed support for both proposals, although noting in respect of the proposed informal crossing point a preference for a zebra or signal controlled crossing, but acknowledging also that the costs of either of these alternative options would likely be well beyond the budget available to the parish council.
8. Bampton Parish Council expressed support for the proposals.
9. The objections to the proposed amendments to waiting restrictions and the proposed parking places cited concerns over road safety at the Church Street junction (where it is proposed to remove waiting restrictions) and also concerns over the parking pressures in the village centre, including from the perspective of local businesses. These impacts have been carefully considered both by the parish council and by officers and the proposals, as advertised, are believed to represent an acceptable compromise between competing considerations. If approved they will be monitored to ensure that they are operating safely.
10. The two objections to the proposed build outs at the informal crossing point cited concerns over the risk of conflicts between oncoming vehicles as they approached the build out due to the narrowing of the carriageway and also a concern that delays here would encourage the use of the parking area to the north of the town hall as a cut-through, to the detriment of safety and general amenity. On the first concern, such build-outs have been widely used in village and urban settings and help provide much better amenity for pedestrians and have been found to operate with good levels of safety. While it is accepted that there may be a risk of some vehicles using the parking area as a cut-through, this will be monitored by the parish council.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

12. Funding for the proposed waiting restrictions has been provided by Bampton Parish Council.

RECOMMENDATION

13. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce waiting restrictions at various locations in Bampton and to construct a kerbed build out on High Street to assist pedestrians crossing the road as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

