



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

***Friday, 31 May 2019 at 10.00 am  
County Hall, New Road, Oxford***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 7 June 2019 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 blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees  
Chief Executive

May 2019

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

Note: Date of next meeting: 27 June 2019

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

## Items for Decision

1. **Declarations of Interest**
2. **Questions from County Councillors**

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

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

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

3. **Petitions and Public Address**
4. **Oxford - Magdalen Road and Howard Street Area - Proposed Controlled Parking Zone** (Pages 1 - 44)

*Forward Plan Ref:* 2018/034

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

Report by Director of Community Operations (**CMDE4**).

Following approval by the Cabinet Member of Environment in June 2018 of a programme of new CPZs in Oxford this report considers responses to a formal consultation on a new CPZ in the Magdalen Road and Howard Street area.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Magdalen Road and Howard Street area of Oxford, but incorporating some minor amendments to the proposed parking places where considered appropriate as requested in the consultation responses subject to local consultation as required, and to include number 284 Iffley Road (in addition to number 286 Iffley Road as currently proposed) within the Iffley Fields Controlled Parking Zone order.***

### **Exemption from Call-in**

Under Standing Orders (Section 6.2, paragraph 19 (a) to (c) the Chairman of the Council has agreed that the decision on the proposed Controlled Parking Zone - which involves the need to make a Traffic Regulation Order which would normally

be subject to call-in - should be exempted as any delay could prejudice the Council's or public's interest. This is because the administrative work required to implement the proposal for the planned date of commencement of the scheme in mid-July 2019 following approval of the scheme would otherwise be appreciably delayed due to the very limited capacity of the residential permits team to carry out this work, including due to planned changes to their ICT systems in the summer, and noting that the postponement of this meeting from 23 May to 31 May as a result of the European elections on the former date was not foreseen in programming this work.

**5. Oxford - George Street/Hythe Bridge Street/Worcester Street Junction - Revised Amended Junction layout and Pedestrian & Cycle Provision** (Pages 45 - 56)

*Forward Plan Ref:* 2019/063

*Contact:* Craig Rossington, Senior Transport Planner Tel: 07880 945891

Report by Director for Planning & Place (**CMDE5**).

As part of the Local Growth Fund Connections to Oxford Station project, proposals for improvements to the George Street/Hythe Bridge Street/Worcester Street junction in the centre of Oxford including changes to Traffic Regulation Orders (TROs) were consulted on formally last summer; the results of that consultation were reported to the 12 July 2018 Cabinet Member Decisions (Environment) meeting. The design consulted on last year forms part of this report at Annex 1.

At that meeting, the Cabinet Member for Environment decided not to approve the changes to traffic movements in order that officers could consult key stakeholders on further improvements to the detailed design in the light of the consultation responses and the outcome of the Road Safety Audit process.

Officers were also asked to consider the implications of the Botley Road corridor study and the Phil Jones Associates report for the design and specification of the scheme. This has now been done and the improvements to the scheme layout made. Key stakeholders have also been given the opportunity to comment on this. The improved design forms part of this report at Annex 2. Approval is now sought for the amended TROs and improved junction layout.

***The Cabinet Member for Environment is RECOMMENDED to approve the revised design for the George Street/Worcester Street/Hythe Bridge Street junction and the necessary changes to the Traffic Regulation Order governing traffic movements as advertised in May and June 2018.***

**6. Oxford: A40 at Risinghurst - Proposed Closure of Central Reserve Gap at Junction with Access to Former Nielsens Site** (Pages 57 - 62)

*Forward Plan Ref:* 2019/044

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

Report by Director of Community Operations (**CMDE6**).

The report presents responses received to a statutory consultation on a proposal

to close on road safety grounds the central reserve gap which currently permits the right turn to the A40 eastbound carriageway from the former Nielsen's office site on the south side of the A40 which is being redeveloped for residential use

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed closure of the central reserve gap which currently permits the right turn to the A40 eastbound carriageway from the former Nielsen's office site on the south side of the A40, as advertised.***

**7. Oxford - Church Way, Iffley Turn and Westbury Crescent - Proposed Waiting Restrictions (Pages 63 - 78)**

*Forward Plan Ref: 2018/188*

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

Report by Director of Community Operations (**CMDE7**).

The report presents responses received to a statutory consultation to introduce new and amended waiting restrictions at Church Way, Iffley Turn and Westbury Crescent, Oxford. These measures have been requested by the local member and Oxford City Council councillors and, if approved, will be funded from the Councillor Priority Fund and CIL funding held by Oxford City Council.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions at Church Way, Iffley Turn and Westbury Crescent, Oxford.***

**8. Oxford: Godstow Road, Mill Road on Papermill Development - Proposed Waiting Restrictions, 20mph Speed Limit and 'No Entry' Restriction (Pages 79 - 88)**

*Forward Plan Ref: 2019/009*

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

Report by Director of Community Operations (**CMDE8**).

The report presents responses received to a statutory consultation to introduce additional waiting restrictions at Godstow Road and Mill Road, Wolvercote to facilitate traffic movements including at the Mill Road/Godstow Road junction where a mini roundabout is proposed to replace the existing T junction and a 20mph speed limit on a new road being constructed for a residential development. It is also proposed on the new road within the development to introduce a no-entry restriction so that the local bus service can use this road as a terminus point /turning amenity.

***The Cabinet Member for the Environment is RECOMMENDED to approve the following proposals:***

- i. additional & new waiting restrictions on Godstow Road, Mill Road & within the Papermill Development in Wolvercote, Oxford.***
- ii. a 20mph speed limit restriction on the roads within the Papermill Development, and***



- iii. *the 'No Entry' restriction within the Papermill Development bus terminus square.*

**9. A361 Between Banbury & Chipping Norton - Proposed Speed Limits** (Pages 89 - 106)

*Forward Plan Ref:* 2018/080

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

Report by Director of Community Operations (**CMDE9**).

This report presents responses received to a statutory consultation on a proposal to reduce speed limits on the A361 between Banbury and Chipping Norton put forward as part of a Department for Transport funded project to improve safety on this part of the A361 on account of a long-term history of high severity traffic accidents. The proposals also take account of approved and planned development in Banbury.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed reductions in speed limit on the A361 between Banbury and Chipping Norton with the following qualifications:***

- a) The implementation of the reduced speed limits between Banbury and Bloxham is deferred until the new layout (including a roundabout) which forms part of planned development is in place***
- b) The 50mph speed limit south west of South Newington is extended by approximately 300 metres to just east of the Heythrop turn.***

**10. Chipping Norton: A361 Banbury Road - Proposed 40mph Speed Limit** (Pages 107 - 110)

*Forward Plan Ref:* 2019/034

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

Report by Director of Community Operations (**CMDE10**).

The report presents responses received to a statutory consultation to introduce a 40mph speed limit on the A361 Banbury Road in Chipping Norton (in place of the current national speed limit) due to development of land adjacent to the road.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposed reduction in speed limit to 40mph speed limit (from the current national speed limit) on the A361 Banbury Road leading north-eastwards out of Chipping Norton, as advertised.***

**11. Cumnor - B4044 Eynsham Road/B4017 Cumnor Road, Farmoor and Delamere Way, Cumnor - Proposed Waiting Restrictions**  
(Pages 111 - 126)

*Forward Plan Ref:* 2019/042

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

Report by Director of Community Operations (**CMDE15**).

The report presents responses received to a statutory consultation to introduce additional waiting restrictions on the B4044 Eynsham Road and B4017 Cumnor Road at Farmoor and at Delamere Way, Cumnor put forward due to concerns raised by the Parish Council over the safety, positioning and movement of traffic in the area and, if approved, would be funded from the Councillor Priority Fund.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions on the B4044 Eynsham Road and B4017 Cumnor Road at Farmoor, and at Delamere Way, Cumnor as advertised.***

**12. Wallingford: Reading Road - Proposed Waiting Restrictions** (Pages 127 - 134)

*Forward Plan Ref:* 2019/051

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

Report by Director of Community Operations (**CMDE12**).

The report presents responses received to a statutory consultation to introduce additional waiting restrictions at Reading Road, Wallingford put forward due to development of adjacent land.

***The Cabinet Member for Environment is RECOMMENDED to approve a reduced extent of additional waiting restrictions (rather than those as advertised) on Reading Road at Wallingford to protect the immediate vicinity of the new access to residential development and at the adjacent bridge.***

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Division(s): St Marys & Iffley Fields
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## **CABINET MEMBER FOR ENVIRONMENT – 29 MAY 2019**

### **OXFORD – MAGDALEN ROAD AND HOWARD STREET AREA – PROPOSED CONTROLLED PARKING ZONE**

#### **Report by Director of Community Operations**

#### **Recommendation**

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Magdalen Road and Howard Street area of Oxford, but incorporating some minor amendments to the proposed parking places where considered appropriate as requested in the consultation responses subject to local consultation as required, and to include number 284 Iffley Road (in addition to number 286 Iffley Road as currently proposed) within the Iffley Fields Controlled Parking Zone order.

#### **Executive summary**

1. Following approval by the Cabinet Member of Environment in June 2018 of a programme of new CPZs in Oxford, this report presents the responses to a formal consultation on a new CPZ in the Magdalen Road and Howard Street area.

#### **Introduction**

2. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking, and also in some areas – such as the Magdalen Road and Howard Street area – where a high proportion of properties have no off-street parking provision and where there are many houses in multiple occupation, leading to an excess demand for on-street parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

#### **Background**

3. Proposals for a CPZ in this area were previously investigated as part of wider proposals for parking controls in the roads adjacent to the East Oxford CPZ. with a formal consultation being carried out in 2012 . However, the balance of local opinion at that time was not supportive and it was decided, therefore, not to progress a scheme here, though the adjacent Magdalen North CPZ was then approved and implemented.

4. In the intervening years, concerns of residents over parking pressures in the area have increased significantly and, following representations by the former local member, it was agreed in early 2017 that £250,000 should be allocated from the County Council's Capital Programme to fund the design of a CPZ scheme in both the Iffley Fields area as the first priority, with the residual funding following implementation of this scheme being available to fund a scheme in the Magdalen Road and Howard Street areas to address the needs of the residents and businesses, and – subject to consultation on the detailed proposals – their implementation.
5. Subsequent to the allocation of the above funding, a joint project was set up between the County Council and Oxford City Council in 2017 to identify the need for and scope of a wider programme of CPZs in Oxford and in June 2018 the Cabinet Member for Environment approved a programme of new CPZs in Oxford, with it being agreed to use the above capital funding, together with contributions secured from development to deliver this programme.
6. Following extensive consultations new CPZs were implemented in Iffley Fields in October 2018, and in Wood Farm in April 2019, at a combined cost of approximately £115,000. The comparatively low cost of these schemes reflected the preference of residents of these areas for minimum impact CPZs with no marked parking bays. The remaining balance of the above capital allocation together with a contribution of approximately £69,000 towards a CPZ secured from Wadham College in respect of the Dorothy Wadham Building (a large student accommodation project due to open in September 2019) provides an overall budget of approximately £204,000 for the delivery of a scheme in the Magdalen Road and Howard Street areas.

### **Informal Consultation**

7. Following the allocation of the above funding, an informal consultation seeking the opinion of residents on current parking pressures and whether they supported in principle the introduction a CPZ scheme was carried out in the autumn of 2017 and the early part of 2018. This comprised a questionnaire and an accompanying letter providing information on permit eligibility criteria and costs; these were sent to all premises (approximately 1330) in the area then proposed for a CPZ (but noting that the proposed CPZ taken to formal consultation is a slightly smaller area, which excludes Ridgfield Road and Cricket Road and their side streets north west of Howard Street and Howard Street north east of its junction with Cricket Road).
8. 209 responses were received (16% of those contacted); the responses are summarised below:

<b>Difficulty of finding parking place</b>	<b>% of respondents reporting moderate or severe difficulty</b>
Monday - Friday day time	46%
Monday - Friday evening	75%

# CMDE4

Weekend - day time	62%
Weekend - evening	68%

9. The above responses indicate that there is significant parking pressure in the area, particularly in the evenings.

<b>Views on existing double yellow lines</b>	% of respondents
No changes required	52%
Changes required	47%
No view expressed	1%

10. A majority considered that no changes to the existing double yellow line restrictions are required at present, though noting that views on the need for any such changes will likely reflect the views of the respondent with respect to their immediate vicinity.

<b>Views on footway parking</b>	% of respondents
Current informal arrangements are acceptable	40%
Marked pavement parking places are required	58%
No view expressed	2%

11. A significant majority supported the marking of footway parking places to formalise such parking where it occurs, requiring therefore a conventional CPZ (rather than a 'minimum impact' CPZ).

<b>Number of vehicles currently owned by residents of a property</b>	% of respondents
0 cars	16%
1 car	60%
2 cars	18%
3 cars	2%
4 or more cars	3%

12. The above indicates that only a small number of residents (less than 5%) live in households with more than 2 vehicles and who, therefore, would be affected by a limit of 2 vehicles registered at the same address if applying in this area the permit eligibility that applies in the adjacent CPZs.

<b>Business customer parking demand</b>	<b>Mon to Fri (day)</b>	<b>Mon to Fri (evening)</b>	<b>Mon to Fri (day)</b>	<b>Mon to Fri (evening)</b>
	<b>Up to 2 hours</b>		<b>More than 2 hours</b>	
	75%	66%	25%	33%

13. The above questions were included in the questionnaire to assess requirements for shorter stay waiting in the area by businesses and other non-residential premises, given the significant number of such premises particularly in Magdalen Road. Although the number of such respondents

was quite low, they indicate that the majority of such parking demand is for relatively short stays of up to 2 hours.

<b>Views on a CPZ in the Magdalen Road / Howard Street area</b>	
Support	70%
Don't support	12%
Undecided	8%
No view expressed	9%

14. The final question sought overall views on the possible introduction of a CPZ, and as can be seen in the table above, there was a high level of support for a CPZ.

### **Proposals for Formal Consultation**

15. Following a review of the above, officers – in consultation also with the local member - considered that the proposals for a CPZ in the area as consulted on in 2012 formed a very good basis for a scheme that addressed the concerns and views of the respondents to the informal consultation. It should be noted that the 2012 scheme did not include Ridgefield Road and Cricket Road and their side streets north west of Howard Street and Howard Street north east of its junction with Cricket Road. This reflects the fact that the character of these roads (post WW1 housing) is very different to the majority of the area, which is predominantly 19<sup>th</sup> century terrace housing within a grid of narrow streets, but also with significant business and other non-residential land use in some streets. Proposals for a CPZ in the former roads will be consulted on separately as part of a larger CPZ scheme in the Cowley Marsh area.
16. Following a detailed review of the 2012 proposals, some minor changes were made to take account of changes in the usage of some premises.

### **Formal Consultation**

17. Formal consultation on the above proposals and as shown at Annex 1 was carried out between 28 March and 26 April 2018. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to properties in the area (and the properties consulted in the informal consultation which are now due to be included in a separate CPZ in the Cowley Marsh area as referred to above) which included the formal notice of the proposals providing details on permit eligibility and costs. Street notices were placed on site.

18. Additionally, the consultation included a proposal to amend the boundary of the adjacent Iffley Fields CPZ to include one property on the Iffley Road not currently included in this CPZ.

19.121 responses were received during the formal consultation. These are summarised in the table below:

<b>Response</b>	<b>Businesses and other organisations</b>	<b>Residents</b>	<b>Overall Percentage</b>
Object	7	27	29%
Support	2	64	55%
Support with concerns	1	3	3%
Neither/Concerns	3	14	14%
<i>Total</i>	13	106	

20. The above table is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and, similarly, some of the objections related to specific details of the scheme, including the roads not being included in the current proposals but were, otherwise, in support.

21. The individual responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.

22. Seven objections were received from businesses and other organisations, with four of these being on behalf of Helen and Douglas House, a charitable organisation providing care for terminally ill children and children with life limiting conditions and their families, citing concerns that due to their limited on-site parking, staff and volunteers would be adversely affected by loss of uncontrolled parking in the area. Objections and concerns on the grounds of loss of parking for staff and volunteers etc. were also received from a number of other businesses and other organisations, including a nursery school.

23. The above concerns of organisations are noted but it is not considered viable to amend the parking bays available to non-permit holders to allow longer waiting, as this would appreciably undermine the effectiveness of the scheme and, in any case, such parking spaces would be attractive to other non-permit holders with no guarantee that they would, in practice, be available to the intended users. The provisions of the CPZ include the issuing of permits for businesses and carers etc. and the needs raised by the respondents can be reviewed by officers, while accepting that only part of the current parking demand by organisations such as Helen and Douglas House or the nursery school can likely be accommodated through this process.

24. Cyclox, a group representing cyclists in Oxford, while noting their support for the principle of managing parking in this area expressed an objection on the

grounds that the plans were not ambitious enough and raised specific concerns about the retention of some on-street waiting on the A4158 Iffley Road to the detriment of cycle safety and amenity. Also proposals to formalise pavement parking at many locations within the narrower residential streets, was considered to present a significant risk and loss of amenity to pedestrians, including the many school children walking to and from school in this area.

25. While accepting that the removal of parking on the A4158 Iffley Road is in principle highly desirable, as with other radial routes in Oxford, that has to be balanced against providing some parking for existing residents and businesses etc. which have no off-street parking. Wider plans for improving radial routes in south and east Oxford are being developed and it is considered more appropriate to review this matter as part of that work.
26. The objection raised by Cyclox on pavement parking was also raised by a number of other respondents expressing objections and concerns. It is accepted that formalising pavement parking is far from ideal but it is not considered currently viable due to the very appreciable loss in overall parking capacity in the area that would result. By designating marked footway parking places, such parking will be far better managed than at present, with it being possible to issue penalty notices in cases where such parking occurs beyond the marked place. Experience with footway parking in adjacent CPZs has typically been good, although accepting that a longer term goal of removing such places would be highly desirable for the reasons cited by the respondents raising these concerns.
27. Objections and concerns were also raised in respect of some points of detail of the designation of parking places and double yellow lines, including in Charles Street, Essex Street, Hertford Street, Magdalen Road and Percy Street. Officers will review the scope to make minor amendments to accommodate the suggested changes, subject to local consultation as required. However, any more significant amendments would require further formal consultation and, as with other CPZs, it is planned to monitor the operation of the scheme should it be approved to assess – subject to funding – the need for any such changes. It is also recognised that further development in the area - and in particular the former primary school site – will likely require further amendments.
28. Several objections and concerns were received on the grounds of the cost of the permits, the limit of two vehicle permits per property (mostly on the grounds that this was too restrictive, though some respondents considered that properties should only be eligible for one vehicle permit) and the visitor permit allocation. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as those which apply in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, is consistent with other CPZs in this part of Oxford.



29. A small number of objections were received on the grounds that the parking pressures in the area are not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents and businesses and their customers. While accepting that some parts of the area are more pressured than others, the informal consultation indicated high overall levels of parking pressure and both in the informal and formal consultation, the majority of respondents expressed support for a CPZ.
30. A request was made from the owner of number 284 Iffley Road to be included in the Iffley Fields CPZ and similarly from the owner of number 286 Iffley Road which was included in the current consultation. It is recommended that both are approved.
31. Some objections and concerns were in respect of the omission of Ridgefield Road and Cricket Road and their side streets north west of Howard Street and Howard Street north east of its junction with Cricket Road, from the proposed CPZ. It is accepted that, should the proposals be approved, parking pressures in this area in the short term may increase, but these roads will be included in the proposed Cowley Marsh CPZ which is planned to be taken to formal consultation later in the summer, with implementation – subject to this scheme being approved – likely in late 2019/early 2020.

### **Monitoring and evaluation**

32. It is suggested that a review of the scheme is carried out approximately 12 months after the implementation of the CPZ should it be approved.

### **How the Project supports LTP4 Objectives**

33. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area and also help encourage the use of sustainable transport modes.

### **Financial and Staff Implications (including Revenue)**

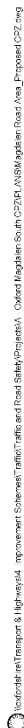
Funding for the proposed speed limit has been provided from the County Councils Capital Programme and from developer contributions.

OWEN JENKINS

Director of Community Operations

Background papers:            Plans of proposed Controlled Parking Zone  
   Consultation responses

Contact Officers:                Hugh Potter 07766 998704  
May 2019



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Cllr Damian Haywood , Local member (St Marys and Iffley Fields	<b>Support</b> - My understanding was that the CPZ is proposed for all streets in this wedge, right up to Cowley Road, so including all Howard Street, Ridgefield Road 1 - 59, Cricket Road 2 - 24, Whitson Place and Leys Place. If these are left out of consultation now, many of the residents in those streets will not be happy, due to increased displacement if this plan goes ahead. They get displacement from roads such as St Mary's Road.
<b>Objections</b>	
(3) Resident, (Oxford)	<b>Object</b> - Generally I support the CPZ as described except the on street parking on Silver Rd, Barnett St and Charles St. Silver Rd currently operates well without cars needing to park on the pavement. Charles and Barnett Streets' pavements are impassable without damaging vehicles when pushing a buggy. Pedestrians should not be pushed on to the road to dodge cars, bins, vegetation and residents' detritus. As it is cars park on the corner of Silver Rd and Barnett St and, because of the street sign taking up some of the footpath, a person (let alone a buggy) can not pass. Heaven help you if you're on crutches or in a wheelchair. There can be no claim that the area is accessible but we can do our best. Please don't reduce what little pavement there is available. Further, could the vegetation encroaching on pavements be addressed?
(4) Resident, (Oxford)	<b>Object</b> - Generally I really welcome efforts to control car parking, and I think just about any scheme will be an improvement on the present dangerous and unmanaged chaos on roads such as Percy Street. From speaking with several residents on Harold Hicks Place, there is unanimous welcoming of continuous double yellow lines on both sides of our entrance and looping round into our place - we would strongly urge that these remain in the final plan to ensure safe crossing along Percy Street and to stop the obstruction of the pavement by the big red house.  It also looks like there might be limited improved control on parking on Iffley Road, which will help a little to reduce the dangerous squeeze on people on bikes at peak times, though this really does need to be along the whole stretch to the traffic lights with Donnington Bridge Road without exceptions.

	<p>However, I am disappointed that the plans as they stand seem to repeat the mistakes of previous CPZs, in particular the adjoining zone covering Stanley Road, regarding parking on pavements. I walk or cycle along Stanley Road every day to take my young son to and from nursery, and am absolutely clear that the experiment of permitting cars to park on pavements is a dangerous failure.</p> <p>I strongly object to permitting cars to park on pavements in principle: there can be no justification in taking away space from those who need it most (pedestrians) and giving it to those who need it least and already take too much (private car owners)!</p> <p>I also object to this in practice - it creates a dangerous situation where cars are encouraged to drive on pavements (though I believe this is illegal?), and leaves as little as 1m pavement which is insufficient to allow safe passage for pedestrians if any other factors impinge (cars parking slightly outside of the lines, vans which are too wide for the lines, hedges, bins, bikes etc against the wall). Surely a far better solution is to only allow parking on one side at a time, fully on the roadway</p> <p>Firstly, they will need strong political leadership to convince them of the benefits to their environment this will bring. Secondly, they are not the only or even the most important constituents - Percy Street must be for the safe use of all local people, not just those who live directly on it and want to park their cars there - the road is a direct route between St Mary's &amp; St John's Comper and Meadow Lane sites, and as such is used every day by a much wider population than just those living there - including children, who are unlikely to have commented, but must surely be given greater priority than any other group.</p>
(5) Resident, (Oxford)	<p><b>Object</b> - Proposal to introduce CPZ on Percy Street OX4:</p> <p>I think the Council should consider that there is already a limited number of parking spaces available to residents of Percy Street due to the high number of residential properties on Percy St that have claimed off-street parking. This has already significantly reduced the number of potential parking spaces available to residents. The Council should publish how many potential parking places would be reserved for residents who have not utilised the front of their houses for dedicated parking. Timings: I think parking restrictions should prohibit people parking at peak times, such as at the start of the working day. I think it should not be possible to park as a non-resident before 10am. It would not be advisable to have people able to park from 8.30pm as you may have people parking to take their children to local schools.</p>

(6) Resident, (Oxford)	<b>Object</b> - <i>No comment</i>
(7) Business, (Oxford)	<p><b>Object</b> - Schedule 4 part a - 2 hour parking places, 8am - 6.30pm, Monday - Saturday  Magdalen Road - please extend this to include Sunday as The Goldfish Bowl among other shops trade Sundays as well. We had already suggested this before. The no parking zone by the school, we suggest this is lifted during school holidays to allow for more parking. Has this been looked at?  Business permits are £100 - why is this more than residents, considering businesses pay higher rates, with ours at approximately £16000+ a year. Civil enforcement officers (traffic wardens) will need to be more vigilant with this parking and to enforce all these new parking regulations. From our experience, it is very unpredictable whether traffic wardens visit this area.  On the visitors permits proposal, a "temporary resident" will be entitled to 25 visitors permits. What is the definition of a temporary resident and will they have to have proof of residency as in the usual permit schemes? We are concerned as the area is full of accommodation with a high turnover for students and workers alike. In a meeting with residents and the council, there was a discussion about the black market sale of parking permits from those that have moved on from accommodation.</p>
(8) Resident, (Oxford.)	<b>Object</b> - <i>No comment</i>
(9) Resident, (Oxford)	<b>Object</b> - If the council are planning on putting restrictions on parking in certain areas, they should be offering alternatives like building car parks. However, I see no reference to this happening to support local residents and businesses.
(10) Resident, (Oxford)	<p><b>Object</b> - I support the principle of the CPZ in this area, but object to the presence on Sidney Street of 2 hour only bays where restrictions also apply to permit holders (marked in purple on the plan). There is barely enough space in the road for all the residents to park so removing some bays from resident use will mean the existing parking problems continue. What is not indicated on the plan is that several houses have dipped curbs meaning parking is not possible in these areas.</p> <p>I would support the plan if these were amended to two hour parking with residents exempt.</p>

(11) Resident, (Oxford)	<p><b>Object</b> - parking in the area is difficult, yes, but not impossible - most people parallel park nearby to their house without much problem</p> <ul style="list-style-type: none"> <li>- for much of the year parking on our street (Essex street) improves outside of term time, I'd expect likewise for neighbouring streets</li> <li>- proposal is skewed in favour of 'typical' family unit who may car share and discriminates against the students and young professionals who spend huge amounts to live in the area - and whose quiet enjoyment of the area is just as important as those who own property in the area</li> <li>- 2 residents permits per property will put most of the burden on shared households - it is unfair to expect a house of four individuals (for example) to decide who is most important when all require their own vehicle for work. The decision to own a car is one of personal choice and that freedom should not be restricted...should young professionals simply move out of the area?</li> <li>- what will the £60 per permit be spent on exactly? Individuals could spend this money without the situation being much improved if many households on the street take up the 2 permit maximum.</li> <li>- why not reward residents for not having a car rather than punish/burden those that do?</li> <li>- a limitation on guest permits is unreasonable - I wouldn't expect any of my neighbours to have to restrict the amount of visits friends and family make and neither should that be expected of me</li> <li>- proposal will overwhelmingly be supported by the wealthier residents to whom losing £60 is of little concern in exchange for convenience; in a city centre it is not unreasonable to expect residents to live harmoniously and considerately - rather than implement restrictions to reduce the 'inconvenience' of our neighbours</li> </ul>
(12) Resident, (Oxford)	<p><b>Object</b> - I live on Cowley Road - right amongst the proposed new residential parking areas. Yet as it stands I won't be eligible to apply for a permit myself (on Cowley Road only no. 300 will get permits - why? Because they're Christian??). This will just make it harder for me to park - in the place where I live.</p>
(13) Resident, (Oxford)	<p><b>Object</b> - <i>No comment</i></p>
(14) Resident, (Oxford)	<p><b>Object</b> - My wife and I live on Catherine Street. We have never had much trouble with parking - sometimes have we had to park around the corner but the inconvenience is slight. The additional cost of purchasing a residential permit is not worth it as far as we are concerned, and the extra cost will be a strain on us, considering that the council tax is already so high. Since she is not a student we are not exempt from council tax and since she is an immigrant we are not eligible for a means tested reduction. The additional cost of a residential permit would be an unnecessary addition to an already heavy tax burden for us.</p>

(15) Business, (Oxford)	<p><b>Object</b> - We have been a business on the Magdalen Road for over 50 years and supply the local community. We have 5 employees of whom 2 have been with us over 30 years, 1 for over 40 and 1 over 10. Three live outside Oxford. Our main working days are Mon to Fri. I am worried I will lose loyal staff as they will not be able to park anywhere near the premises and therefore put the business at risk. We have noticed over the years the over development of Douglas House, Stonemason house and multi let properties etc that put pressure on parking. Over the course of the day once the locals have gone to work there are various spaces we could use which would not affect their return as we close at 4:30. We understand that we can only apply for 2 parking permits, but we feel we would need at least 4 under the circumstances.</p>
(16) Resident, (Oxford)	<p><b>Object</b> - We don't want a controlled parking zone. We don't think it is needed.</p>
(17) Resident, (Oxford)	<p><b>Object</b> - I have been resident of Golden road for more than 25 years. I appreciate that it is truly a privilege to have been provided with this house and therefore, have always maintained this property to a high-standard and it is very much my home. This means I regularly use the front door and access under the building- where my car is parked- multiple times each day.</p> <p>There is shared access way running underneath our building (below the living-room) which has been the cause of many problems over the years but it has generally been managed well with the support of the Council. The house does not have a front garden, the front door leads immediately onto the footpath which is not ideal. During the early years of this tenancy we had recurring problems with people parking directly on the footpath outside of our front door: limiting front door access, engines left running and their fumes coming through the house windows, access under our building being restricted. Following persistent efforts, poles were erected by the Council on the outside of the footpath; the key poles benefiting are the poles either side of the lowered curb that allows access under the building and one of these is situated opposite the front door: restricting cars from parking immediately outside the house.</p> <p>Judging from the new parking bays marked out on the road/footpath immediately outside, the pole will be removed. This will inevitably lead to recurrence of all the problems I had to deal with during the earlier years of my tenancy here. The newly marked-out parking bay will prevent easy access under the building, even with a small car I am unable to complete this manoeuvre via a 5-point turn to avoid entering the parking bay and/ or contact with any cars parked on the opposite side of Golden Road. On top of this there is the significant problem of access through the front door being restricted. This problem will be exacerbated by natural human error, drivers are not likely to always park directly within the marked parking-bay, irrelevant if they will be punished for not abiding by traffic law etc, in real-time this will cause serious problems with either access under 1 Golden Road building or the front door of the house.</p>



	<p>I accept that Parking Restrictions are coming into place on Golden Road, this area seems to be flooded with students and carelessly parked vehicles during much of the year and maybe this is the best solution. I am also confident that your team of specialist planners will have looked at all options and these parking restrictions are seen as the outcome most appropriate. I am just very concerned by the lack of consideration shown by planning to place a parking-bay immediately outside of 1 Golden Road as all of the problems listed above are quite obvious and I hope that on receipt of this polite note that you reconsider plans, plus, you are also able to look into archived documents and see the grief caused in the past.</p> <p>I hope you are able to recognise the problems presented by your parking-plans. I am not trying to be a nuisance by putting up resistance, I understand the pressures the Council are under but I this will directly have a negative effect on me.</p>
(18) Resident, (Oxford)	<p><b>Object</b> - Yes, parking is annoying on those roads (I live on Essex Street) but it is bearable and better to keep it free than permitted because of the following:</p> <ul style="list-style-type: none"> <li>- My housemates and I (group of 4) individually rent as young professionals and between us we have 3 cars, all of which are required to get to work. You state only 2 permits per house would be available, which would be unfair to one of us;</li> <li>- In the case of our household, if we were to have friends/family/girlfriends/boyfriends visit, a 'set' amount of parking permits would not be enough to accommodate us throughout 1 year (especially if over the weekends or for long periods of time), which again, is unfair;</li> <li>- It seems as though this scheme is only to benefit family households with 2 cars. Students would be unentitled to parking (which is clearly the biggest problem for these roads as there are noticeably more free parking spots over the summer, Christmas and Easter periods). Perhaps a better alternative would be to introduce a residents parking permit for student households, as is done by Southampton City council.</li> </ul>
(19) Resident, (Oxford)	<p><b>Object</b> - I live in a shared house with three other women on Essex street. Between us, we own three cars. We all use them to go to work and get around, to places inaccessible by public transport. Even if we didn't frequently use our cars, they are our possessions and we would not suddenly get rid of them. If this proposal goes ahead, at least one of us would be forced to move house. We are also campaigning with our landlord because his house price may go down if he can only let to those without cars. While I agree that a greener Oxford is definitely needed, I don't support forcing people to move home and pretending that has created a greener space. All it will do is force those with cars to move elsewhere and create more pollution somewhere else.</p>



	<p>I also appeal of behalf of the students, because, while I feel they do not require cars to get around Oxford, it seems rather harsh to essentially say that they cannot bring cars at all. Perhaps some students need cars to easily travel home? I have depression and anxiety which I also suffered with during my university years. Having a car at university helped me enormously, in that I could easily drive to a shop when I was too anxious to walk, and I could quickly get out of the city to see family when I struggled most. My other issue I would like to raise is that you cite safety in your statement. I am interested to know if anyone has actually been hurt by the current parking situation (though I understand prevention is better than cure). My car has been scratched which I would much rather avoid at my home; however, I would much prefer a scratched car than the inability to have a car at all.</p>
(20) Resident, (Oxford)	<p><b>Object</b> - The proposal is for some parking spaces to be 2-hour parking. Given the extremely short supply of resident parking spaces, ALL spaces should allow permit holders to be exempt from the time restrictions.</p>
(21) Resident, (Oxford)	<p><b>Object</b> - The introduction of a controlled parking zone is an entirely unnecessary additional financial and organisational burden on local residents. The current parking situation is not particularly problematic. I have not once had problems finding a parking space, even at night, in the area. I therefore strongly petition the council to NOT go ahead with this proposal.</p>
(22) Resident, (Oxford)	<p><b>Object</b> - I support the idea of a CPZ in this area due to increased demand for car parking following the introduction of other CPZs in the area. I do not support footpath parking on (in particular) the east side of Silver Road and along Essex Street. Currently, the residents do not park on the footpath and this does not appear to be a problem for delivery vehicles (for example supermarket delivery trucks) and bin trucks. Restricting parking on the ends of these streets (at the corners) would provide enough space for longer vehicles (eg. fire trucks) to access the area.</p> <p>The foot paths in this neighbourhood are not wide enough and the hedges of residents are not maintained to provide enough space of the footpaths for pedestrians, placing cars on the footpaths would exacerbate this issue.</p>
(23) Resident, (Oxford)	<p><b>Object</b> - I agree with the fundamental principle of the CPZ, which will stop people using these streets as a parking spot before getting a bus into the city centre. What I thoroughly object to is pavement parking. This should be illegal, as it is in London: there is of course a government consultation on this issue. It's a huge inconvenience for pedestrians, and a major obstruction for people with disabilities, and for people pushing prams etc. The more narrow streets in this area should only have parking on one side of the road. If this means that some people can't park that's OK. It's a minor inconvenience. We have pandered for far too long to car-owners, who seem to think that they have a fundamental right to leave their private property on public land.</p>

(24) Helen and Douglas House Group/Organisation, (Oxford)	<p><b>Object</b> - Helen &amp; Douglas House is a charitable organisation providing care for terminally ill children and children with life limiting conditions and their families. We currently have 132 patients on our books and we have up to 6 patients and their families at any one time staying with us (our maximum capacity is 8). Many of our families require disabled accessible parking close to the Hospice. Our grounds do not provide sufficient parking for our families, staff and volunteers. Increasing further restrictions on parking along Magdalen Road, Leopold Street and streets further away but in the vicinity of the Hospice will make it more difficult and stressful for our patients and their families as they need to access our services and difficult for staff and volunteers to park. There is therefore a need for 6 designated disabled parking bays for the Hospice on the surrounding streets with unlimited time; our families who may be with a dying child do not need the pressure of continually needing to move their car. Having designated disabled bays on the local streets for our families will free up some of the limited number of spaces we have for staff and volunteers to park off the local streets within our grounds.</p> <p>We have 110 volunteers based on the Hospice site along with a further 110 paid staff. Local staff are encouraged to walk, cycle (we run a cycle to work scheme and I cycle myself) or use public transport. However many of our specialist staff come from a considerable distance and do not have the option of walking, cycling or using the park ride services, as an alternative to using their own cars. Increasing the restrictions on parking on the nearby streets will potentially raise the cost of travel to work for many of our staff, lengthen their journeys in such a way as to question whether working at the Hospice is still a viable option and may affect our ongoing ability to recruit from a strong pool of high calibre staff, as people consider the journey to work and its costs, when looking for a new job.</p> <p>In summary we oppose the proposed furthering of parking restrictions, unless we are allocated disabled parking for families and permitted parking for some staff and ask you to reconsider.</p>
(25) Employee of business in area (Buckingham)	<p><b>Object</b> - I work on Magdalen Road, on a good day it takes me over an hour to travel to work, the journey itself can be stressful due to the high volume of traffic in Oxford and finding a place to park once I get to work only adds to that stress. It has taken up to 45 minutes to find a space previously and by putting these restrictions in place you will only add to the stress. I truly believe you will decrease the attraction of working in Oxford, there needs to be more parking provision for people who work in this area included in these plans not just for the people who live here. Is there a possibility of a shared permit? I appreciate there are public transport options however these often take an awful lot longer than driving in, it can also be a nuisance to get public transport if you need to take work home with you (laptops etc.) Adding to that, if you work irregular hours it can often be difficult to get public transport to suit your needs.</p>
(26) Volunteer at Helen & Douglas House (Oxford)	<p><b>Object</b> - I volunteer to support Helen and Douglas house. It would take me an additional 45 mins each way on buses if I were to not drive and park down one of the side streets. I will not volunteer there if I have to catch the bus as depending on bus regularity which isnt always good it could add 2 hours onto my journey.</p>

(27) Other, (Oxford)	<b>Object</b> - I run classes in St. Albans Hall on Charles Street. The CPZ does not have enough spaces allocated during the day for users of the hall. It will mean that businesses (like mine) will not be able to operate. I offer parent & baby classes to the community and have been running them there for the past 14 years. They are a valuable support to vulnerable local new mothers. Not only will I not be able to park but a large number of my customers will not be able to park (and it is unrealistic to expect them to travel using other means). My classes will have to move elsewhere. I am aware that many other hirers of the hall who offer equally valuable community groups are going to be in the same position. More 2 hour parking slots are needed near the hall and some sort of permits available for half day parking (paid or otherwise). Thanks Bea Waterfield, Baby College Oxford
(28) Other (Oxford)	<b>Object</b> - Helen & Douglas House does vital work for children with life limiting illnesses and their families. The organisation cares for children in house, but also had a large fundraising team who find 80% of the running costs. Other administrative, support staff as well as the care team of nurses and doctors all work out of the building on Magdalen Road. Visitors to the hospice include patients, families, other health professionals, donors, contractors and they arrive at any time of day for varying periods of time. Parking is limited now but with these proposals will be far more difficult and will result in people experiencing greater difficulties in visiting the hospice.
(29) Group/Organisation, (Oxford)	<b>Object</b> - <i>No comment</i>
(30) Employee of Helen and Douglas House (Oxford)	<b>Object</b> - Travel to work - I would need to catch 2 buses to get to work and it would make my working day very long. I need my car for work as I visit families where children are dying or have died. What parking strategies are you putting in place for people who need their cars? Your charging residents 60.00 for a permit. Where does this money go? How are you going to help the staff working in my Organisation with parking, so that we can continue to deliver our service?
(31) Resident, (Oxford)	<b>Object</b> - This scheme is predicated on the false idea of market elasticity for parking vehicles. Vehicle ownership is not flexible: some of us must use a vehicle and cannot use bicycles or public transport. Even though we do use bikes/foot where possible. So this CPZ is just yet another tax. The CPZ will be in operation during evenings and weekends, so restricting visitors. Even with maximum visitors permits it allows fewer than one visit per week. If the purpose is to prevent, the fictitious, "excessive commuter parking" then it only needs to operate during weekdays. In Headington it's

	only for a few hours either side of mid-day. This stops all-day work parking, but allows free parking at other times. We were not allowed to object to the antisocial effects of neighbouring schemes. Displaced parking was one of the arguments perversely in favour of CPZs. The people in surrounding streets will also be denied any consultation or right to object to this scheme.
(32) Buisness / Group/Organisation, (Oxford)	<b>Object</b> - I run a three hour long classes at St Albans Hall for parents with babies/young children. Many of the visitors to my group drive if they are not local. Parking is already a problem in this area however if this CPZ were to be implemented, it is vital that spaces for hall hire users were provided/included. Otherwise groups, such as mine, will not be able to hold sessions here if the proposed limited time restrictions of one or two hours only, or less spaces to park in the first place, are actioned.
(33) Cyclox - Group/Organisation, (Oxford)	<p><b>Object</b> - Response to proposals for Controlled Parking Zone for Magdalen Road Area South from Cyclox: The Voice of Cycling in Oxford.</p> <p>Cyclox supports the move to better control car parking, in so far as it:</p> <ul style="list-style-type: none"> <li>a) helps to re-balance limited roadsapce back to people walking and on bicycles, and away from dominance by private motor vehicles</li> <li>b) improves safety for all road users by regulating otherwise chaotic and often dangerous car parking, including stopping parking on pavements and in cycle lanes and making routes such safer around schools and homes</li> <li>c) discourages car use by reducing the number of people driving and attempting to park cars from outside the area, including use as 'informal park and rides'</li> </ul> <p>These are already the stated policies of Oxfordshire County Council's Local Transport Plan, as referenced below.</p> <p>Cyclox welcomes some elements of the present plans for Controlled Parking Zone for Magdalen Road Area South as follows:</p> <ul style="list-style-type: none"> <li>* helps to re-balance limited roadsapce: the present plans may help to re-balance limited roadsapce back to people walking and on bicycles, and away from dominance by private motor vehicles, in that they appear to introduce limited restrictions on car parking on Iffley Road. The yellow lines on nearly all of the southbound Iffley Road from Percy Street to the Coop are very welcome as they will at least prevent parking at peak times which is particularly dangerous for people on bikes during rush hours</li> <li>* improves safety: the present plans do have the merit of regulating otherwise chaotic and often dangerous car parking, which any scheme with painted line markings will achieve</li> <li>* discourages car use: the present plans also have the merit of reducing the number of people driving and attempting to park cars from outside the area, including use as 'informal park and rides', which any scheme with permits will achieve</li> </ul>

Cyclo objects, however, to several elements of the plans which are insufficient or even contrary to stated aims:

- \* helps to re-balance limited roadspace: this is a particular problem on Iffley Road and we urge this aspect to be reviewed and improved.