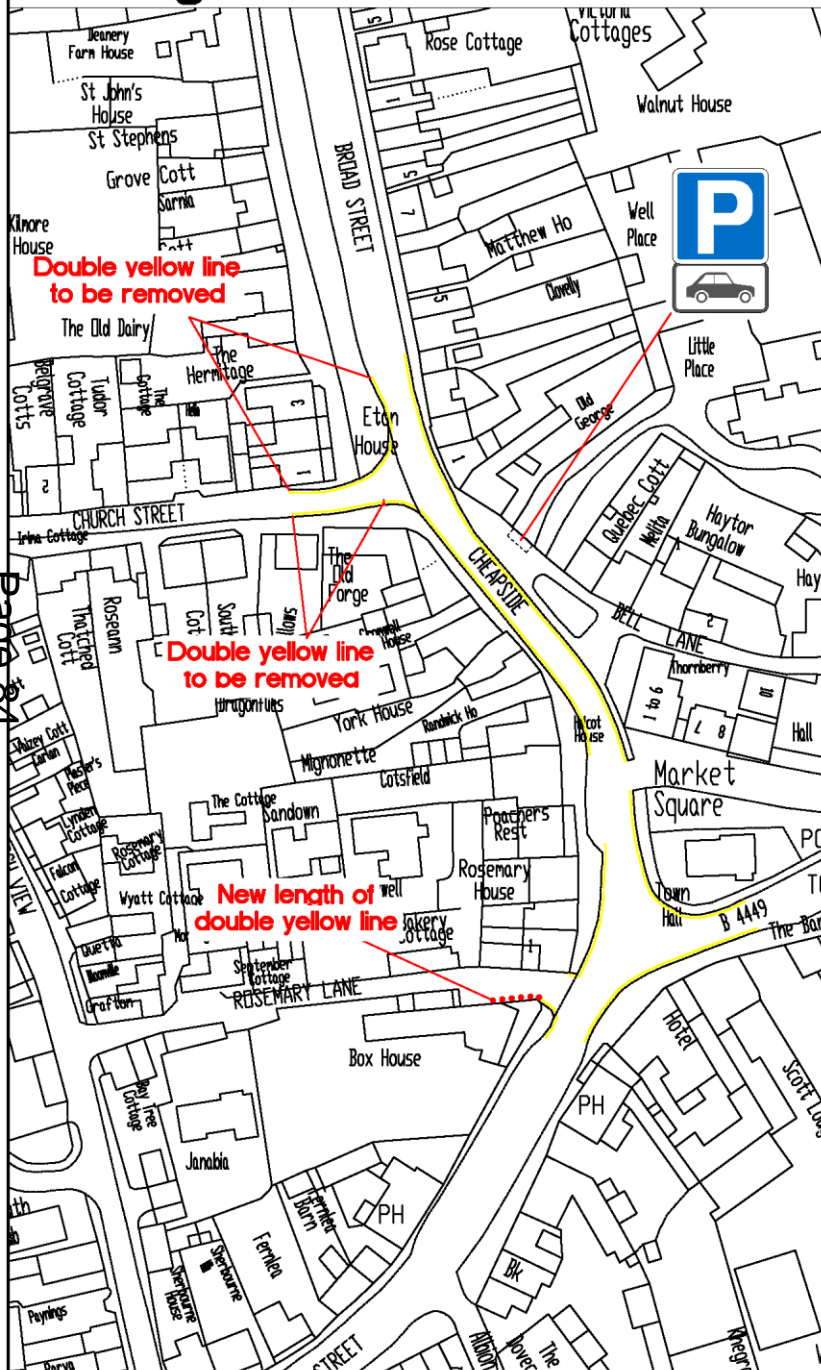
CMDE12

Background papers: Plan of proposed waiting restrictions and other measures
Consultation responses

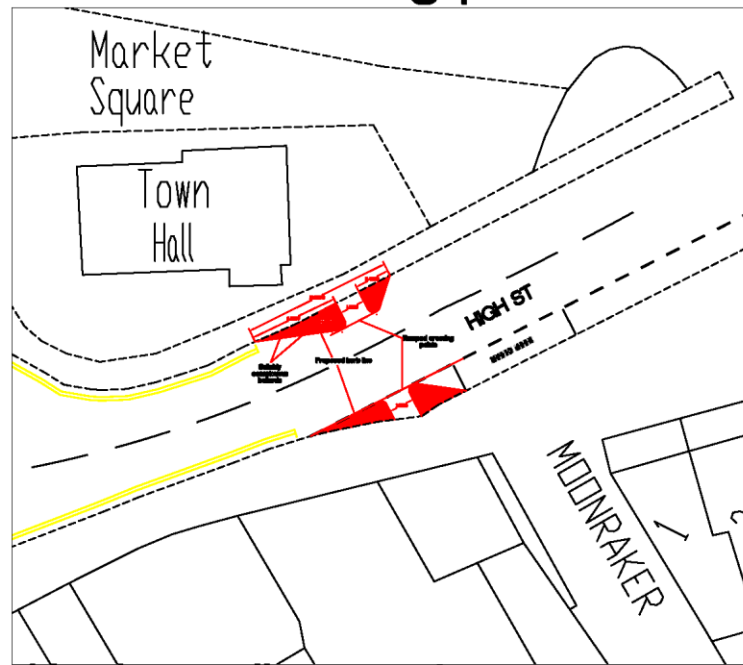
Contact Officers: Hugh Potter 07766 998704