The present plans fail to introduce any kind of yellow lines on the southbound Iffley Road from Magdalen Road south to Percy Street, and instead continue to prioritise parking of private cars over the safety of people on bikes - this is wrong and should be changed. This stretch of road should at a minimum have single yellow lines, preferably double yellows, to allow for safer cycling in the short term, and prepare for the promised introduction of safe, segregated cycle lanes as soon as possible.

Similarly, the present plans still include a short stretch of 'purple' 2 hour parking places 8.00am-6.30pm, Mon-Sat outside 285-287 Iffley Road - again this is wrong and should be changed. This short stretch of road should at a minimum have single yellow lines, and preferably double yellows - to specifically allow parking during rush hour traffic is perverse, and is particularly dangerous to people on bikes as it prevents continuity of filtering and will force people on bikes into the main flow of busy motor traffic. If this parking is included on the misunderstanding it helps shops then this needs to be challenged and political will needed to prioritise the safety of many people on bikes over parking of a few private cars.

- \* improves safety: the present plans include actively encouraging car drivers to park on - and therefore drive on - pavements - this is wrong and needs to be changed. There can be no justification for taking away space from pedestrians, including for example young children on balance bikes, and handing it over for the parking for private cars. Whilst we strongly believe that no pavement space should be taken away, our understanding is that pavements need to be at least 1.5m wide to allow double buggies and electric wheel chairs, and we request reassurance that at the absolute minimum that width will be available. The proposals to take space away from pedestrians and allow car parking on pavements on Percy Street are particularly disturbing given that this is a heavily used route by children and parents walking / cycling to, from and between St Mary & St John's Comper site on Hertford Street and their Meadow Lane site the other side of Iffley Road - these people may not live on Percy Street itself, and may not have a political voice, but their interests must be prioritised. There is clear evidence of better alternatives, based on the acceptance that there is only enough space for car parking on one side of the road at a time. Examples include the present set up of neighbouring Howard Street and of Magdalen Road, which both have similar density housing and function well by allowing car parking on alternative but not both sides of the road. Other suggested options include allowing some car parking at a 45 degree angle on one side of the road - even this would be better than legitimising pavement parking, and should at least be considered.

- \* discourages car use: whilst the present plans will discourage car use by people from outside the area, perversely they may encourage car use by local people; permits should be restricted to 1 car per household, and the number of parking spaces limited, especially by limiting parking to only one side of the road at a time, which is all there is space to do safely. Again this requires political will, and we hope that a revised scheme will include an effort to encourage people to give up

	<p>private cars and use alternative transport with all its benefits for health, environment, congestion and the economy.</p> <p>In summary, Cyclox welcomes the introduction of a Controlled Parking Zone for Magdalen Road Area South. Whilst the present scheme would lead to modest improvements, it is at best unambitious in helping modal shift, and at worse actually prioritises private cars over people walking and cycling. We would welcome the opportunity to work with you on better proposals which could really benefit all the people of Magdalen Road Area South.</p>
(34) Resident, (Oxford)	<p><b>Object</b> - the implementation of controlled parking zones throughout the Iffley road area has drastically decreased the availability of free parking, and this is problematic. This may seem like a petty argument but it must be understood that the area in question is increasingly becoming a strong student area, providing business for many shops in the area and helping to build a strong infrastructure that Oxford benefits from. The £60 p.a that will be spent on a residence parking permit is the equivalent of single handedly removing approximately £36,000 p.a from the local economy based on two permits per household.</p>
(35) Resident, (Oxford)	<p><b>Object</b> - I thoroughly object to the above proposal as another way for the council to make money while dampening the lives and living of hard-working people. Oxford centre is already relentlessly over-controlled and expensive to park in. Where will young, poorly paid academics park? How will people get to work?</p>
<b>Support</b>	
(36) Resident, (Oxford)	<p><b>Support</b> - Would welcome clarity on whether, as I do not own a car, I can apply for visitors' permits without also applying for a resident's permit.</p>
(37) Resident, (Oxford)	<p><b>Support</b> - The only reason I support this, and the only reason why the CPZ is needed on Howard Street, is because of the new student accommodation being built on Iffley Road. Wadham College should be paying for the residents' permits which are only required because they are unable to prevent their students bringing cars to the area.</p>
(38) Resident, (Oxford)	<p><b>Support</b> - I don't have a dropped kerb outside the side gate to the property but as well as needing to have access for bikes - our form of transport. I also need to be able to get my friend into my house via the side gate as he is in a wheelchair and can only access my house using a ramp via the back door so I need a gap outside the gate so he can get down the side of the house.</p>

	<p>I also wanted to comment on behalf of 2 neighbours. 1 is Gary who uses a mobility scooter from the small council bungalows on Barnet Street. When I phoned your department I was told that he will be ok to get out of the alley way from his bungalow but he is worried about having enough room to drive his mobility scooter along the pavement round into Essex street.</p> <p>I also wanted to mention another of my elderly neighbours who our street are looking out for who needs a gap between cars outside his front gate as he is disabled and often has an ambulance coming to help him. His daughter is also disabled. The house is Last but one house on Essex street at the Barnet Street end possibly number 76</p>
(39) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(40) Resident, (Oxford)	<p><b>Support</b> - I am happy with the plans overall and think this will address both the huge student parking problem we face and also the day time commuters.</p> <p>What is not 100% clear is the visitor parking situation. Is it 50 per resident or is it 50 per household? Overall all I feel each house should be allowed up to 100 regardless of how many residents or resident permits they have. 50 is too few, especially for a lot of families who have regular carers and family coming to help with child care etc. Over 100 you start to get into a situation where guest permits could be used as defacto resident permits, especially for temporary residents and students. This is especially a concern for student houses some which have 6 or even 8 residents on Essex Street where we live - if each resident is allowed 50 or even 25 then I students will be able to bring a couple of cars for term time.</p> <p>I also fully endorse drawing lines for all parking (unlike Iffley Fields) as the standard of parking is often appalling and blocking far too much of the pavement - as demonstrated in the Magdalen North CPZ , the drawing of lines does make people pay attention to how they park.</p>
(41) Resident, (Oxford)	<b>Support</b> - You say that Visitors' Permits will be free of charge for anyone over the age of 70. Can I suggest you extend that exemption to include anyone disabled who requires carers to come in?
(42) Resident, (Oxford)	<b>Support</b> - I strongly support the detailed proposals for 1-34 Catherine St. I am particularly satisfied to see there is no partial footway parking proposed outside #2-34 which means there will be proper access for wheelchairs and pushchairs even on bin days and adequate privacy to the terrace which gives directly on to the footway.

(43) Resident, (Oxford)	<b>Support</b> - Bring this in before the new halls of residence on Iffley Road is opened
(44) Resident, (Oxford)	<p><b>Support</b> - I realise that having a Controlled Parking Zone in this area has now become essential. I do, however, have concerns which I have voiced in previous consultations. Mainly that in Percy Street, where I live, there will be a paucity of spaces for residents like myself who do not have off street parking. This is because in many instances those properties which do already have off street parking are afforded the equivalent of one and a half to two parking spaces, in order for residents to gain access to their 'driveways'.</p> <p>If you do the maths, it's obvious that there may very well be insufficient spaces left for residents parking on the street. I'm also surprised to see you intend to make provision for permits for Hotel Visitors. Why? Most of the small hotels and B&amp;B's already have their own off street parking. If they haven't then visitors should be encouraged to use the buses provided, or the Park and Ride facilities. The permits you propose to issue to hotel guests mean that these visitors will be taking up spaces essential for local residents. They may come for 5 days and spend £5 to leave their car permanently parked for five days while they use buses, or walk into the town centre. This is very cheap parking for visitors who is most towns and cities are obliged to use local car parks.</p>
(45) Resident, (Oxford)	<b>Support</b> - The introduction of CPZ to this area is essential and long overdue. The excessive use of the limited parking space available by both Oxford Brookes students and residents from neighbouring controlled areas makes it extremely difficult for residents to park near their own homes. For households with small children and family members with physical disabilities, this creates additional problems.
(46) Resident, (Oxford)	<b>Support</b> - I do support the proposed CPZ, as long as it is properly managed to stop the influx of students and those associated with the universities taking up parking spaces for residents who live in this area. Whilst I do not currently have a car, I would like to have the use of a Visitor's permit for my partner when he visits, and if he moves in, he will register for a Resident's permit. I understand that such permits have to be applied for and paid for.
(47) Resident, (Oxford)	<b>Support</b> - We, at 286 Iffley Road, support our inclusion within the Iffley Fields CPZ (FS) as stated on your proposed amendment to The Oxfordshire County Council (Oxford-Iffley Fields) (CPZ and Waiting Restrictions) Order 2018. This allows us to park once again outside our property.



## CMDE4

	Why have you put double yellow lines outside the Wadham building, when this will remove at least 8 parking places that are used currently without problem? There is parking on this side of Iffley Road in both directions, which doesn't seem to cause any difficulty, so why the exception here?
(48) Resident, (Oxford)	<b>Support</b> - I think this is a fantastic and much needed initiative.
(49) Resident, (Oxford)	<b>Support</b> - I live in Essex Street and am very much in favour of a CPZ. At present the street is used for parking by restaurant customers, commuters who continue into the centre of town by public transport, and a lot of car owning students. The corner into Barnet Street becomes dangerous with cars parked diagonally on the bend.
(50) Resident, (Oxford)	<b>Support</b> - I own a house in Sidney street and would ask that as part of your implementation process you should review the now irrelevant and redundant single white lines painted outside houses 20 and 22 Sidney Street.
(51) Resident, (Oxford)	<b>Support</b> - An additional double yellow line space should be considered half way down the street to allow traffic to pass. This would be best as an addition to an area already assigned as double yellow for the purpose of a personal drive.
(52) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(53) Resident, (Oxford)	<b>Support</b> - The critical issue for residents is parking overnight near our homes. Glad to see permit holders only from 6.30pm to 8am. Happy to share with shoppers and businesses during the day.
(54) Resident, (Oxford)	<b>Support</b> - I often cannot park my car due to students parking their cars on our streets from other close by CPZs.
(55) Resident, (Oxford)	<b>Support</b> - As a resident in Essex street we fully support this scheme

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(56) Resident, (Oxford)	<b>Support</b> - I support this but afraid that people will still use the area - Charles Street and others, as a place to park whilst waiting for children who use St Albans hall for ballet on Saturday mornings till 12. Also, many people will still no doubt park their cars and walk to the river or to town as they do already! The 2 hour and 3 hour will cater for these people - hoping to God that when I pay for the permit that I can actually get to park my car in the street that I live in! Carrying shopping is a nightmare!
(57) Resident, (Oxford)	<b>Support</b> - Parking is a nightmare on Sidney Street and we would be very happy if a CPZ was put in place.
(58) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(59) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(60) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(61) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(62) Resident, (Oxford)	<b>Support</b> - I support the CPZ, parking has become very difficult in this area with the ever increasing student presence. However, I do NOT support dropping Cricket Road (north of Howard Street) from the CPZ. Parking is already nearly impossible here. Everyone affected by the CPZ who doesn't have parking permits will start to park here and I will be left looking for spaces half a mile away. This seems very unfair.
(63) Resident, (Oxford)	<b>Support</b> - I am fully supportive of these plans. I live in the area and the parking situation is intolerable. The frequent parking on corners means that cycling with my 8 year old daughter is dangerous. I know that some other residents point out that the plans are not perfect - but we should not sacrifice the good for the perfect. Obviously, the introduction of a CPZ will not make the roads or pavements wider - but it will cause a reduction in the number of cars parking on these very narrow Victorian streets; the addition of more double yellow lines at key junctions will also improve safety; both of

	which can only be beneficial to the residents.
(64) Resident, (Oxford)	<p><b>Support</b> - Although we are now in support of a CPZ we would object to the planned pavement parking in Silver Road. Since moving into Silver Road in 1997 cars have been able to and do park on both sides of the road without pavement parking. The exception to this has always been outside the Donnington Arms pub where 3 cars use the pavement here there is easy access (a dropped curb) and its makes turning into and out of safer and easier. With the planned double yellow lines on the corners (long over due) stupid and irresponsible parking should be curbed and there should be no reason to force residents of any street to park on the pavement where they currently do not. Parking like water finds its own level.</p> <p>Pavement parking means pedestrian access is restricted and car speed is increased. Silver Road DOES NEED pavement parking!</p>
(65) Resident, (Oxford)	<b>Support</b> - I am happy with the proposals and look forward to their introduction as swiftly as possible.
(66) Resident, (Oxford)	<b>Support</b> - I live in Howard Street. I am concerned that two residents' permits will be available per property, as there are not enough parking spaces for one per property. I will be paying £60 a year for my permit but still may not be able to park in my street. It would be more sensible to issue one permit per property.
(67) Resident, (Oxford)	<b>Support</b> - Please consider raising the maximum number of parking permit per household for professionals. There are a number of professional househares of all ages in the area due to the high cost of renting in Oxford. Some need parking due to work commitments. They are not responsible for the overcrowding of the parking spots in the area which is mainly due to students parking overspill from other restricted roads.
(68) Resident, (oxford)	<p><b>Support</b> - There are a number of anomalies that needs resolution to help/make the CPZ work as well as ensure safe and accessible locality:</p> <ol style="list-style-type: none"> <li>1. New Houses adjacent to 299c Iffley road and behind the existing substation need to be included within the boundary - current boundary excludes them</li> <li>2. Essex Street - no passing spaces for cars coming from either end</li> <li>3. Essex Street - no 43 Garage has a parking space shown across entrance on the plan</li> </ol>

	<p>Suggest double yellow in front of 43 and extending to 41/45 to allow access to garage and a passing space.</p> <p>4. Essex Street - Double Gate school access is blocked by proposed parking space - this access should be retained for emergency access (1991 fire was made worse as fire engines could not access) - suggest double yellow to preserve access.</p> <p>5. Essex Street - SEB substation requires 24/7 access which is has via the zigzag lines currently - this is a lease requirement and statutory one I suspect. Suggest a double yellow line to preserve access at all times. Other local Sub Stations (Hurst Street ) enjoy this level of access.</p> <p>6. Essex Street - disabled space outside 34 has been redundant for many years and was there for a past resident. Virtually disappeared and no longer in use as such. Suggest - removal to provide additional space.</p> <p>7 Charles Street - lack of passing space of sufficient size half way down - suggest longer area of double yellow line at mid point.</p> <p>8. Hertford Street - school building access double yellow line replacing zigzag not long enough for existing school type use - extend the double yellow lines towards Barnet Street.</p> <p>9. Percy Street - car parking on plot seems to be widespread - check all is covered to prevent car parking in front of offstreet spaces.</p> <p>10. Enough parking spaces for Magdalen Road residents?</p>
(69) Resident, (Oxford)	<p><b>Support</b> - We need more evening parking on Hertford Street. I request residence parking permit to be required from 8:30am to 6:30pm and NOT (as proposed) from 6:30pm to 8:30am. The current proposed solution would prevent any evening visitors!</p> <p>Also you need to remove the zigzag section that is in front of the old school on Hertford Street now it is no longer a school and has been sold. It shouldn't have zigzag lines in front of it any more. I am surprised the details of this plan don't match the markings painted on the street by your team in preparation for the consultation which clearly crossed-out the unneeded zigzags.</p> <p>A maximum of 50 visitors permits per annum is too few - you cannot even have one visitor per week. I have to have regular visits from health professionals to aid me with my disability so I currently would not be able to have a weekly visit or any other visitors if there are no available timed-parking bays.</p>
(70) Resident, (Oxford)	<p><b>Support</b> - <i>No comment</i></p>

(71) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(72) Resident, (Oxford)	<b>Support</b> - I live on Iffley Road. The previously imposed CPZ's now make parking in the surrounding uncontrolled areas utterly impossible for residents. The proposed 3 hour waiting time outside my property seems reasonable, given the proximity of businesses. The now almost unused Daubeney Road parking area should also be changed to a two or three hour waiting time, as should any spaces on the Magdalen Road. The previous plan, which left the spaces on the Iffley Road unrestricted, was utterly unreasonable.
(73) Resident, (Oxford)	<p><b>Support</b> - I live on Magdalen Road. I fully support the proposal to introduce a CPZ, and also proposals to extend CPZs to cover other areas of the city.</p> <p>The specific proposal for Magdalen Road South Area could be improved by better addressing some of the reasons people choose to own a car rather than using other forms of transport:</p> <ul style="list-style-type: none"> <li>* There should be no parking permitted whatsoever on Iffley Road at any time of day. It's a major arterial route into the city and cannot afford for a third of the width of the road to be used as a car park. It slows buses down, and makes cyclists feel in danger.</li> <li>* Iffley Road, if free of parked cars, could support a segregated bike lane in each direction.</li> <li>* Turn at least one of the proposed parking spaces per street into secure parking for bikes, particularly cargo bikes.</li> <li>* Have you talked to Co-Wheels (and potentially other operators) about whether there's a desire for more car club bays?</li> <li>* To incentivise usage, car club cars should be allowed to park anywhere in any CPZ in Oxford without being subject to the normal restrictions.</li> </ul> <p>I think a second permit per property should cost a lot more than the first one, similar to the way additional visitor permits are charged. I recognise there are a lot of HMOs in this area but it is a Victorian suburb not designed for car ownership; we have to acknowledge that there is not space for each house to have two cars.</p> <p>Additionally, I hope the council is prepared to spend the resources to take enforcement seriously, particularly of the 'No</p>

	Waiting' restrictions which are so often completely ignored by people parking up to go to the local shops.
(74) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(75) Resident, (Oxford)	<b>Support</b> - I really hope they will introduce a controlled parking zone in Howard street . Every evening I always find hard find a space around my house . Most of the cars are parked on the street and I am sure they do not need to be parked there,untaxed veichle and also a lot of cars waiting especially at night time.
(76) Resident, (Oxford)	<p><b>Support</b> - When the original consultation was done, we were not too fussed about making Howard Street a parking zone. But in the last couple of years since then, it has become a nightmare to park our own car anywhere on our street. The street is clearly being used by people who are commuting into town, leaving their cars all day, whilst residents struggle to unload their children, shopping etc and park anywhere near their homes.</p> <p>We would now strongly support a residents parking area, and the strict enforcement of the rules accordingly, especially with the student block going up and in place from September. We knew when we moved into a street of Victorian terraced properties that parking would probably not be straightforward, but it really is making life difficult now. Thank you for organising this, we will keep our fingers crossed for residents parking asap.</p>
(77) Resident, (oxford)	<b>Support</b> - In support of a Monday to Saturday 8-6.30 two hours parkibg, will also help a one way system for the roads perpendicular to Cowley road (Divinity road etc)
(78) Resident, (Oxford)	<p><b>Support</b> - Generally I think the scheme is needed, as parking has become increasingly difficult in this area since the surrounding CPZs were introduced, and will be impossible if the Dorothy Wadham building students start parking cars in the surrounding streets.</p> <p>Objections/comments The proposed 2-hour parking at the north end of Sidney Street will become unavailable for a considerable time, as there is a planning application in for extensive building works at that end of the road. At the south end, 91 Percy Street has been rebuilt to provide two off-road parking spaces, so I would suggest putting some 2-hour parking spaces there.</p>

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	<p>I think the plan needs more 2-hour spaces, to allow for visits to local shops and businesses, visits from tradesmen to do small jobs, cat feeders when owners are on holiday, etc. but still prevent all-day parking by commuters.</p> <p>The limit of 50 visitors' permits per year is too low, as I have stated often in previous rounds of consultation. Why can people not buy additional permits if they need them, as happens in other cities?</p> <p>The list of exempt vehicles must include those of carers and medical staff. I know of at least one neighbour who relies on twice-daily visits from home carers and regular visits from the district nurse. I expect there are others.</p>
(79) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(80) Resident, (Oxford)	<p><b>Support</b> - Parking in East Oxford is frustrated by commuters parking in side streets when they go to work in Oxford. It is very difficult for residents and their visitors to park outside their own homes. Even worse Taxi firms are always parking in my street.</p> <p>Recently traffic wardens have been parking their car outside my house while they go to work! They stop me parking outside my house because their car sits there all day while they are at work. Ironical?</p>
(81) Resident, (Oxford)	<p><b>Support</b> - The current situation regarding parking in the area (I am a local resident) has reached a critical point, whereby it poses a danger to those who live here, in that larger emergency service vehicles would be unable to quickly access many of the streets in the area.</p> <p>Apart from this serious issue, parking is always difficult, cars parked are often damaged due to overcrowding, and vehicles are often left in ridiculous places, either blocking the pavement or the road - and often both.</p> <p>The CPZ is needed AS SOON AS POSSIBLE</p>
(82) Resident, (Oxford)	<b>Support</b> - The parking situation is out of control on Charles St, Catherine St and the surrounding streets like Hertford St, and I notice that a higher number of people are parking on my road (Charles St) who are not residents, because of the controlled parking zones that have been put into effect around us.

	<p>I have 2 queries:</p> <p>1) When you specify "parts of" Charles Street and other streets, how will we know which parts. I live at 107 - am I within the CPZ? I hope so, otherwise my section of the road will become even more congested.</p> <p>2) The charge of 60 GBP per annum - could you outline what this fee covers please? It seems high given the number of permits available on the street and the fact we will still be parking on the curb.</p>
(83) Resident, (Oxford)	<b>Support</b> - As a resident, I am constantly frustrated by the inconsiderate parking in this area, and the sheer number of cars packed into the street. This situation urgently needs fixing, and I am glad this is going ahead.
(84) Resident, (Oxford)	<b>Support</b> - Pleased at the introduction of a CPZ, but disappointed that we will have to wait for the introduction of one in Cricket Road. On reflection, happy that Cricket Road has been excluded from this zone due to the likelihood of Howard St residents parking in Cricket Road to avoid getting into the one-way system, so would have preferred both zones to be implemented at the same time to prevent this.
(85) Resident, (Oxford)	<b>Support</b> - I generally support the proposed CPZ because parking on our street has recently become very difficult. However, I would like to see more visitor parking. 50 permits is not enough and I think the 2 hour bays should be free for general parking in the evenings and at weekends so we can have visitors then. If bays are marked on the pavement, which I understand may need to be done to let traffic through, the council must ensure there is enough space for prams etc to get down the pavement and enforce cars park in the bays. On Hertford Street, I would like clarity about what's going to happen with the current zig zags outside what was the school. Will this become parking? That's not what is currently marked out on the pavement.
(86) Resident, (Oxford)	<b>Support</b> - As a resident if Howard street, this is a great idea! Parking is a nightmare.
(87) Resident, (Oxford)	<b>Support</b> - I strongly support this proposal. We should be doing all we can to discourage people from bringing their cars into the city. Currently people use Charles Street, where I live, as a park and ride for work. And since the Iffley Fields side of the Iffley Road streets have had a CPZ introduced, the problem of people parking here to go to work has noticeably worsened. Non-residents also drive very fast down the street, which given the number of families who live here, is a



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	<p>worry. With the Wadham building opening in September 2019, unless there is a CPZ in operation, lots of students will bring cars and it will be impossible to park on the street at all.</p> <p>I understand that users of St Alban's Church Hall will be objecting to these plans. However, if there is a CPZ they will still be able to park for a limited time and hopefully it will encourage more people to walk, cycle, or use public transport. I do not expect to be able to park outside my house - it is a public road after all. However with a 2-year and 1-year old, and a husband with a brain tumour, it would be good to park somewhere close, especially when bringing home shopping. I very much hope the CPZ goes ahead as soon as possible.</p>
(88) Resident, (Oxford)	<b>Support</b> - As a resident I feel that controlled parking is required
(89) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(90) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(91) Resident, (Oxford)	<b>Support</b> - <i>No comment</i>
(92) Resident, (Oxford)	<p><b>Support</b> - As a resident of Percy Street, I support the introduction of a CPZ in the Magdalen Road South area. But I think the plans for changing parking in the area should be much more extensive – Charles Street and Howard Street are similar roads which have been made one way with parking provided only on one side of the road at any point. This allows space for trees, wider pavements and a much more pleasant environment. Please consider doing the same for Percy Street. It's currently a very unpleasant street with the cars taking up most of the pavement on both sides of the road which is ridiculous. Pedestrians often have to walk down the middle of the road, it's often difficult to get my bicycle into my hose because there are tow vans blocking my gateway, and it's generally very unpleasant. It seems absurd to give cars so much priority at the cost to everyone's environment.</p>

(93) Resident, (Oxford)	<p><b>Support</b> - The lack of space for a wheelchair or a pram on Percy St footpaths due to care parking is fairly shocking.</p> <p>Can Percy St have extensive on-street parking and be a liveable, humane, green, child-friendly, bike-friendly, disability-friendly street? I don't think so.</p> <p>The controlled parking zone is a small step in the right direction. But I'd like to see the council thinking bigger about improving our street. For example, proper wide footpaths and parking on one side only would be a good next step. Blocking the access onto Magdalen road for cars to make the street a cul-de-sac would be another. Adding green patches / trees like on Charles Street would be great too.</p> <p>We want to live on green, healthy, welcoming streets, not a dangerous and ugly carpark. Make bold, ambitious changes!</p>
(94) Resident, (Oxford)	<p><b>Support</b> - Parking is a huge problem in this area - I support this proposal without hesitation.</p>
(95) Resident, (Oxford)	<p><b>Support</b> - Living on Magdalen Road as part of a 1 car family, parking is often extremely hard to find, especially in the evenings during University term time. This has forced us to park in areas where we've had our car damaged and vandalised. Both myself and my wife have talked about the benefits of a CPZ, and both of us strongly support its implementation. We think it would be a great benefit to us and other similar family households living in Magdalen Road South. I also deem it especially important given the future opening of the Wadham College residence on Iffley road.</p>
(96) Resident, (Oxford)	<p><b>Support</b> - I am in full support of the proposed CPZ of Magdalen south area proposal. I am also all of the proposal introduction of CPZ in Ridgefield Road. We have witnessed a massive change to our street with the now run down look of our road. With multiple rental properties &amp; excessive cars parked everywhere &amp; even on corners of adjacent roads.</p> <p>I hope my road also has CPZ introduced as soon as possible And that the property owners not the landlords actually living on my road respond in a similar fashion.</p>
(97) Resident, (Oxford)	<p><b>Support</b> - I am very much in favour of the proposed controlled parking zone in Magdalen South area. However, I have noticed that when this was recently implemented in the nearby Iffley Fields area, the sign posts used to denote it stood out too much and were a detriment to the Victorian properties character of the streets. The consultation paperwork</p>

	appears to make no reference to sign placement. I would prefer if the CPZ signs were made as discreet as possible, placing them in front garden walls instead of high posts when feasible.
(98) Local Church, (Oxford)	<p><b>Support</b> - of the opinion that the CPZ will be of benefit to existing chapel users. Our preference is that a good number of 2-3hr spaces should be installed locally to allow for short term use of this and other local facilities. This appears to be the case in the draft plans. We are unsure if the current proposals have sufficient temporary spaces for all the Business and Community uses locally - 41a/ St Albans Hall/ Pegasus Theatre to ensure that uses can be maintained, and all thrive alongside the café and restaurant businesses locally.</p> <p>Overall, we would like to reiterate our support for the introduction of the proposed CPZ and ask that our current use and proposed development of the Irving Building could be accounted in the introduction of the scheme. Although we are without a planning application at present, we are aiming to bring this building back into full use in due course, and therefore hope that its proposed use can be factored into the CPZ calculations.</p>
(99) Group/Organsation, (Oxford)	<p><b>Support</b> - There are a number of anomalies that needs resolution to help/make the CPZ work as well as ensure safe and accessible locality:</p> <ol style="list-style-type: none"> <li>1. New Houses adjacent to 299c Iffley road and behind the existing substation need to be included within the boundary - current boundary excludes them</li> <li>2. Essex Street - no passing spaces for cars coming from either end</li> <li>3. Essex Street - no 43 Garage has a parking space shown across entrance on the plan Suggest double yellow in front of 43 and extending to 41/45 to allow access to garage and a passing space.</li> <li>4. Essex Street - Double Gate school access is blocked by a proposed parking space - this access should be retained for emergency access (1991 fire was made worse as fire engines could not access) - suggest double yellow to preserve access.</li> <li>5. Essex Street - SEB substation requires 24/7 access which is has via the zigzag lines currently - this is a lease requirement and statutory one I suspect. Suggest a double yellow line to preserve access at all times. Other local Sub Stations (Hurst Street ) enjoy this level of access.</li> <li>6. Essex Street - disabled space outside 34 has been redundant for many years and was there for a past resident. Virtually disappeared and no longer in use as such. Suggest removal to provide additional space.</li> <li>7 Charles Street - lack of passing space of sufficient size half way down - suggest longer area of double yellow line at mid point.</li> <li>8. Hertford Street - school building access replacing zigzag not long enough for existing school type use - extend the double yellow lines towards Barnet Street.</li> </ol>

	<p>9. Percy Street - car parking on plot seems to be widespread - check all is covered to prevent car parking in front of offstreet spaces?</p> <p>10. Enough residents spaces for Magdalen Road residents?</p>
(100) Resident, (Oxford)	<p><b>Support</b> – I have no objection to the introduction of a CPZ for Magdalen Road South to Howard Street, as it is an inevitable consequence of existing CPZs in adjoining areas of East Oxford.</p> <p>It appears to be the case that the snort-stay parking bays for 2 or 3 hours in, and near, Charles Street are not overly long in linear terms. This is likely to be difficult for the odd-job person with a small-scale business who needs to get awkward and/or heavy equipment near to a specific property to undertake their job that may only take under an hour. I understand that it would be more acceptable to a larger scale firm/contractor undertaking short or long term projects to make application for parking permits, but this might seem onerous to the small scale enterprise. As I do not own a car, and am the sole occupant of my house, I do not think it reasonable for me to hand out 24 hour visitor permit for a very short amount of time, when the number of annual permits allocated is limited.</p>
	<b>Support with Concerns</b>
(101) Local Nursery School, (Oxford)	<p><b>Support with concerns-</b> An overall comment: We strongly support the proposals for CPZ in the vicinity of the school and are pleased to know that road immediately in front of the school will be marked with double yellow lines.</p> <p>A question: We are very concerned about having enough parking spaces for our staff. We are the only school directly affected by the proposal. With over 200 children and nearly forty staff, our LA maintained school is a key provider of early learning and children places in East Oxford. Although we strongly encourage and support walking, cycling and use of public and shared transport, we still have twelve staff who live at distance and so rely on car transport. We have no school car park but have negotiated use of six spaces in an adjacent site. This leaves us requiring six places for other staff. Given our unique and important role in our public service, what is the best arrangement can we make for the six essential spaces?</p>
(102) Resident, (Oxford)	<p><b>Support with concerns</b> - It's been unbearable for some time and is sorely needed. I often have to park at least 10 minutes from my home. The situation at present simply isn't sustainable, so I'm glad this is finally being proposed.</p>

	<p>I only have two objections.</p> <p>1) why does this not include Ridgefield road? Part of the reason for the lack of spaces is because Mr Farooq and co run their huge property empire from there. It results in at least 8, often more, large vans parked there at any one time. Imposing a cpz in this area too will encourage them to get a proper base of operations rather than taking up an entire street with their work vans. It's not as if they can't afford a dedicated unit or warehouse. It wouldn't make sense to impose the restriction on Magdalen / Howard / Essex etc without also including Ridgefield road, which is equally difficult to park in (regardless of landlords and their vans) and it runs between Howard Street and Magdalen road just like the other streets do.</p> <p>2) is £60 a year really necessary? This is more than a garden waste bin. It seems like you'll be making a tidy profit when all is said and done. It seems a little excessive of a price. Obviously I would prefer it to be cheaper... But it could be a price worth paying I suppose.</p> <p>The overall the idea is sound and desperately needed. I fully support the idea with the exception of the two objections listed above.</p> <p>Again I would urge you to seriously consider including ridgefield road within the cpz. It doesn't make sense not too!</p>
(103) Resident, (Oxford)	<p><b>Support with concerns</b> - While everyone sees the need for disabled parking, there is a problem with the number of old, extinct badges still being displayed.</p> <p>In Sidney Street we have two such notices. The person in question died many years ago. On nearby Percy Street, right hand side of the road, going towards the Iffley Rd there is the same situation.</p> <p>As there is such a chronic lack of space this kind of what amounts to petty fraud is very unfair.</p>
(104) Resident, (Oxford)	<p><b>Support with concerns</b> - would like to respond in support of the CPZ but I would like to feedback that there are many properties on Percy street that have a drive. I believe these properties should not have permits. If they were allowed that will mean some houses have 4 spaces- 1 on the drive, 1 in front of their drive and 2 on the street. There are many students on the street who already take up many spaces.</p>
Neither/Concerns/Other	

(105) Resident, (Oxford)	<p><b>Neither</b> - I am not intrinsically against a CPZ for this area. But I am dissatisfied with the proposal in its current form in two respects.</p> <p>1) The principal stumbling block is the intention to introduce pavement parking on the east side of Silver Road, a street where such parking is not currently needed. This feature was also in the two previous CPZ proposals for the area. Objections were made by me and others to those proposals on the grounds of the undesirability of introducing pavement parking. It is disappointing to find that those objections were not listened to and no solution has been found in the interim.</p> <p>At the public meeting where the decision was made not to enact the previous CPZ proposal, officials admitted that the CPZ scheme was regrettably inflexible. Surely the solution is to enable flexibility within the scheme. Why has this not been done in the intervening years? The scheme should be designed to fit the streets not the other way around.</p> <p>Given the high number of vehicles now regularly parking in Silver Road, there is something to be said for a CPZ. But it should improve the road not spoil it. Introducing pavement parking where it does not currently exist spoils the road.</p> <p>2) A minor problem with the current proposal concerns residents, like me, who do not own a car but who from time to time hire one. Under the proposed scheme, they would only be able to park hire-cars outside their houses using visitor-permits, thereby reducing the effective number of their visitor permits. A way must be found within the scheme of enabling residents who use hire-cars to serve their transportation needs to park these vehicles in the street within a resident's-permit allowance and without eating into the visitor-permit allowance.</p> <p>Each of the streets in this area has its own character and needs. Unrolling a one-size-fits-all CPZ scheme will not serve these needs and will damage the area. Please revise the scheme and formulate a proposal that really serves the area.</p>
(106) Resident, (Oxford)	<p><b>Neither</b> - I strongly object to the inclusion of pavement parking in Silver Road in this proposal. The road is wide enough to make it entirely unnecessary. Pavement parking creates danger and inconvenience for pedestrians trying to use the pavement - especially children (and there are plenty in the street), pram users, wheelchair users. Pedestrians are forced to walk in the road (Essex Street is a particularly bad case), especially on bin collection days.</p> <p>If pavement parking (in Silver Road) were removed from the proposal, I would support it.</p>

(107) Resident, (Oxford)	<p><b>Neither</b> - The Council website states that one of the intended purposes of the proposed parking zones is to contribute "to road safety and improvements to the street environment" by ensuring "cars are not parked in inappropriate or unsafe places". I see nothing in the proposal which will address this issue. It mentions that some parking over parts of the footway will still be allowed. It does not include provision for how this will be regulated to ensure that people with walking frames, wheelchairs, visual impairment, guide dogs or pushchairs will be guaranteed safe passage along footways. Will the on-footway parking be marked out with lines as per Magdalen North CPZ?</p> <p>The parking zone proposals do nothing to address blockages to the pavements caused by people parking in their front garden areas with portions of their cars blocking the pavement on the non-roadside part of the pavement.</p> <p>The proposal also fails to address the existing extremely unsafe footways caused by people lowering sections of the footway to allow them to easily access their gardens for parking - in particular along Percy Street. This constant up-and-down camber along parts of Percy Street renders the pavement DANGEROUS for wheelchair users. This problem may be further exacerbated by an increase in the numbers of households lowering the pavements to facilitate parking in their front gardens to avoid paying the permit fees.</p> <p>The proposals allow free visitors permits for the over 70s. What about permits for disabled residents and Blue Badge entitled residents? People with disabilities often require more frequent visitors throughout the daytime, for professional care, personal care and social interaction. Our household is under 70 years old and we do not have a car. My husband has a Blue Badge for use if we go out in someone else's car. Under to the rules of use for the Blue Badge scheme, visitors to our house are not entitled to use the badge in their cars to allow for parking. The effect of the proposed scheme will be to further isolate vulnerable people in our neighbourhood.</p> <p>The details of the "visitors permits" section of the scheme is unclear as to whether the 50 days worth of permits applies per household or (as with the parking permits) per adult in the household (to a maximum of 2 adults). This needs to be clarified.</p>
(108) Resident, (Oxford)	<p><b>Neither</b> - My household is one of several in the area who do not have a car. Somehow that option is not mentioned in the consultation. Given how much we have helped the parking situation over the years, I would like to make a case for some extra 'perks' for car-free households like ours. I do drive occasionally and might find that I would have to use visitors' permits for myself, and thus have fewer for actual visitors who drive. In order to encourage less car ownership, in line with County Council initiatives around low carbon living and the recently declared climate emergency, would the Council like to support our continuing efforts with, for example, more free visitors' passes?</p>