September 2018

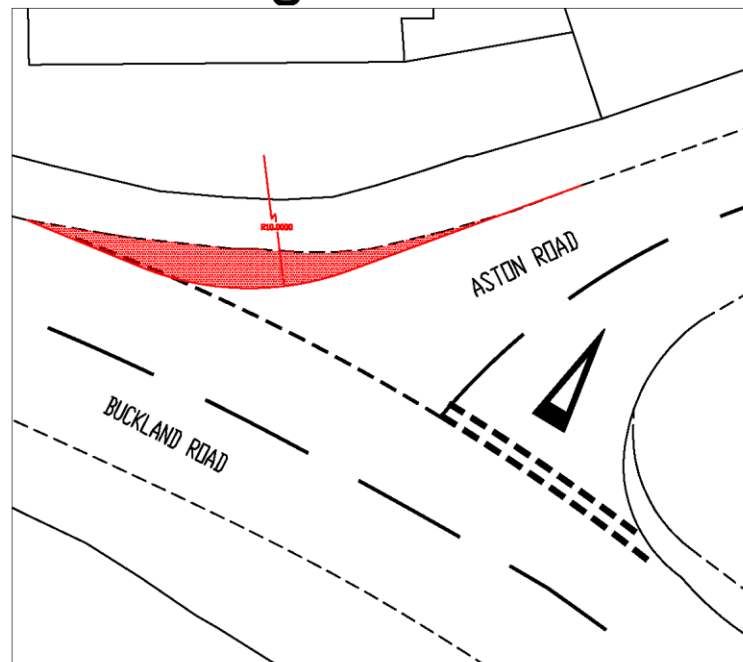
Parking amendments




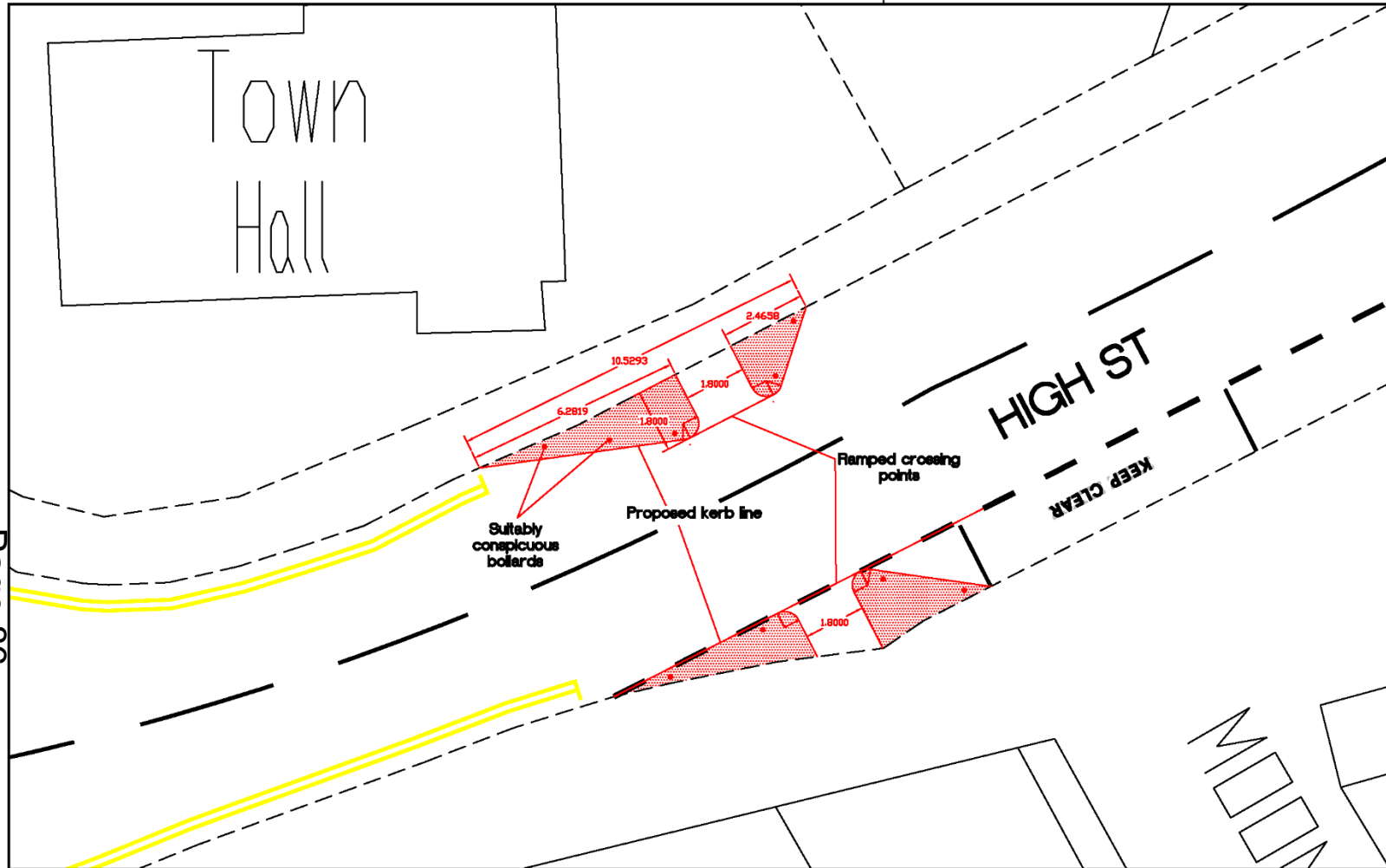
Informal crossing point



Kerb realignment



Drawing No.		Revision	
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<p> OXFORDSHIRE COUNTY COUNCIL</p> <p>Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1HE Tel: 01865 815700 Fax: 01865 841577</p>			
Project title			
Bampton			
Drawing title			
Amendments to parking restrictions, informal crossing point and kerb realignment			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
	Date drawn	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	



Drawing No. Revision



Proposed footway construction

NOTE...