	<p>I am also very concerned that streets like ours lucky enough to have front gardens will get even more concreted over, as people flout the spirit of the CPZ by covering over yet more green space. Can the Council ensure that those who do so still have to pay for the parking space that they are actually using in front of their house? The old-fashioned techniques of using slabs can and have been easily reversed around here, but the new methods are much more likely to be permanent and lead to further issues with drainage and excessive heat, plus lose yet more space for flora and fauna.</p>
(109) Resident, (Oxford)	<p><b>Neither</b> - I appreciate that local residents often find it difficult to park here, and the Wadham college development adds to the pressure. So there is good reason to introduce a CPZ. However, the plans seem to reserve all the space for residents after 6.30. Surely the Council wants to encourage local social and cultural life? Why not allow evening visits by car to The Gladiators, Pegasus and other local venues (not to mention private homes - fiddling around with permits is a considerable hassle)? Some of the people who want to come find it hard to do so on public transport, and yet do not qualify for blue badges. I myself had to abandon a proposed visit to SJE on Iffley Road because the new CPZ nearby makes it too difficult to park. Can't the restrictions start after evening activities have ended?</p>
(110) Resident, (Oxford)	<p><b>Neither</b> - The controlled parking zones just push the parking problems from one area to another. The part of Boundary Brook Road which runs parallel to Howard Street has suffered additional parking since the Iffley Fields Parking Zone was introduced. The Magdalen Road South Area zone will make the situation worse. Why not include Boundary Brook Road, Quartermain Close and Pipkin Way in the scheme so that all residents in the Magdalen Road South Area will have somewhere to park.</p>
(111) Resident, (Oxford)	<p><b>Neither</b> - The tick box above does not include an option for my comments. I do support Controlled Parking Zones and for the people included in this proposal I am pleased that It's coming to fruition. However I am distressed to learn that it does not include Ridgefield Road. I cannot recall being informed during the consultation that some roads had been dropped from the scheme. I have waited patiently for this CPZ to happen during which time parking and safety issues have worsened. To turn corners into Ridgefield road it is not uncommon to have no view of oncoming traffic and having to do so 'blind' just trusting that others will be aware of vehicles coming out of side streets. I have witnessed pedestrians frequently having to walk in the road as vehicles are parked on the paths and completely around corners. When the new CPZ comes into force this will have the effect of pushing even more vehicles to try parking in this road and its side streets and corners. I urge you to bring forward the consultation on CPZ for Ridgefield Road and others as mentioned in your communication to occupiers Ref CM/12.6.320MagdalenSouth CPZ.</p>



(112) Resident, (Oxford)	<b>Neither</b> - As a household in the area who have no car but regularly use hire cars (as well as car club cars in the area) for personal and business use there is not suitable provision for this. Visitors passes will not be available for a sufficient number of days to cover regular use of such vehicles requiring to be parked outside a home overnight and as the car used will vary each time we cannot utilise the standard residents parking passes. Are we to assume that the council would prefer us to clutter the roads up and impact more negatively on the environment by purchasing two new cars in order to be able to park outside our house rather than enable us and other residents who similarly make use of a vehicle only as and when they need it to park at their residences overnight on these occasions? This is a very retrograde step which fails abysmally in supporting residents in their efforts to make small changes to help with local sustainability initiatives. We would very much appreciate a response on how you will enable us to be able to park when we need to on our street in this circumstance?
(113) Resident, (Oxford)	<b>Neither</b> - I have an off-road parking space, and no car!
(114) Resident, (Oxford)	<b>No opinion</b> - I want to ensure that the provision of the CPZ does not block access to the front drive way of 104 Percy Street (I am the owner) - it was unclear from the diagram and I believe the area in front of the drive way should be marked as no parking if possible.
(115) Group/Organisation, (Oxford)	<b>No opinion</b> - I have had numerous enquiries re the cpz. It would be beneficial to us to have limited designated parking for users of the church or a few parking permits we could issue to hall users.
(116) Local Church, (Oxford)	<b>Concerns</b> - The first thing to say is that as a congregation we are very grateful for the fact that there are 3 hour slots along the Charles Street and Catherine Street sides of the church. Most of us are local but there are some older members of the congregation who have no option but to drive the quite short distance to church, and there are a small number of worshippers who come from out of the area. Occasionally there are larger number of visitors for baptisms etc, but I am hopeful that the number of shared parking spaces available in the CPZ as a whole will mean that these visitors can always find somewhere reasonably local to park. I think that the number of shared spaces alongside the church (about six I estimate) will normally be enough for our purposes. Thank you very much for thinking proactively about our needs as part of the community.

	<p>I am not quite so sure how things will work for all of our church hall users. The hall is very much part of what we try to do for the community. I think that for most users three hours of parking will be sufficient, but I think that some organisers of (as supposed to participants in) hall activities may need a little bit more than three hours. Please don't let anything I have said on behalf of the congregation over-ride any representations you may have had from any other users of the hall. We fully support the principle of the CPZ but obviously want things to work well for all those who use our facilities. What would be the appropriate actions for someone running an activity at the Hall for more than three hours? Should they simply move their car to another shared parking space?</p>
(117) Resident, (Oxford)	<p><b>Concerns</b> - . I support the proposal but my concern is once the proposal start ( controlled parking) all the vehicle will pushed towards South side of Ridgefield and cricket Road ( I mean other side of Howard street and towards Regal Community centre).</p> <p>There for I am proposing if you could include the whole of Ridgefield road and cricket road under the control zone will be good for the resident for these road. As we know there are lots of students live in this area they will park cars where ever they can to park.</p> <p>I hope the panel will consider my proposal and include whole Ridgefield Road and cricket road for controlled parking zone.</p>
(118) Resident, (Oxford)	<p><b>Concerns</b> - I am very concerned that the occupant of number 20 Sidney Street. Both properties have a single white line painted on the road outside the property and both properties display unofficial disabled parking signs.</p> <p>The white lines and disabled parking signs are no longer relevant. They are historic, relating to many years ago when a disabled lady resided there. Sadly, she died many years ago.</p> <p>I would ask that as part of the highways exercise to implement the CPZ in Magdalen road/Howard Street your department review and remove these parking restrictions. Parking space is in short in this area.</p>
(119) Resident, (Oxford)	<p><b>Concerns</b> - There is real and growing concern amongst Silver Road residents about the implications for pedestrians, disabled and wheelchair users (which includes at least two of our residents) and families with children of allowing cars to encroach onto the pavement. The pavements in Silver Road are narrow enough as it is when compared with other streets and when on occasion a non-resident decides to park their car on the pavement, it has the effect of forcing pedestrian traffic, including children, buggies and wheelchairs, out into the street. A 900mm walking width would be</p>

	<p>questionably adequate (especially for wheelchair users) even without the added obstacles of overhanging hedges, bins and street furniture which further compromise this width. The result, if this is introduced, will be a direct loss of accessibility and amenity. The Council cannot responsibly take a view that matters such as bins are 'out of their control' - it is for them to consider the knock on implications for amenity and accessibility of any scheme they introduce. In any event I have also measured the car to car running width in the street at several points in the last two weeks and it more or less already 3m. I have also talked to ambulance and refuse truck staff who have advised that the main problem in Silver Rd is a) cars parking too close to junctions, and b) poor parking standards (in that order). Once they have turned into the street, the running width is only an issue if someone has parked poorly.</p> <p>All of these matters would be amply and adequately addressed by the demarcation of bays to ensure cars park hard against the kerb (as responsible residents do already) and that the standard of parking is good (i.e. any cars not strictly within bays are ticketed - incidentally what measures are being introduced to ensure enforcement?).</p> <p>I do not accept that there is a sustainable case for the significant harm to residential amenity and accessibility that enforced pavement parking would introduce. Everyone - emergency services, refuse and residents - has managed adequately for years, and such problems as there are can be solved without recourse to this. There is a clear correlation between inconsiderate or poor standards of car parking and student car ownership and it is student car ownership that has always been the problem in ours and neighbouring streets. We welcome that part of the CPZ that seeks to address this, but we reject that it should come at such a cost to our recreational amenity and accessibility. Forced introduction of pavement parking into streets where it has never been the norm (as opposed to e.g. Essex Street where it is standard and accepted) is not justified and we ask the Council to revise the proposals such that bays are demarcated within the carriageway and up to the kerb, not encroaching on the pavement.</p>
(120) Resident, (Oxford)	<p><b>Request</b> - - we live at 284 Iffley Rd, and requested visitors permits for Iffley Fields CPZ when that went operational (Oct/Nov 2018)</p> <ul style="list-style-type: none"> <li>- we were informed that this was not possible, as our property is not included in that CPZ</li> <li>- after some correspondence, we were advised to make a formal request to be included in Iffley Fields CPZ when the consultation for Magdalen Rd South opened</li> <li>- and so this is what we are now doing - we are requesting to be included in the Iffley Fields CPZ please.</li> </ul>
(121) City Councillor (Iffley Fields)	<p><b>Concerns-</b> My understanding was that the CPZ is proposed for all streets in this wedge, right up to Cowley Road, so including all Howard Street, Ridgefield Road 1 - 59, Cricket Road 2 - 24, Whitson Place and Leys Place. If these are left</p>

## CMDE4

	out of consultation now, many of the residents in those streets will not be happy, due to increased displacement if this plan goes ahead. They get displacement from roads such as St Mary's Road.
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### Appendix 3 – Parking survey (November 2017) Summary

Road	Time						
	04:00	08:00	10:00	12:00	14:00	16:00	18:00
Abbots Wood East	13	2	1	1	1		3
Abbots Wood West	9				2	3	2
Acre Close	4	3	3	2	2	3	1
Atkyns Road	11	3	7	7	7	7	3
Awgar Stone Road	7	7	6	8	4	4	3
Blackstock Close	17	14	13	11	11	9	13
Bonar Road	14	9	10	10	10	11	13
Bracegirdle Road	16	10	11	14	10	15	17
Broad Oak	24	13	10	13	19	18	17
Calcot Close	24	8	6	5	5	2	1
Chillingworth Crescent	40	33	24	24	28	27	41
East Field Close	14	15	14	11	12	13	8
Godfrey Close	1	1	1	1	1	1	2
Holland Place	10	12	8	7	10	9	12
John Lawrence Place	2		3	3	1	1	
Leiden Road	68	72	79	69	62	67	65
Long Close	13	7	4	5	5	5	
Masons Road	47	37	42	43	43	42	39
Meyseys Road	9	9	8	8	9	7	8
Nether Dunford Close	3	9	9	9	7	7	8
Nuffield Road	19	14	21	25	25	23	20
Old Barn Ground	5	3	2	2	2	3	3

Palmer Road	28	18	25	24	23	24	20
Pauling Road	25	43	35	37	36	34	29
Peppercorn Avenue	7	4	5	9	3	3	3
Pether Road	12	9	10	11	9	8	8
Pickett Avenue	4	4	4	6	3	2	3
Rede Close	12	7	5	5	6	5	4
Stansfield Place	14	7	6	6	3	2	6
Stubbs Avenue	10	10	8	6	5	8	9
Three Fields Road	18	16	17	16	14	15	14
Titup Hall Drive	18	26	35	29	27	23	14
Troy Close	7	4	3	2	2	2	5
Wood Farm Road	72	42	46	41	41	36	36
<b>Totals</b>	<b>597</b>	<b>471</b>	<b>481</b>	<b>470</b>	<b>448</b>	<b>439</b>	<b>430</b>

Division(s): Jericho & Osney
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## **CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019**

### **OXFORD - GEORGE STREET/HYTHE BRIDGE STREET/WORCESTER STREET JUNCTION – REVISED AMENDED JUNCTION LAYOUT AND PEDESTRIAN & CYCLE PROVISION**

**Report by Director for Planning & Place**

#### **RECOMMENDATION**

1. **The Cabinet Member for Environment is RECOMMENDED to approve the revised design for the George Street/Worcester Street/Hythe Bridge Street junction and the necessary changes to the Traffic Regulation Order governing traffic movements as advertised in May and June 2018.**

#### **Executive Summary**

2. As part of the Local Growth Fund Connections to Oxford Station project, proposals for improvements to the George Street/Hythe Bridge Street/Worcester Street junction in the centre of Oxford including changes to Traffic Regulation Orders (TROs) were consulted on formally last summer; the results of that consultation were reported to the 12 July 2018 Cabinet Member Decisions (Environment) meeting. The design consulted on last year is at Annex 1.
3. At that meeting, the Cabinet Member for Environment decided not to approve the changes to traffic movements in order that officers could consult key stakeholders on further improvements to the detailed design in the light of the consultation responses and the outcome of the Road Safety Audit process.
4. Officers were also asked to consider the implications of the Botley Road corridor study and the Phil Jones Associates report for the design and specification of the scheme. This has now been done and the improvements to the scheme layout made. Key stakeholders have also been given the opportunity to comment on this. The improved design can be seen at Annex 2. Approval is now sought for the amended TROs and improved junction layout.

#### **Background**

5. The council's adopted LTP4 seeks to encourage more use of sustainable modes of transport and the improvements to the George Street/Hythe Bridge Street/Worcester Street junction set out in this report are intended to support this aim. The junction was changed in 2014 to facilitate traffic diversions during the construction of the improvements in Frideswide Square and to allow - in the finished scheme - some traffic to avoid Frideswide Square, which traffic modelling at the time indicated was necessary to the overall functioning of the network in the area.

6. The new layout of Frideswide Square has now been in place for three and half years and has performed better than expected in terms of traffic flows. Meanwhile, the George Street/Hythe Bridge Street/Worcester Street junction layout has proved to be unpopular with users, especially pedestrians and cyclists. In particular, concerns have been consistently raised about the comfort and safety of cyclists making the “straight on” movement from Hythe Bridge Street to George Street and about the amount of time that pedestrians have to wait before a green man crossing phase is shown.
7. Given that Frideswide Square has performed well since the opening of the new layout in December 2015, it is no longer considered as important to allow some traffic movements to and from north Oxford to avoid Hythe Bridge Street. Along with the reported problems for pedestrians and cyclists, and the fact that the immediate approaches to the junction are regularly congested (with associated delay to buses) it was considered appropriate to review and consult on changes to the junction design.

### **Improvements to the junction design**

8. Changes to the junction design were consulted on in the spring and early summer last year and a proposal was reported to the Cabinet Member for Environment on July 12. In the light of comments on the detail of the design, she requested that further work be carried out to improve the layout. This report updates the Cabinet Member on improvements to the layout and the feedback subsequently received from stakeholders. The improved design is at Annex 2.
9. A fundamental aspect of the improved design for which approval is sought is still for the junction to operate as two separate movements to reduce wait times overall for all users i.e. only Hythe Bridge Street to Worcester Street North and vice versa, and George Street to Worcester Street South and vice versa. This means that like with the design consulted on last summer, delays to all users at the junction will still be significantly reduced compared to the current arrangement. The aim is still to minimise physical changes, with very little of the 2014 construction needing to be removed.
10. A significant change to the design prompted by the consultation response last summer is the re-introduction of the pedestrian crossing across the Hythe Bridge Street arm of the junction. This was originally omitted to help maximise the efficiency of the new junction layout. Modelling has shown that even after it has been reinstated, the junction works much more efficiently for all users compared to the existing layout. It has also been possible to add Advanced Stop Lines (ASLs) for cyclists (with waiting reservoirs) on both Hythe Bridge Street and Worcester Street North approaches to the junction. Lead in cycle lanes have been added for all arms of the junction.
11. The island protected waiting area in between Hythe Bridge Street and Worcester Street North (the ‘teardrop’) and the waiting area between



Worcester Street North/South and George Street (the 'bowtie') have been retained in the improved design.

### **Benefits of preferred design**

12. In the preferred option, the teardrop provides a larger and better protected waiting area for cyclists travelling west to east into George Street - for when they are opposed by traffic moving from Worcester Street North to Hythe Bridge Street.
13. The cyclist ASL with waiting area in Hythe Bridge Street means that an early release green signal period for eastbound cyclists can be provided (indicated by the usual primary signal heads for all users and also separate low level cycle signal aspects). There will also be an early release green cycle period for westbound cyclists in George Street.
14. The early release for cyclists in Hythe Bridge Street means it will be easier to them to get across into the teardrop waiting area. For some at the front of the Hythe Bridge Street queue, it will mean they can get right across Worcester Street North into the bowtie waiting area. Whichever direction they are travelling in, cyclists emerging from the bowtie waiting area would need to give way to traffic (or any pedestrians using the crossings).
15. Detection equipment is proposed for both teardrop and bowtie waiting areas so that the all red period in the traffic signal phasing is given more time before the green man shows. This will allow cyclists still waiting in the teardrop and bowtie to proceed right through the junction unopposed by traffic.
16. As in last summer's design where the main traffic movements were separated out, the amended preferred design at Annex 2 will see wait times for all users significantly reduced. Queueing of traffic approaching the traffic lights in all cases will be reduced and as such, in Hythe Bridge Street and Worcester Street North, this should result in generally better conditions for cyclists as they approach the junction.
17. Compared to now, there should be a lot fewer incidents of pedestrians crossing at the junction when a red man is showing, as wait times will be significantly shorter than now. This is a very popular way for people to walk to and from the city centre and the rail station so it's very good that this part of the journey can be improved.
18. Whilst the outcome of a Road Safety Audit (RSA) has informed the latest design, an addendum to the audit is currently taking place to reflect comments received from the council's traffic signals team. It is, therefore, still possible that there may be some minor changes before the scheme is built, if approved. The RSA addendum was not complete in time for the writing of this report; officers will verbally report any significant findings of the RSA addendum at the meeting.

## Possible alternative option

19. In response to feedback from last summer's consultation, another alternative design option was carefully investigated in order to simplify the cycle movement from Hythe Bridge Street to George Street and give some more space for cargo bikes and trailer bikes in the bowtie waiting area. It involved separately running the Hythe Bridge Street to Worcester Street North and Worcester Street North to Hythe Bridge Street movements so cyclists travelling from Hythe Bridge Street to George Street could do so unopposed by traffic moving from Worcester Street North to Hythe Bridge Street. There would, therefore, have been no need for the first teardrop island protected waiting area.
20. Despite these possible benefits though, this alternative arrangement would have had a significant negative impact on all users (pedestrians and cyclists included) by increasing wait times compared to the improved preferred option. Indeed, congestion would not have been improved very much at all compared to the current very inefficient layout.

## Informal stakeholder consultation on preferred design

21. As requested by the Cabinet Member for Environment at the 12 July meeting last year, officers have carried out a targeted informal consultation with selected stakeholders including cycling, pedestrian and access groups and bus operators. This included Pedal and Post cycle couriers who had concerns about the implications of the design for its business. What follows is a summary of the main issues raised by the stakeholders about the junction design (the full responses to the consultation are available as background papers).
22. The **local county and city councillor**, Susanna Pressel was largely positive in her response to the consultation acknowledging that design changes had been made as a result of stakeholder comments made in the 2018 consultation. One concern she had was whether the teardrop waiting area is big enough to accommodate those making the manoeuvre into George Street in the morning peak period.
23. **Cyclox and Cycling UK's** joint response recognises that there are some aspects of the preferred design that represent an improvement compared to last summer's design. However, they object to the preferred design on the basis of a number of matters of detail, notably the limited size of the waiting areas and the difficulty for cyclists turning right from Hythe Bridge Street into George Street.
24. **Pedal & Post** cycle courier company restated their objection to the design that includes the teardrop island because their cargo bikes cannot fit within the waiting space area. It also suggests that in the light of the Phil Jones Associates city centre movement report it is premature to be making changes to the Hythe Bridge Street/George Street junction.

25. **OXTRAG** suggest that the bowtie waiting area may be used by pedestrians crossing diagonally from Worcester Street South to Worcester Street North and therefore potentially conflicting with cyclists. It also requests additional signal heads facing cyclists as they emerge from the “Bowtie” to help them know when to proceed safely.
26. Officer responses to these most significant concerns are as follows:

*Teardrop waiting island not big enough to accommodate cyclists:*

The teardrop island is bigger than the current waiting area. Because the new signal arrangements will reduce delays and wait times at the junction, most of the time, there should be fewer cyclists needing to wait in the island area at any one time. For some cyclists at the front of the queue in Hythe Bridge Street, the advanced green release will mean they can get right across Worcester Street North into the bowtie waiting area further reducing the pressure on the teardrop island space.

*Difficulty for cyclists turning right from Hythe Bridge Street into George Street:*

The straight on movement into George Street is effectively a right turn movement. Whilst it is impossible in design terms to completely eliminate this issue the improved design helps. The ASL reservoir with lead in lane allows cyclists a better chance of getting to the front of the queue of eastbound traffic in Hythe Bridge Street. Additionally, there will be an advanced period of green time for cyclists only to help with the right turn.

*Waiting areas cannot accommodate cargo or trailer bikes:*

There isn't enough space to do this without separately signalling the Worcester Street North to Hythe Bridge Street and Hythe Bridge Street to Worcester Street North movements. As set out earlier, this would result in fundamental disbenefits to all users including cyclists and pedestrians. There is an alternative route for these bigger bicycles to get to George Street – Park End Street/Worcester Street South – which is only marginally longer.

*Conflict between cyclists and pedestrians in bowtie waiting area*

The nature of the bowtie which includes kerbed islands and bollards should reduce the attractiveness of this route for pedestrians as well as ensuring they are aware that it is not a formal route. Pedestrians will be clearly visible to cyclists riding to and through the bowtie; this will help reduce the possibility of conflict.

*Additional signal heads needed for cyclists emerging from bowtie waiting area*

Officers do not believe that such additional signals are needed and in fact could result in cyclists taking less care in the event they see a green signal; they may fail to look out for traffic.

*Works at this junction premature ahead of implementation of Phil Jones Associates report recommendations*

Please see below.

27. Additional more minor matters of detail were raised which would be more appropriately addressed during the detailed design stage ahead of construction e.g. number and spacing of bollards, exact shape and height of islands, colour of the surfacing.

**Botley Road improvement scheme and Phil Jones report**

28. At the 12 July meeting last year, the Cabinet Member for Environment instructed officers to consider the implications of the Botley Road corridor study and the Phil Jones Associates report for the design and specification of the scheme.
29. One possible outcome of building the preferred option for the junction is that the rate of westbound traffic flow leading into Botley Road may increase during the evening peak, potentially worsening congestion. However, one of the key objectives of the Botley Road scheme is to improve outbound traffic flow and enhance bus priority which should address the possible negative effects of periods of higher rate of westbound traffic flow in the corridor.
30. Nevertheless, in the period after the delivery of this scheme and before the delivery of the Botley Road improvements, it should be possible to use the traffic signals in Worcester Street North to artificially slow the rate of flow of westbound traffic to some extent and for specific short periods of the evening peak to stop congestion from getting worse in Botley Road.
31. As regards the advisory Phil Jones Associate's (PJA) report, its recommendations have not been endorsed by the county and city councils but rather were intended to generate further debate about city centre movement. Many of the report's recommendations, including those relating to city centre traffic and bus routeing, are dependent on effective transport demand management measures (e.g. congestion charge, access restrictions or workplace parking levy) being implemented first. There are, therefore, no plans to implement traffic or bus routeing changes in the Hythe Bridge Street area in the near future. As such, it is not considered necessary or desirable to delay the improvements for all users at this junction while the PJA proposals are considered and developed.

## **Traffic Regulation Order Decision**

32. In order to deliver the preferred design, changes to the current traffic movements need to be made. The schematic plan at Annex 3 from the Cabinet Member for Environment Decisions report on 12 July 2018 shows how traffic movements would need to change. These are governed by a Traffic Regulation Order (TRO), the necessary changes to which were subject to a formal consultation last summer.
33. The details of this consultation and the objections to the advertised TRO changes were reported to the meeting on 12 July 2018. Annex 3 to that report set out the officers' responses to the objections. The latest amendments to the junction layout do not require any changes to the amended TRO that was consulted on last summer – the changes to the current traffic movements needed remain the same. As such, the officers' recommendation also remains the same – that the TRO changes are approved to allow the improvements to the junction to be made.

## **Construction timetable**

34. If approved construction of the improved George Street/Hythe Bridge Street/Worcester Street junction would start at the beginning of September this year following on directly from carriageway maintenance work already scheduled to take place over the summer in Hythe Bridge Street and Walton Street. The work to improve the junction is expected to take approximately 4 to 6 weeks and would be followed in early 2020 by changes to the neighbouring New Road/Park End Street junction which was consulted on alongside the initial proposals for George Street/Hythe Bridge Street/Worcester Street junction (and Speedwell Street/St Aldate's junction) in May and June 2017. This was as part of a wider plan for city centre transport improvements and a proposed experimental closure of Queen Street.
35. Following the 2017 consultation, Cabinet approved the proposals for removal of traffic lights and installation of zebra crossings at Speedwell Street/St Aldate's and New Road/Park End Street. Traffic signals at the Speedwell Street/St Aldate's junction were removed in May last year. At the same time as asking for views on the revised design for George Street/Hythe Bridge Street junction, key stakeholders were also asked whether they had any comments on the proposals for the New Road/Park End Street junction in the light of their experience of the Speedwell Street/St Aldate's junction. No concerns were raised. It is, therefore, proposed to implement the proposals subject to sufficient funding being available.

## **Financial and Staff Implications**

36. The planning, consultation and design of the proposals has been funded using S106 developer funds (£170k) and capital awarded by the Oxfordshire Local Enterprise Partnership, as part of the Local Growth Fund (£800k) – a total of £970k. Further detailed design work and construction will also be funded from this source and is not expected to exceed the funding already allocated to this

project in the capital programme, although detailed construction cost estimates will be updated in due course and approval for necessary funds will be secured via the business case process.

### **Equalities Implications**

37. The proposals for George Street/Hythe Bridge Street/Worcester Street will improve conditions for cyclists and pedestrians through provision of better waiting areas in the junction for cyclists and reduced waiting time for pedestrians. The review of the design has established that a pedestrian crossing facility can be retained on Hythe Bridge Street. Reducing delays for buses will be a significant benefit for people with mobility and visual impairments using them. There will be additional time taken for taxi journeys to and from the George Street area from some areas, mainly to the Jericho area.

SUSAN HALIWELL  
Director for Planning & Place

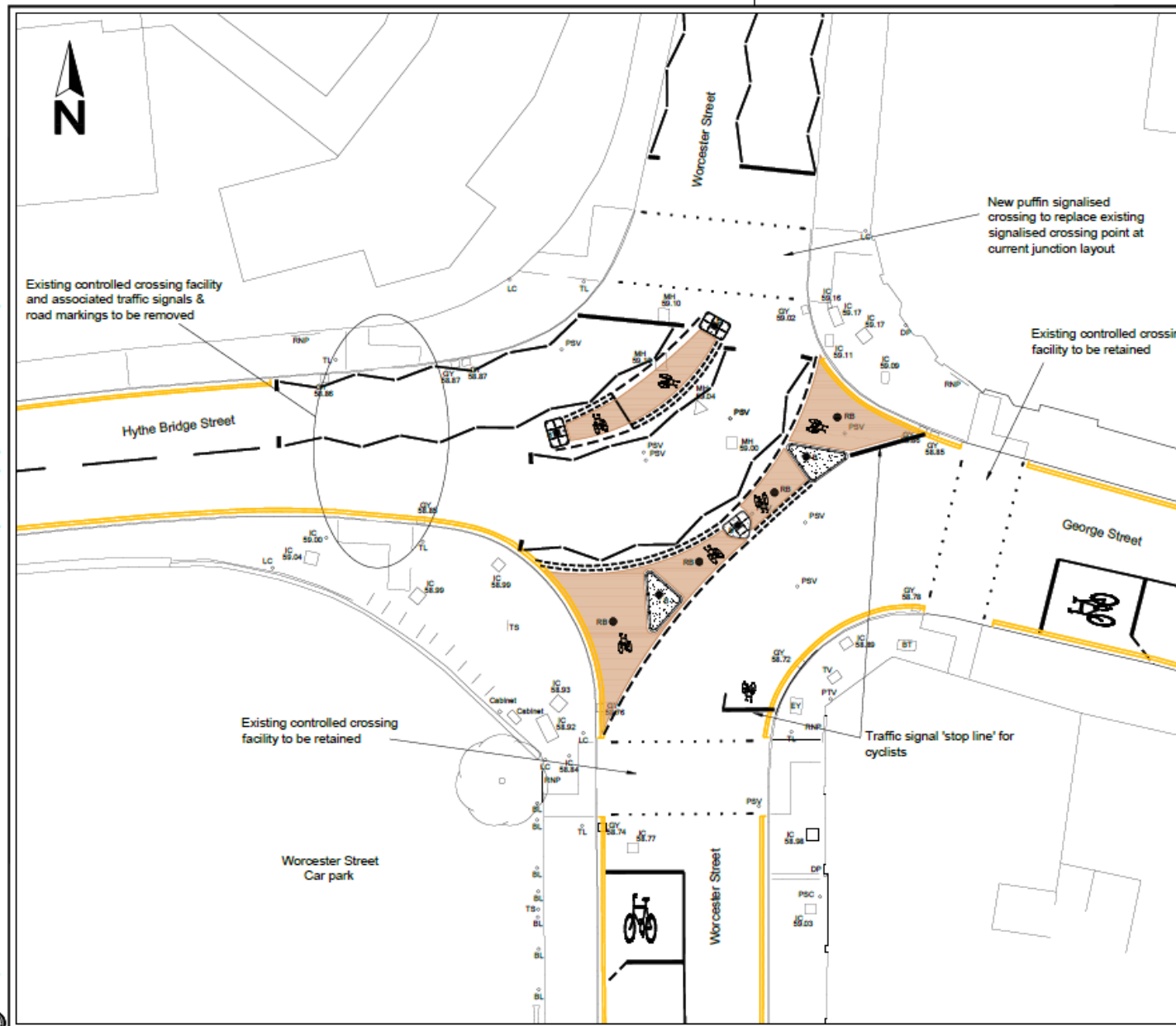
Background papers: Cabinet Member for Environment Decisions Meeting paper, 12 July 2018; Cabinet meeting paper, 18 July 2017; full responses to the latest key stakeholder consultation; Stage 1 Road Safety Audit.



Contact Officer:                      Craig Rossington      07880 945891  
   Andy Warren              07881 268230  
May 2019

# 2018 LAYOUT

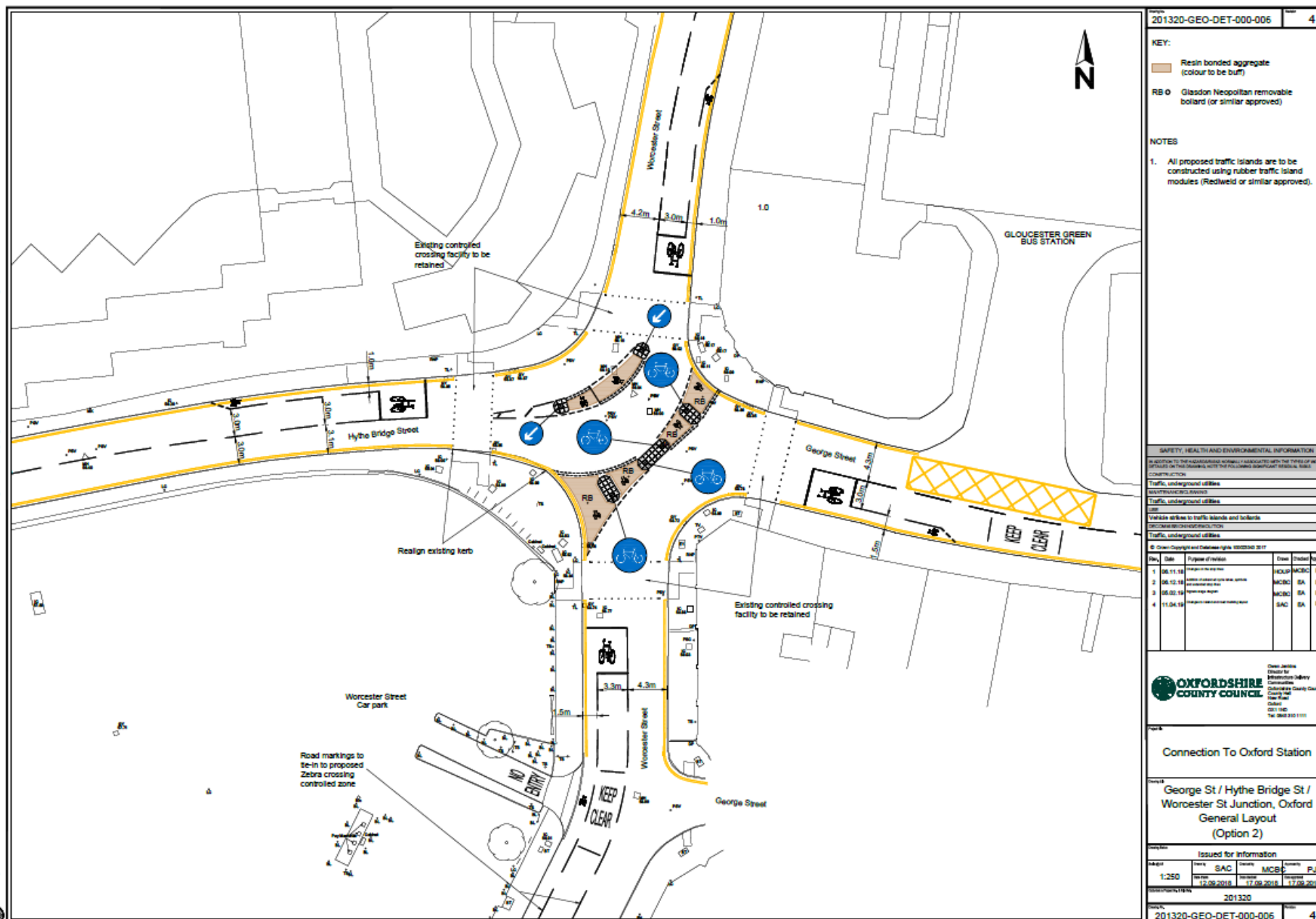
CM/E5

P14: Improvement Schemes Schemes 201320 Connections to Oxford Station 201320 Part 2 Feb 2017 07 Drawing 05 Working Dwg 201320-GEO-CON-000-001.dwg



Drawing No.	201320-GEO-CON-000-001	Revision	1		
<b>KEY:</b>					
	Resin bonded aggregate (colour to be buff)				
RB ●	Removable bollard				
B ●	Glasdon Rebound Signmaster bollard (or similar approved)				
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
IN ADDITION TO THE HAZARDOUS RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION					
Traffic, underground utilities					
MAINTENANCE/CLEANING					
Traffic, underground utilities					
USE					
Traffic signal failure					
DECOMMISSIONING/DEMOLITION					
Traffic, underground utilities					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	20.05.18	Revised description of Worcester St crossing	SAC		
 <b>OXFORDSHIRE COUNTY COUNCIL</b> Owen Jarman Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1BQ Tel: 01865 203 1111					
<b>Project title</b> Connections To Oxford Station					
<b>Drawing title</b> George St / Hythe Bridge St / Worcester St Junction, Oxford Consultation Drawing					
<b>Drawing Status</b> Issued for Consultation					
Scale @ A3	Drawn by	Checked by	Approved by		
1:200	SAC	EA	EA		
Date drawn	Date checked	Date approved			
6.3.18	8.3.18	8.3.18			
Oxfordshire Project No. & File Ref					
Drawing No.	201320-GEO-CON-000-001	Revision	1		

## ANNEX 2

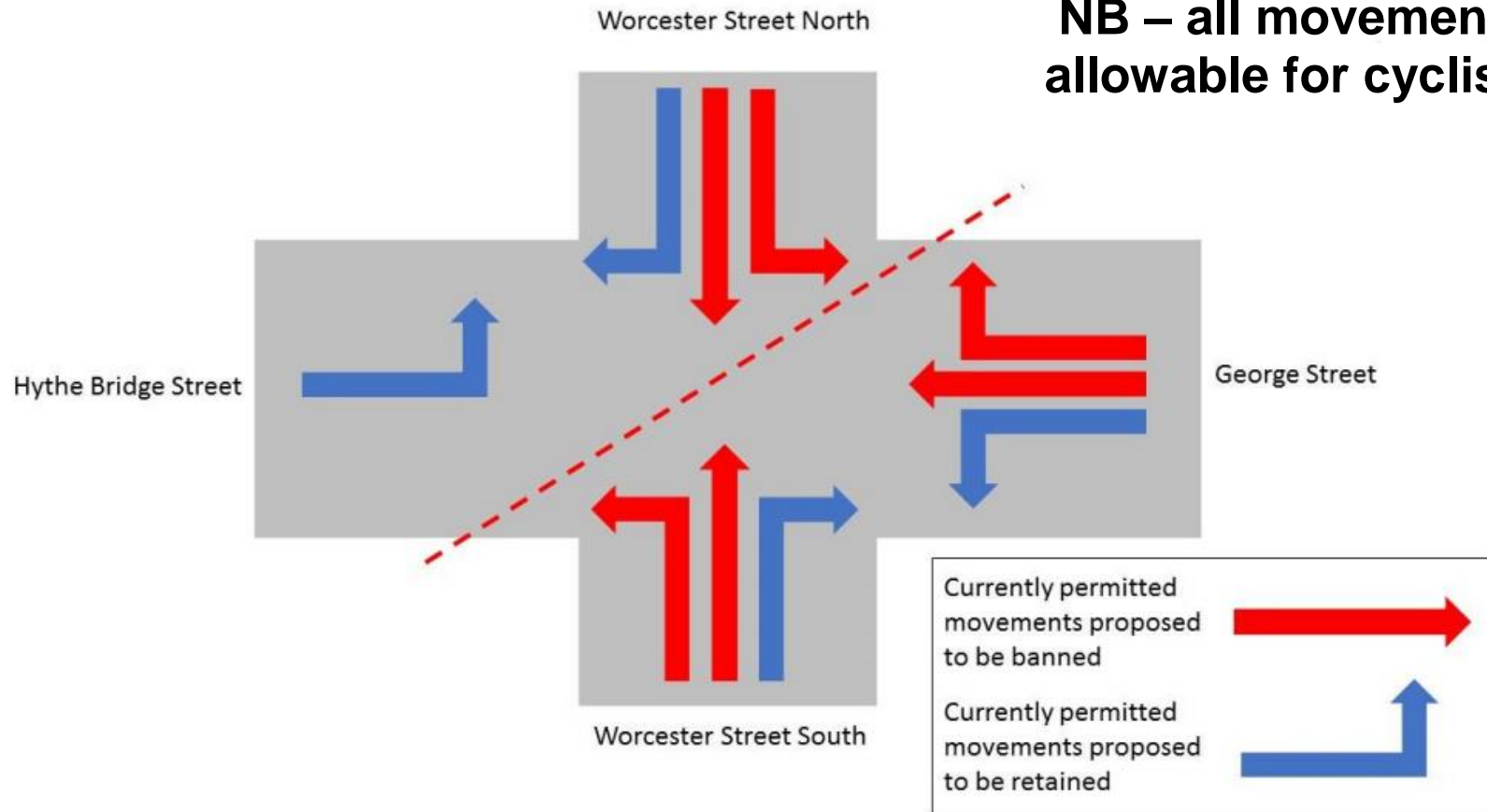




# Proposed changes to traffic movements at the George Street/Hythe Bridge Street/Worcester Street junction

ANNEX 3

**NB – all movements allowable for cyclists**



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Division(s): Barton, Sandhills and Risinghurst
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## **CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019**

### **OXFORD: A40 AT RISINGHURST – PROPOSED CLOSURE OF CENTRAL RESERVE GAP AT JUNCTION WITH ACCESS TO FORMER NIELSENS SITE**

**Report by Director for Infrastructure Delivery, Communities**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed closure of the central reserve gap which currently permits the right turn to the A40 eastbound carriageway from the former Nielsen's office site on the south side of the A40, as advertised.

#### **Executive summary**

2. The former Nielsen's office site on the south side of the A40 is being redeveloped for residential use and it is considered advisable on road safety grounds as a result of the revised use of the land to close the existing gap in the central reserve that currently enables vehicles to turn right from the development site to the A40 eastbound carriageway as part of a planned major maintenance scheme in the summer of 2019.

#### **Introduction**

3. This report presents responses received to a statutory consultation on a proposal to close the central reserve gap which currently permits the right turn to the A40 eastbound carriageway from the former Nielsen's office site on the south side of the A40.