This proposal will result in the loss of three on-street car parking places.

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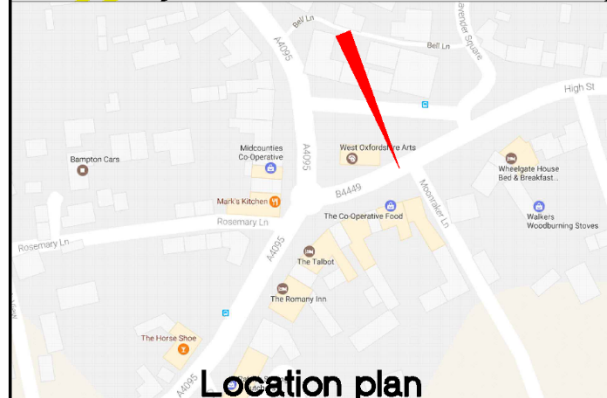
Project title
Bampton

Drawing title
Draft proposed High St crossing point enhancement

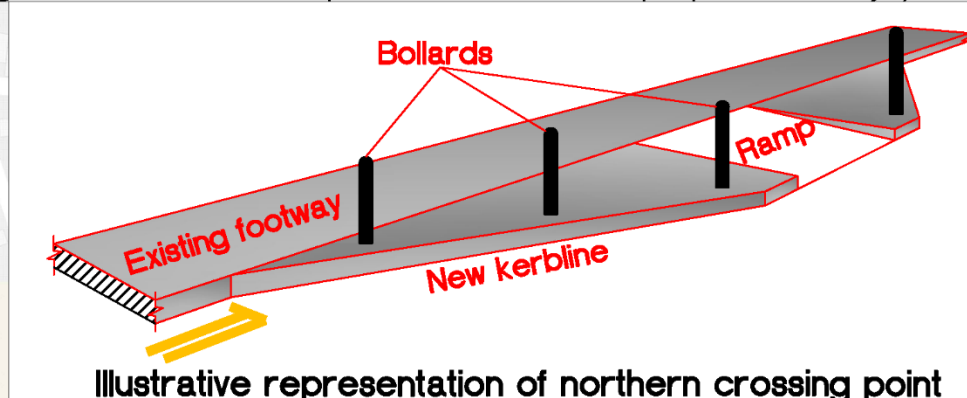
Drawing Status			
Scale @ A3	Drawn by JEW	Checked by	Approved by
	Date drawn March 2017	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision
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Location plan



Illustrative representation of northern crossing point

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - Enforcement of the parking order will be the responsibility of WODC. Thames Valley Police have no objection to the proposals.
(2) Local County Councillor, (Witney West & Bampton Division)	Support - I am aware of these proposals which are the result of a lot of work, including consultation, by the Parish Council. I wholeheartedly support the proposals as they stand and my only criticism is that I think the informal crossing could do with being more formal (zebra or light controlled) but I understand that cost is the limiting factor in this case.
(3) Bampton Parish Council	Support - The parish council wishes the whole of the works proposed in Bampton to go ahead and will continue to support this scheme through the next stages
(4) Local Resident, (Bampton)	<p><u>Parking Restrictions</u> - Object - These double yellow lines were provided around 30 years ago for safety reasons to ensure sufficient forward visibility for safer access and egress from the junction and for pedestrians (including children) crossing here; the necessity for these double yellow lines is even more important today given the increased traffic flows. Concerned about the limited informal consultation in the spring by the parish council and, in particular, the lack of direct contact with the residents who will be affected and request that this matter is discussed again by the parish council with proper notification to residents.</p> <p>I note your main motivation behind this idea is to provide more street parking for residents of Bampton. Parking of Cars outside resident's houses is a national problem particularly in the south of England which is not going to dissipate. May I suggest the Parish Council purchase a field on the outskirts of Bampton and develop it as a car park with hard standing. Bampton residents could then safely park cars and walk to their houses in the village. The Parish council would be able to generate substantial income from this scheme creating wonderful investment value, steady income for the village and solve the village street car parking problem.</p>
(5) Local Business, (Bampton)	<u>Parking Restrictions</u> - Concerns - At certain points in the day it is a real struggle to find a parking space in Bampton which has a massive effect on our business. If people can't find a space it puts them off booking with us again and

	<p>makes them run late which can be extremely difficult. Therefore, I am very wary about any parking being taken away without proper provision being made for other locations. I fully appreciate that you are looking at putting parking on Cheapside but without restrictions on time they are very likely to be filled with cars of local residents as then they wouldn't need to move them throughout the day, allowing a turnover of spaces. I feel in most areas the current double lines are sufficient but every day we see people parked on the double yellows (especially outside the salon after the roundabout) causing havoc with no punishment, therefore without more enforcement I don't see what adding more lines will do? I do feel, however, that if yellow lines are being considered then lines are needed on Moonraker Lane to at least act as a deterrent for parking. Last year I know there was an accident behind the salon at the bottom of Moonraker Lane and an ambulance couldn't gain access because of parking down this road. Also when there are bin collections come and someone is parked they cannot gain access which causes terrible trouble with a build-up of rubbish. It isn't an obvious parking place and only if you don't use your common sense would you park there anyway but double lines would enforce this and allow prosecution if they do.</p> <p><u>Crossing Point</u> - Support - This is such a fabulous idea and I'm so glad we are being given the opportunity to put one in place. Our reception looks out on where people cross everyday and I often find my heart in my mouth watching. When crossing from the parking or post office I struggle to gauge so many factors and cannot imagine what it must be like if you have a disability, children or are elderly. More than a few times have I had to stop traffic so an elderly person can cross the road with their shopping safely and cannot wait for this to be in place for the safety of my staff, clients and members of the public in Bampton.</p>
(6) Local Resident, (Bampton)	<p><u>Parking Restrictions</u> - Support - I heartily endorse. Most houses in the village because of their age, are without garages, and until two years ago parking was not an issue because of sensible use of the spaces available. Suddenly without any warning, much of that space was deemed illegal for reasons that appeared also to be illegal, particularly double yellow lines closing the secondary road on the west side of Broad Street. It is excellent that the anomalies appear to be corrected by the new proposals.</p>
(7) Local Resident, (Bampton)	<p>Concerns - any blockage at the Co-op will result in more vehicles using the car park of The Square as a rat run to cut out the roundabout, etc. In order to make the 'rat run' worthwhile you have to drive as fast as possible through The Square.</p>
(8) Local Resident, (Bampton)	<p><u>Parking Restrictions</u> - Object - I live at the top end of Broad Street and myself and all residents are reliant on parking there as there is nowhere to park. Since i have lived here i have never had problems with traffic and parking therefore I strongly object to the plans.</p>

(9) Local Resident, (Bampton)	<p><u>Parking Restrictions</u> - No opinion - <i>No comment</i></p> <p><u>Crossing Point</u> - Support - Very necessary; the crossing is extremely dangerous and I saw the result of 1 accident there. There should also be a 20mph speed limit in Bampton, as there is in central Oxford.</p>
(10) Local Resident, (Bampton)	<p><u>Parking Restrictions</u> - Support - I wholeheartedly support all the proposed changes. I attended Parish Council meetings and wrote on numerous occasions to this effect.</p> <p>In particular I am in support of the removal of the double yellow lines on Church Street. These are outside my house. At present I park my car further down the street in front of properties belonging to other people, restricting their parking. Opening up the rest of the road would ease the situation in the whole street.</p> <p>It is likely that my neighbours will object to the removal of these lines. It is worth noting that their objection is because the double yellows effectively 'reserve' parking for their London visitors, who happily park there illegally at the weekends.</p> <p><u>Crossing Point</u> - Support - This will improve crossing for those attending the village shop, particularly the elderly and young. It will also prevent illegal parking on that corner which endangers pedestrians and vehicles turning from the roundabout.</p>
(11) Local Resident, (Bampton)	<p><u>Parking Restrictions</u> - Support - I support the changes in parking restrictions. Parking in the village is difficult and so offering more spaces, particularly on Church Street, will improve matters for residents and visitors. Historically this has been an area where parking was accepted but recent actions by the District Council have made things very difficult for residents. Removal of lines in this area will lighten the load on the remainder of the street and on those spaces on Broad Street. The additional yellow lines in the village will improve safety.</p> <p>My neighbours object to the removal of these lines, but as far as I can see it is only because it effectively reserves the space for their weekend visitors who park illegally across the lines on Sundays. This causes no difficulty for anyone, but if the lines are not there, they may not be able to get a space when they visit.</p>