#### **Consultation**

4. Formal consultation on the proposals as shown at Annex 1 was carried out between 21 March and 19 April 2019. 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, Local Bus Companies, Oxford City Council, Risinghurst & Sandhills Parish Council, Forest Hill with Shotover Parish Council, local County and City Councillors.
5. Four responses were received. One objection from the local County Councillor, one expression of support (albeit with additional concerns) from the Parish Council and 2 responses not objecting. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

## **Response to objections and other comments**

6. Thames Valley Police expressed no objection to the proposals.
7. County Councillor Glynis Phillips, the local member, while supportive in principle of the proposal, nevertheless objected on the grounds that more work was needed to assess the impact of the impact of closing this gap on delays at the already very busy A40 Headington roundabout and that the scheme did not address the wider issues of safety on this part of the A40, in particular at the Collinwood Road junction, noting that a planned report on options here being prepared on behalf of the County Council had not yet been completed.
8. Risinghurst and Sandhills Parish Council, while supporting the proposal also expressed similar concerns to Councillor Phillips on the impact on traffic delays at the A40 Headington roundabout and also cited the risk of traffic using the residential roads at Risinghurst as a 'rat run' in the event of congestion on the A40 westbound carriageway. Noting the additional traffic from developments including the Nielsen site but also the major Barton Park residential development, the parish council suggested that the options report for the Collinwood Road junction should also include an assessment for fully signalling this junction to allow right turns to the A40 to be made from Collinwood Road.
9. The above objection and concerns are noted but it is considered that the proposed closure of the gap is still highly desirable on road safety grounds, as acknowledged in both the above responses and that the opportunity afforded by the planned major maintenance work scheme to carry out this work at much lower cost than if it was to be progressed at a later date as a separate scheme should not be missed.
10. The Oxford Bus Company responded expressing no objection to the proposal.

## **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 measures will be met from the planned major maintenance scheme.

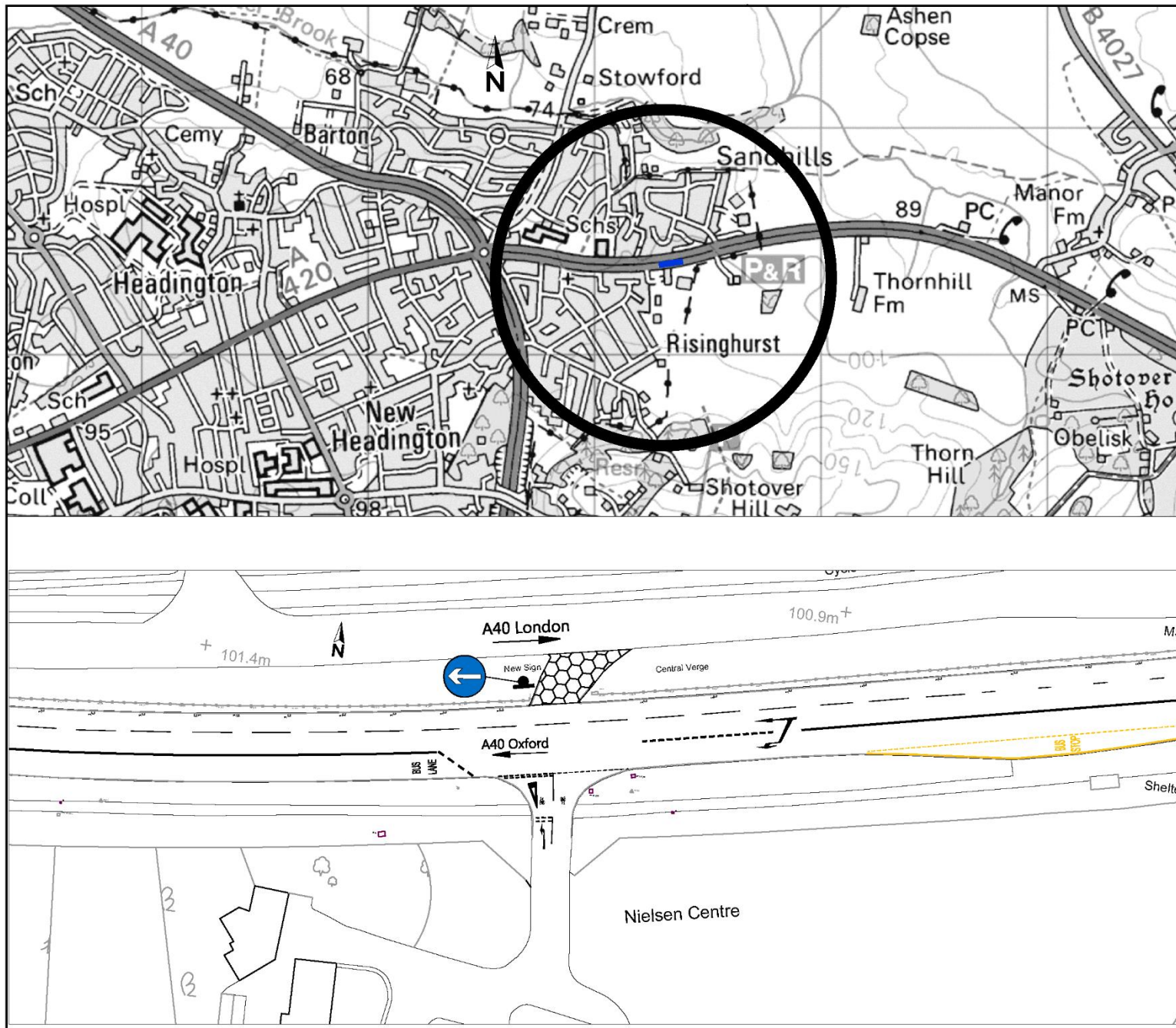
OWEN JENKINS




Director of Community Operations

Background papers: Plan of proposed closure of central reserve gap.  
Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2019



Drawing No. S-000984-SKA-HGN-ZZ-DR-CH-0010-S2		Revision F0	
<b>Key</b>  Location of TRO (A40 Thornhill Park & Ride)  Area of Carriageway to be closed			
© Crown Copyright and Database rights 10029343 2017			
Rev.	Date	Purpose of revision	Drawn
 <div style="display: flex; justify-content: space-between;"> <div> <p>Oxfordshire County Council</p> <p>Owen Jenkins Director for Infrastructure Delivery Community Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel 01845 310 1111</p> </div> <div> <p>Project title PRINCIPAL ROAD SCHEME 2019 - 20 A40 THORNHILL OXFORD</p> </div> </div>			
<p>Drawing title</p> <p>TRAFFIC ORDER LOCATION PLAN (No Turn Right from Nielsen Centre onto A40 Eastbound)</p>			
Drawing Status			
GATEWAY 1			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S	SM	AMM	AMM
Date drawn	Date checked	Date approved	
25.02.19	26.02.19	26.02.19	
Oxfordshire Project No. & File Ref			
S-000984			
Drawing No. S-000984-SKA-HGN-ZZ-DR-CH-0010-S2		Revision F0	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No Objection</b>
(2) Local County Councillor	<p><b>Object</b> - I think more work needs to be done on all the issues affecting this stretch of road. I appreciate the approach looking at what can be done while this stretch of road is being resurfaced this summer. The safety reasons for introducing a 'no right turn' prohibition are based on the experience at the Collinwood Road junction on this same stretch of road and are justified with the current road configuration.</p> <p>However, I remain concerned about:</p> <ul style="list-style-type: none"> <li>a) closing off the right turn reduces the number of exit and access points from this development with the potential for problems if this junction was closed for whatever reason. There is every reason to believe that there will be further planning applications for houses on the Neilson site.</li> <li>b) the safety of residents from Risinghurst &amp; Barton crossing the A40 at the Collinwood Road junction is not addressed by this proposal</li> <li>c) this proposal increases the volume of traffic on the Green Road roundabout which the police advise is already the busiest roundabout in Oxfordshire.</li> </ul> <p>The Skanska report on the options for the Collinwood Road junction crossing has not yet been produced (missing the end of March deadline) and this is an opportunity to look at all the issues on this stretch of road. There are road safety reasons for proposing this 'no right turn' and there are also road safety reasons for proposing other access routes for this site and road safety reasons for introducing a safe crossing at the bottom of Collinwood Road. Officers have to decide how to maximise road safety and manage traffic flow and minimise congestion.</p>
(3) Risinghurst & Sandhills Parish Council	<p><b>Support with Concerns</b> - This large site has been sold and is due to see significant development for much needed homes for Oxford. Indeed, we understand that the old office buildings are being refurbished now and will be made into apartments and could house over 300 new residents; potentially this could equate to 600 extra vehicles. However, given the proximity to regular bus services, a cycle route into Headington and to Cowley many new</p>

	<p>residents from this site may chose not to have cars, but many others will have no choice but to drive for work, school runs etc and will wish to turn right towards Wheatley, the M40 and London.</p> <p>We understand that this will not be a car free development and given the increased number of vehicle movements we feel it is a sensible proposal to close the gap to not allow right hand turns across the A40 for many vehicles.</p> <p>However, this will inevitably put a greater number of vehicles onto the A40 towards, through and around the very busy Green Road roundabout. An incident at this roundabout sees queues form back towards Cowley along the Eastern bypass, back through Headington (which often comes to a standstill making poor air quality), from the London direction and causes problems for residents trying to exit Barton estate and Risinghurst estate from Collinwood Road. With the greater volume of traffic, drivers will seek other routes, notably through residential roads. Risinghurst and Quarry residential roads are already congested at peak times. Given that the A40 gap opposite Collinwood Road junction has been closed we anticipate even higher numbers of 'rat runners' though the residential areas, many ignoring the 20mph speed limit.</p> <p>In addition, there will be increased private vehicle movement from the Barton Park estate which will have no choice but to drive through the Green Road roundabout thus adding to the already high volume of journeys.</p> <p>We understand that a feasibility study is being undertaken for a light controlled pedestrian crossing for the A40 near the Collinwood junction. We would like to suggest that given the increase in the number of vehicles from the Neilson site that a full traffic light junction with the function to allow vehicles to turn right towards London and the M40 be given serious consideration.</p> <p>As the local Parish Council, we support the permanent closure of the gap in the barrier on safety grounds but would urge the County Council to consider the longer-term implications for our residents and those yet to move into the Parish.</p>
(4) Oxford Bus Company	<b>No Objection</b> - This does not affect our services, so we do not have any objection to the proposed order.

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Division(s): Cowley; Isis; Rose Hill and Littlemore

## **CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019**

### **OXFORD – CHURCH WAY, IFFLEY TURN AND WESTBURY CRESCENT - PROPOSED WAITING RESTRICTIONS**

**Report by Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions at Church Way, Iffley Turn and Westbury Crescent, Oxford.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage due to development or when requested by the local member or local councils due to concerns over road safety and the movement of traffic.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce new and amended waiting restrictions at Church Way, Iffley Turn and Westbury Crescent, Oxford. These measures have been requested by the local member and Oxford City Council councillors and, if approved, will be funded from the Councillor Priority Fund and CIL funding held by Oxford City Council.

#### **Background**

4. The above proposal as shown at Annex 1 and Annex 2 has been put forward due to the development of adjacent land.

#### **Consultation**

5. Formal consultation on the proposals was carried out between 21 March and 19 April 2019. 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, Oxford City Council, the local County and City Councillors. Notices were also placed on site and letters sent to approximately 100 properties in the immediate vicinity of the proposals.
6. Twenty responses were received as summarised in the table below:

Proposal	Support	Object	Concerns	No opinion / Neither	Total
Church Way	9 (64%)	0	3 (21%)	2	14
Westbury Crescent	2 (15%)	4 (31%)	1	6	13

7. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

8. Thames Valley Police did not object to the proposals but commented that enforcement of waiting restrictions would be a low priority for police resources.
9. A City Councillor responded expressing support for both proposals and noting that they had been requested by local residents.

### **Church Way and Iffley Turn**

10. Three expressions of concern were received from local residents together with nine expressions of support and two expressing no opinion. The grounds for concern included the proposed retention of some parking on Church Way by Lucas and Remy Place and also that parking displaced by the proposed restrictions would add to parking pressure elsewhere. Wider concerns were also expressed over the speed of traffic and the need for traffic calming measures, with one respondent also noting that the existing parking did help slow traffic.
11. While noting the above concerns, the nine responses in support of the proposals cited significant current issues caused by parking, with the obstruction of access for emergency vehicles being viewed as of special concern.

### **Westbury Crescent**

12. Four objections and one expression of concern were received from local residents citing concerns that the proposals could lead to traffic turning from A4158 Rose Hill into Westbury Crescent being obstructed by parked vehicles on the north side of the road, leading to congestion and safety problems at this junction. Also more general concerns on the need for these changes, with the view being expressed that existing arrangements were satisfactory. Some respondents also cited concerns that speeds could increase and that the proposals failed to address problems with obstructive parking further to the east on Westbury Crescent.

13. A further seven responses from members of the public included one expression of support and six expressing no view.
14. The objections and concerns are noted but following careful consideration of the current traffic problems in Westbury Crescent by officers and local councillors the proposals are judged to be appropriate and, if approved, their effectiveness will be monitored.

### **How the Project supports LTP4 Objectives**

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

### **Financial and Staff Implications (including Revenue)**

16. Funding for the proposed measures has been provided from the Councillor Priority Fund and CIL funding held by Oxford City Council.

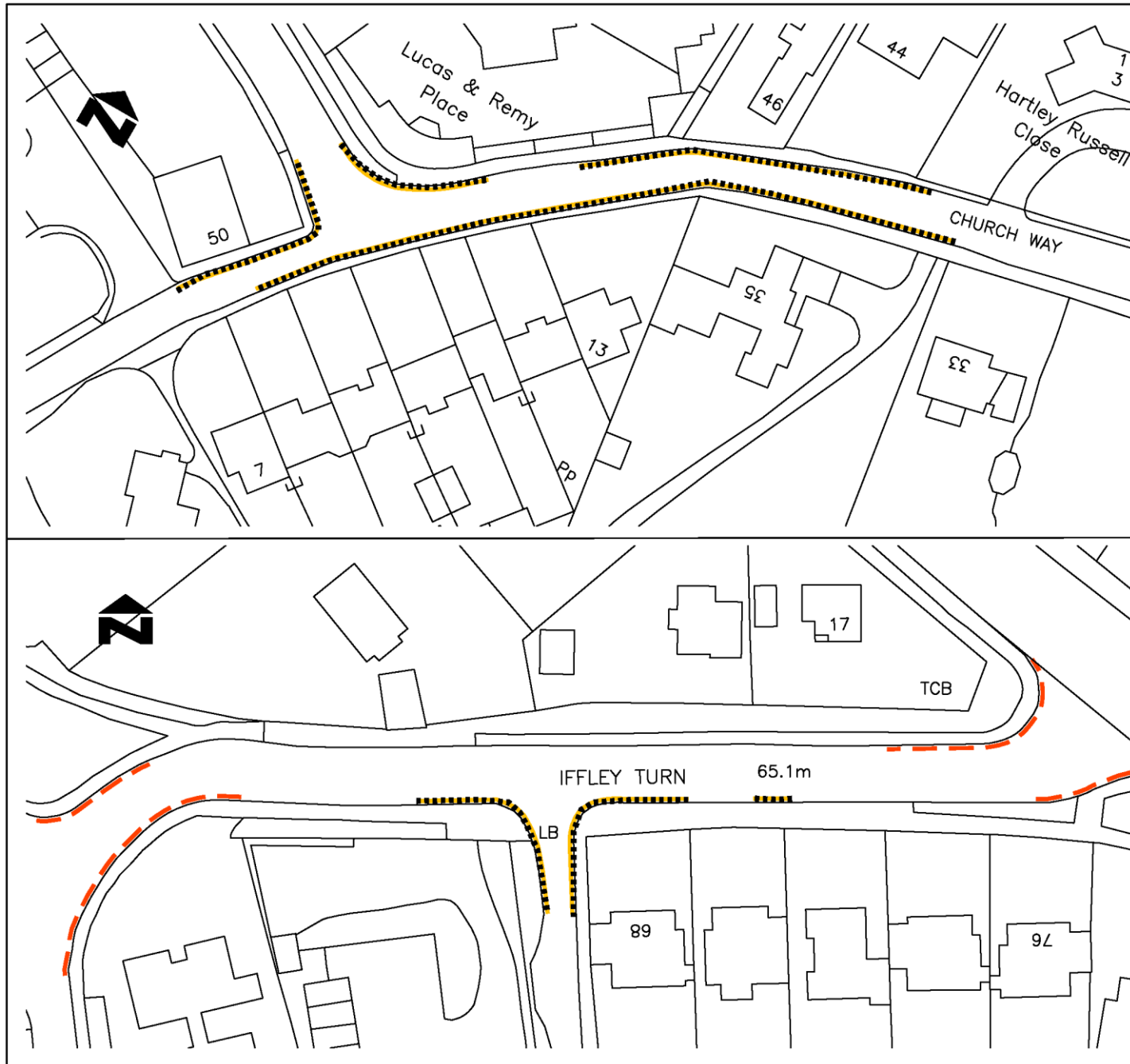
OWEN JENKINS

Director for Community Operations

Background papers:      Plan of proposed waiting restrictions  
   Consultation responses

Contact Officers:            Hugh Potter 07766 998704

May 2019



**Notes**

- Existing No Waiting at any time.
- Proposed additional no waiting at any time.

Do not scale this drawing

A Minor amendments to extent of controls

Rev	Description	By	Date	Chk'd	Auth

**Oxford Direct Services**  
 Marsh Road, Oxford OX4 2HH  
 T: 01865 335400  
 E: oxforddirectservices@oxfordds.co.uk

**Client**

**Project**

**Oxford:  
 Various Streets  
 Miscellaneous  
 Waiting Prohibitions 2018**

**Title**

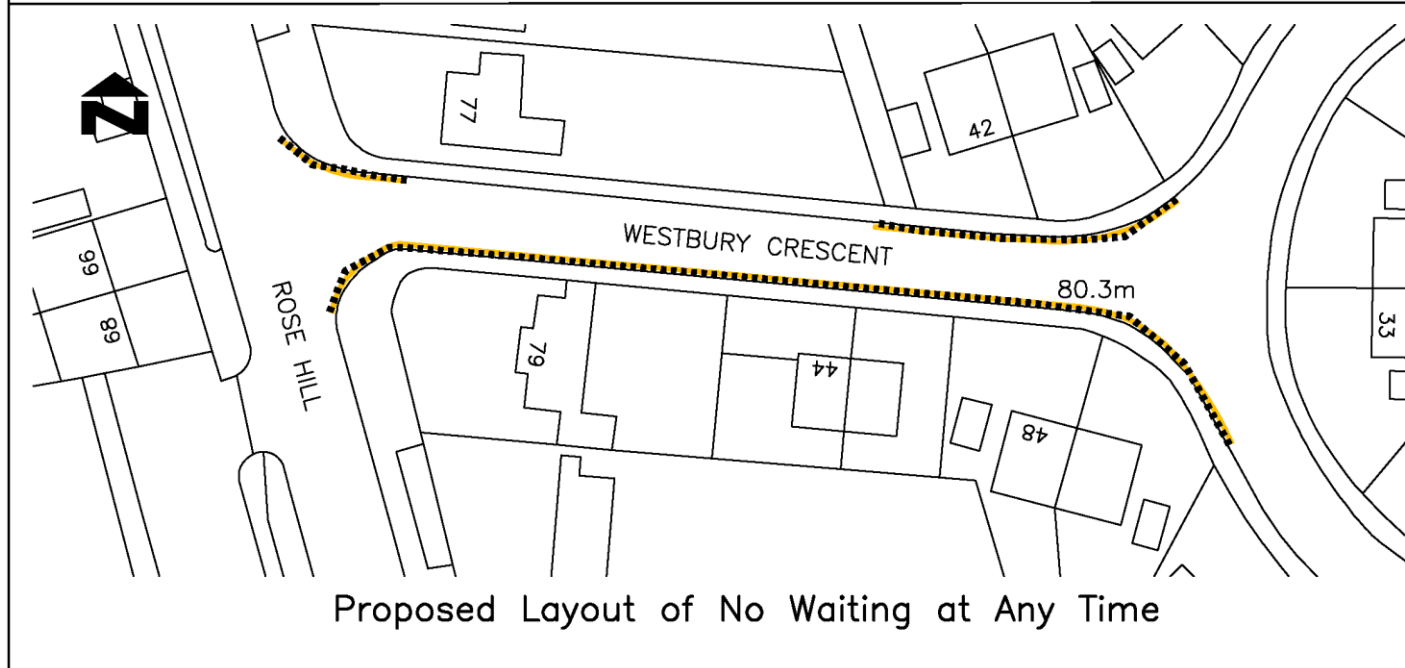
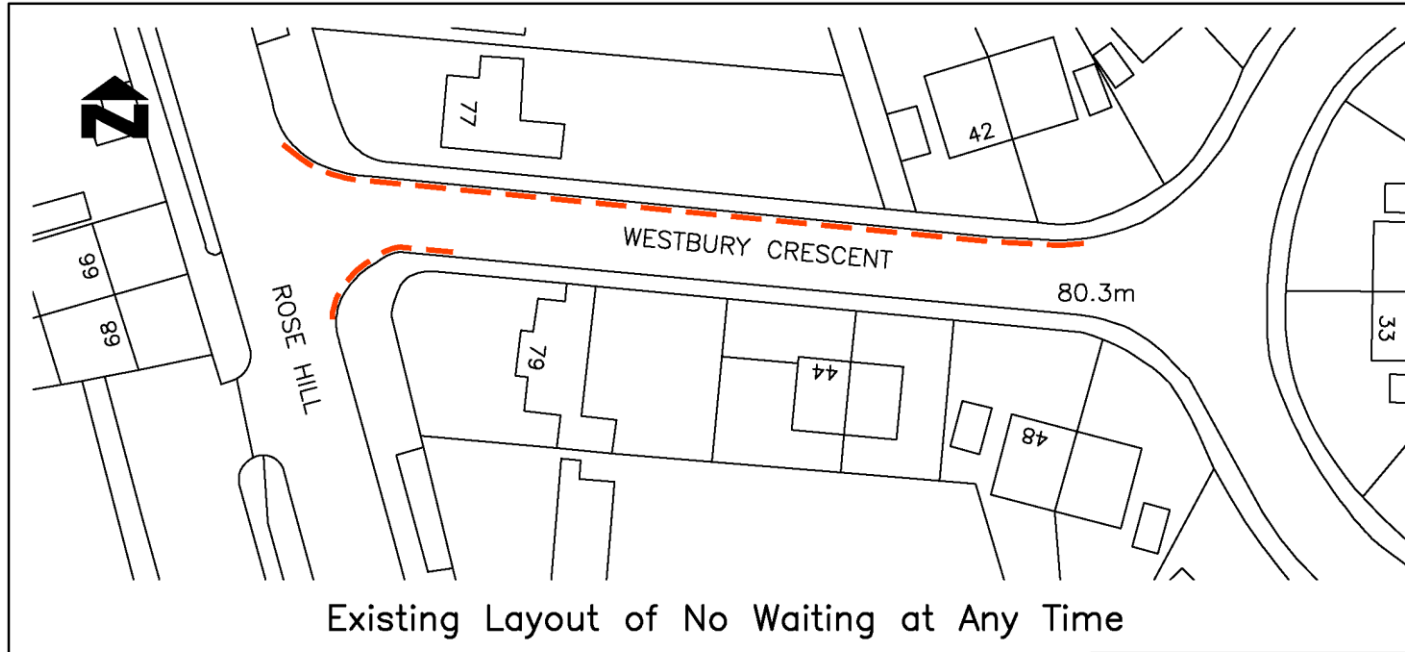
**Layout of  
 Waiting Prohibitions - Iffley Village**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 07.11.18	Date	Date