	<p><u>Crossing Point</u> - Support - This will improve matters for the elderly and young who want to cross to the local CoOp and stop people from parking briefly there causing dangerous conditions for the pedestrians and for cars turning left onto the High Street.</p>
(12) Local Resident, (Bampton)	<p><u>Parking Restrictions</u> - Object - A restriction to the High Street, opposite the coffee shop in order to provide an informal pedestrian crossing will not enhance the traffic flow but restrict it and will cause traffic to take a speedy short cut through Market Square in order to avoid the resulting congestion. This already occurs during the morning rush hour when Co-op lorries are waiting to reverse or are reversing into Moonraker Lane and from experience I have found this practice to be dangerous. In addition, extending the double yellow lines will not prevent vehicles from parking on them as is currently the case (photos available if required). The presence of a burger van from Tuesday to Sunday already reduces the number of vital parking spaces in this area as does the fish and chip van on Monday and both increase congestion. This build out and its associated removal of parking places will NOT "minimise danger or facilitate the effective and safe passage of traffic" but increase it.</p> <p>However, I do not object to the proposed additional parking spaces, the proposed removal of the double yellow lines and the proposed build out at the High Street/Aston Road junction.</p> <p><u>Crossing Point</u> - Object - A restriction to the High Street, opposite the coffee shop in order to provide an informal pedestrian crossing will not enhance the traffic flow but restrict it and will cause traffic to take a speedy short cut through Market Square in order to avoid the resulting congestion.</p>
(13) Local Resident, (Bampton)	<p><u>Parking Restrictions</u> - Support - I'm not objecting to easing the parking restrictions - far from it. That's great news and should make a big difference for us in Church Close. Since the enforcement of the existing regs, we've seen a massive increase in Broad Street/Cheapside cars parking in the close to avoid getting tickets. It's the buildouts that worry me.</p> <p><u>Crossing Point</u> - Object - I realise this one has been a long time in the planning, but I think the buildouts and associated DYs may cause a couple of issues:</p> <ul style="list-style-type: none"> - where traffic turns from Station Road towards Aston on the roundabout, I think the buildouts may increase congestion. In turn, that may divert traffic through the parking area behind the town hall. Not a problem in itself, but it'd be good to reduce congestion in the centre of the village. - more seriously, the buildouts are likely to force vehicles into each other's' paths. This has the potential to create aggression, accidents and conflict (we're already seeing a lot of this at the village gateways where cars are forced into the path of oncoming traffic). As this is directly outside the village shop, I'd be happier if drivers were looking out for pedestrians rather than being focused on navigating a buildout safely or getting angry with other drivers in their path. A shared space scheme that blurred the distinction between the road and pavement would, in my view, be far more effective with far fewer problems.

(14) Local Resident, (Bampton)	<p><u>Parking Restrictions</u> - Support - As a resident of The Old George, Cheapside in Bampton, I am strongly in favour of any proposals to improve the serious parking problems facing local householders. In particular, I am pleased to see that a parking space is proposed to be created in Cheapside to the east of my property boundary. For the past many years I have been unable to park on the exceptionally wide footway outside my front door without incurring innumerable parking fines.</p> <p>One further space could, in my opinion, be provided in Cheapside outside my house where the width of the footway is generous enough to accommodate this without obstructing the use of the pavement.</p> <p>I would also be glad of clarification of the position whereby the dropped kerb, giving access to my driveway, is marked with a DYL. Thus, it seems that I may be infringing DYL restrictions whenever I drive into, or park in front of, my driveway gates.</p> <p><u>Crossing Point</u> - Support - <i>No comment</i></p>
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