Drawing Number 0004/A3/00111

Rev A

CMDE7



Notes

- Existing No Waiting at any time.
- Proposed new location of no waiting at any time.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth
A	Description in Key amended				

**Oxford Direct Services**  
 Marsh Road, Oxford OX4 2HH  
 T: 01865 335400  
 E: oxforddirectservices@oxfordds.co.uk

**Client:**

**Project:**

**Oxford:  
 Various Streets  
 Miscellaneous  
 Waiting Prohibitions 2018**

**Title:**

**Layout of Waiting Prohibitions  
 Westbury Crescent**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		

Date	Date	Date	Date
14.11.18			

Drawing Number: 0004/A3/00115

Rev: A

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Oxford City Councillor	<b>Support</b> - have consulted informally about the restrictions in Iffley Village and Westbury Crescent and there is widespread support – indeed, the schemes came from local requests.
<b>Church Way</b>	
(3) Local Resident, (Oxford)	<p><b>Concerns</b> – I am very much in favour of the installation of parking restriction on Church Way. However, I have reservations that the current proposals will resolve issue of cars parking which restrict drivers view on the blind bend as the lines aren't to be continuous in front of Lucas and Remy Place. The attached photograph shows a car parked on the area where there will be no restrictions and is restricting the view at the blind bend.</p> <p>The matter is significant as:</p> <ul style="list-style-type: none"> <li>- Drivers recognise the issue and regular sound their horns creating a nuisance to residents at all hours of the day</li> <li>- The majority of the time there are cars parked in this spot are using it for overnight parking</li> <li>- Cars tend to park the 'wrong' way around this doesn't help to create a safe environment</li> <li>- Undoubtedly there are occupants of Lucas and Remy Place who need to park. However, there is on-site parking and space down Meadow Lane.</li> <li>- The creation of a disable parking bay on Meadow Lane could be considered as users of the Lucas and Remy Place often have Blue badges which I believe entitles them to parking on double yellow lines under certain circumstances which will exacerbate the situation.</li> </ul>
(4) Local Resident, (Oxford)	<p><b>Concerns</b> – As a regular user of Church Way and Iffley Turn, my comments are as follows:</p> <p>a) Church Way. This issue is one of Road Safety. Traffic speed through this bend, effectively blind from both directions, has increased and while parking along the pavement in front of Lucas and Remy Place can and does</p>

	<p>cause congestion, this makes most drivers slow down round the bend. The introduction of the parking restrictions on this side of the road as shown in your letter, will give better visibility in each direction and traffic speeds around the bend are likely to increase making a dangerous corner more so. For this reason, while in favour of the proposal to restrict parking on the south side of the road, I am not in favour of the proposed parking restrictions on the Lucas and Remy Place side of the road.</p> <p>A lack of visibility around the bend from 35 Church Way to mid-way opposite Lucas and Remy Place and exacerbated by inconsiderate, but currently legal, parking. One way to solve this problem would be to construct a solid traffic calming obstruction on the inside of the bend backed up by parking restrictions as per your letter. This would cause traffic coming into the village to slow and pull out to the right to see if the road was clear and allow traffic coming the other way to see them. Regrettably, I suspect that this option would be too expensive and unlikely to be agreed by the local residents.</p> <p>b) Iffley Turn. The proposed parking restrictions on the north side of Iffley Turn should be increased to cover the area from the Mini roundabout into Iffley Turn to the garage of No 15. This would give better visibility and road room to traffic coming from and to the roundabout. Parking on both sides of this bend close to the mini-roundabout has increased in recent months causing dangerous congestion around a tight bend onto the roundabout.</p> <p>The proposed parking restrictions opposite No 76 Iffley Turn should be continued to the west end of No 74 to free up the entry into Iffley Turn which can become congested if more than a couple of vehicles are trying to get out into Henley Avenue.</p>
(5) Local Resident, (Oxford)	<p><b>Concerns</b> – So may I say as a resident of Lucas &amp; Remy Place retirement flats in Meadow Lane that although extended yellow lines would be helpful for Iffley Villagers driving past the congested corner in Church Way, they could lead to severe crowding problems in Meadow Lane itself. We need unrestricted road access to our building for emergency vehicles, contractors' and staff vans and cars, and of course, legitimate residents' friends and family. Already we have general Iffley visitors parking in Meadow Lane - and further restriction on Church Way itself will force more traffic outside our building, making essential parking difficult.</p> <p>(One elderly disabled tenant with mobility issues has no option but to park her car outside her flat in Church Way and has already been in touch with City Officers to highlight the problem. Restricting access will mean that when she is out for e.g. shopping purposes, her space could be taken by anybody and she would be unable to park).</p> <p>What is needed are two disabled parking slots at the top of Meadow Lane to allow those tenants in Lucas &amp; Remy</p>



	<p>Place with severe mobility issues (who currently park in the disputed area in Church Way) a safe and easy parking zone - then yellow lines around the dangerous blind bend would not be a problem. But, a long stretch of yellow lines from Hartley Russell House on Church Way to Meadow Lane would force visitors to local hotels, Oxford city etc. to park in Meadow Lane thereby compromising access for necessary vehicles. Unless of course we could have residents only parking in Meadow Lane...</p> <p>What is possibly needed around the area in question is a speed camera, as the 20mph limit is frequently abused by impatient motorists</p>
(6) Local Resident, (Oxford)	<p><b>Support</b> – We're happy to support them. Several years ago, the residents of Mill Lane were in close touch with your office about selective spots of double yellow lines. The issue is that the emergency services can't get through on too frequent a basis. The fire service, ambulance service and your office all agreed that lines are necessary. Is there any update on whether that will go ahead?</p>
(7) Local Resident, (Oxford)	<p><b>Support</b> – As a resident in one of the two houses in Eastchurch (No 1) could i urge you to also consider including parking restrictions at the junction of Eastchurch with Church Way (something like a box junction possibly?). When there are services in the church, and on warm weekend days irresponsible parking at this junction can prevent access/egress to Eastchurch. Apart from the inconvenience to us residents (which also includes the University at Court place Gardens) there is also the potentially very serious issue of access for emergency vehicles.</p>
(8) Local Resident, (Oxford)	<p><b>Support</b> – wholly approve of your proposed yellow lines outside of our house as you show. We trust that they will be executed in the discreet 'City of London' version, i.e., each band no wider than 3/4 inches. I believe this is what the Friends of Iffley Village also expect.</p> <p>This is a good move and we hope you will not linger in executing it.</p>
(9) Local Resident, (Oxford)	<p><b>Support</b> - we are writing in general support of the proposed additional No Waiting restrictions in the two roads mentioned above.</p> <p>Our main concern is that the proposals do not address the danger currently existing due to parking immediately east of the button roundabout in Iffley Turn. (This mini roundabout is not shown in the map you have circulated.) Currently</p>

	<p>traffic proceeding east out of Iffley Village towards Cowley tends to drive across instead of round this roundabout, behaviour which is encouraged by cars parked close to the roundabout in the bend outside No 13 Iffley Turn. A short extension of only 25 metres to the existing double yellow lines would obviate this problem. The matter is exacerbated due to the frequent parking of visiting coaches in the road.</p>
<b>Westbury Crescent</b>	
(10) Local Resident, (Oxford)	<p><b>Object</b> – I am unable to see what can be achieved by moving the double yellow lines from one side to the other. The obstruction simply moves from one side to the other, but I think causes a bigger concern. My concern is that traffic could struggle to turn into Westbury Crescent from Rose Hill if they have to wait for traffic on the southern side to clear first. This potentially causes a back log and could stop traffic coming up Rose hill which is a much busier road with major bus links. Currently the backing up of traffic occurs in Westbury Crescent which is mildly annoying for some I suppose but doesn't cause any major problem that I can see.</p> <p>Please let me know if there is something I have not seen in your proposal as I would like to know the thinking behind it as I can't see it for myself at the moment.</p> <p>Secondly, I am concerned as to the cost of this proposal. In these times of budget cut backs is it wise to be spending money on this kind of things? Obviously if there is some great importance I have missed then you will let me know but so far, I cannot see any justification on allocating precious resources to this proposal.</p> <p>There are people in the local area that use Westbury Crescent to park their cars for work and personally don't have a problem with it. Changing this area to a residence only parking would help with the obstruction, but I don't really see the need in that especially either as the traffic does seem to flow without any real problem as far as I can see.</p> <p>Westbury crescent is also used as a rat run from Church Cowley road to cut through to Rose hill but again this proposal does not help with this either. May be some speed humps could be justified to slow traffic down a bit as people can tend to whizz around through rat runs.</p> <p>I think money should only be spent if significant improvement is achieved to the local residence in the way of safety or wellbeing. As I can see this does not appear to achieve this in my opinion.</p>

(11) Local Resident, (Oxford)	<p><b>Object</b> – my house overlooks the parking along Westbury Crescent and at no time have I seen a problem with this or even miss use of parking in front of 44-48 access ways (surely a few white lines would suffice) Changing sides of this road would only cause the same issues to 42.</p> <p>On a more serious note though, Higher traffic volumes currently congest into Westbury Crescent before filtering onto the main Rose Hill road and your proposal will cause these tail backs to run out to Rose Hill road which in effect would endanger traffic, pedestrians and Cyclists. especially as traffic leaving Rose Hill Road will be confronted with parked cars.</p> <p>This road is a busy Rat Run between Rose Hill and Cowley Shopping Centre, and finances should be spent on shutting it off rather than simply moving the parking restrictions.</p> <p>Also, we have car transporters that use this road to turn their vehicles and the lamp post has been damaged by this due to it being blind to the truck driver.... imagine the damage they could do to cars .</p>
(12) Local Resident, (Oxford)	<p><b>Object</b> – Having seen your proposals to move parking restrictions from one side of the Road to the other leaves me confused as to what you gain apart from wasting time and money doing the job .The main parking problem in Westbury crescent is the parking on both sides of the road when you turn left a the junction and parking on the paths at certain times of day forcing people with prams and wheel chairs into the road any restrictions you put on the entrance to Westbury crescent just forces people to park further down the road</p>
(13) Local Resident, (Oxford)	<p><b>Object</b> – The proposed changes create a danger to vehicles travelling along Rose Hill.</p> <p>Vehicles travelling south and turning left and more particularly vehicles travelling north turning right into Westbury Crescent will find cars parked in their direction of travel after they commence turning the corner. If there are at the same time vehicles exiting Westbury Crescent they will be obliged to stop suddenly across the traffic in Rose Hill. This creates the potential for an accident.</p> <p>It would be better to have parking restriction further past 77 Rose Hill and not in front of 42 Westbury.</p>

(14) Local Resident, (Oxford)	<p><b>Concerns</b> – I would be very grateful if you and your colleagues were able to help the residents of Westbury Crescent.</p> <p>I fully understand that Nos 42 to 50 Westbury Crescent need protection for their accessways but then so too do the residents who live on the bends of the road. There is parking congestion there as well, particularly on the northern bend of the Crescent where there are three HMO's adjacent to or near the bend. Cars and delivery vehicles regularly mount the pavement to park. Residents in this particular area and indeed the whole road need protection from excessive and inappropriate parking. I feel that the proposed CPZ would be much more effective if it has strong restrictions on non-residential parking. Also, I am concerned that unless the inner bend on the north side gets double yellow line protection, there will be chaotic parking; (I mean the curving portion of road with no driveways adjacent to Nos 29 to 31). However, I am also worried that traffic will speed up in the westerly direction as a result of double yellow line proposals. I believe that any use of long double yellow lines in Westbury Crescent also requires traffic calming measures to be introduced as has been done in other parts of the City. As it was the City Council who licenced the HMO's I believe it is up to them, and indeed yourselves, to ensure safe parking areas of reasonable lengths of the road which would be protected from through traffic. Making Westbury Crescent an 'Access Only' road would be the best solution. I would be grateful if you could respond to these points and I'm wondering also if you are in a position to say how the CPZ might in future interact with the proposed reconfiguration of the double yellow lines.</p>
(15) Local Resident, (Oxford)	<p><b>Neither</b> – I live on Rose Hill, opposite the junction with Westbury Crescent. Your proposal seems a good way in which to improve the flow of traffic from Westbury Crescent onto Rose Hill, towards Little more. However, I am concerned that continuing to allow unrestricted parking on that section of Westbury Crescent and will cause further congestion on Rosehill itself, especially as the double yellow lines will only extend a very short distance into Westbury Crescent from Rosehill on the Northern side. At peak times this will result in traffic queueing back onto Rose Hill in both directions as they wait for vehicles to clear ahead of them. We already see examples of dangerous overtaking every day whilst people are waiting to turn right into Westbury Crescent and I am sure that this would also result in people having to wait to turn left into the same road.</p> <p>For your information very few local residents park on that section of Westbury Crescent. Three main categories of people use it:</p> <ul style="list-style-type: none"> <li>1) people using it in order to catch the Number three bus into town, rather than using the park-and-ride service provided;</li> <li>2) workers at Braleys Kia garage on Rosehill using it rather than their own premises or the car park behind the Co-op;</li> </ul>

	<p>3) people who leave vehicles in a semi-abandoned state for weeks on end whilst they work on other vehicles and then fetch them when it's convenient for them or local residents complain!</p> <p>Therefore, I propose that it would be simpler, safer and more effective to leave the existing double yellow lines in place and to limit waiting on the southern side of Westbury Crescent. I would suggest limiting it to permit holders and/or a maximum of two hours within the hours of 0700 and 1900 Monday to Friday.</p>
<b>Both Locations</b>	
(16) Local Resident, (Oxford)	<p><u>Iffley Turn / Church Way</u> - <b>No opinion</b> - No Comment</p> <p><u>Westbury Crescent</u> - <b>Neither</b> - This proposal by itself does not go far enough. DYLS should be accompanied by traffic calming in Westbury Crescent. Excessive through traffic is a problem. Excessive and inappropriate parking is a problem. There should be strong restrictions on non-residential parking. Protected parking areas should be created. Making Westbury Crescent an 'Access Only' road would be the best solution.</p>
(17) Local Resident, (Oxford)	<p><u>Iffley Turn/ Church Way</u> - <b>Support</b> - I would strongly suggest that the proposed "No Waiting at Any Time" restrictions on the southern side of Iffley Turn be extended, so that they also cover the road between the end of the existing double-yellow lines (outside no. 76) and the driveway/crossover of no. 74.</p> <p>It is often the case that traffic entering Iffley Turn (southern side) from Henley Avenue has to queue up, because there are a number of cars exiting Iffley Turn (northern side) on to Henley Avenue. In these circumstances, the traffic is reduced to one lane because of cars parked outside nos. 76 and 74 Iffley Turn. This creates queues back towards Henley Avenue and makes it difficult to turn off Henley Avenue safely.</p> <p>Extending the double-yellow lines a little further would make this entrance to Iffley safer and less prone to queuing back towards Henley Avenue.</p> <p><u>Westbury Crescent</u> - <b>No opinion</b> - No Comment</p>

(18) Local Resident, (Oxford)	<p><u>Iffley Turn/ Church Way</u> - <b>Support</b> - Whilst I support this proposal per se, I do think residents in Iffley, especially those further down Church Way need to hear detailed information on how OCC plan (if the proposed parking restrictions are implemented), to do a detailed analysis to determine successfulness of the parking restrictions. We must, as part of the proposal have a study to determine any knock-on impacts &amp; risks, if restrictions are rolled out. At present without residents understanding when a study will be conducted thereafter, there's a risk that by these restrictions going live OCC are in effect pushing the parking issues further down Church Way. That simply can't happen as visibility due to narrowness and layout of road would in effect create safety issues &amp; hazardous conditions elsewhere in the village.</p> <p>We quite often find outside no 78 that vehicles are parked in a hazardous manner - there is a slight bend &amp; narrowing of the road and people very often park vehicles between the gates (where dropped kerbs are in operation), and on several occasions lately we've had people knocking on our doors asking If the parked vehicles were ours, as they were preventing traffic freely flowing due to nature of the parking, and size of vehicles that were entering/exiting the village.</p> <p>There has even be cause to contact the Police due to the fact dropped kerbs have been blocked by parked vehicles. In short the proposals are a great idea, if and ONLY if Oxford City Council can prove that by having these parking restrictions in place, residents further down Church Way won't encounter issues as vehicles owners just look to park after the double yellow lines end. Hence the need for a detailed study &amp; analysis should the proposals be accepted.</p> <p><u>Westbury Crescent</u> - <b>No opinion</b> - No Comment</p>
(19) Local Resident, (Oxford)	<p><u>Iffley Turn/ Church Way</u> - <b>Support</b> - The addition of double yellow lines to church way is essential and in fact the area to be covered should be lengthened as the narrow part of Church Way continues past the Tree Hotel and the bottom of Tree Lane. Please consider making the road safer by stopping people parking on Church Way outside the Tree Hotel</p> <p><u>Westbury Crescent</u> - <b>Support</b> - No Comment</p>
(20) Local Resident, (Oxford)	<p><u>Iffley Turn/ Church Way</u> - <b>Support</b> - Important for safety reasons</p> <p><u>Westbury Crescent</u> - <b>No opinion</b> - No Comment</p>



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Division(s): Wolvercote
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## **CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019**

### **OXFORD – GODSTOW ROAD, MILL ROAD & PAPERMILL DEVELOPMENT - PROPOSED WAITING RESTRICTIONS, 20MPH SPEED LIMIT & 'NO ENTRY' RESTRICTION**

**Report by Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the following proposals:
  - i. additional & new waiting restrictions on Godstow Road, Mill Road & within the Papermill Development in Wolvercote, Oxford.
  - ii. a 20mph speed limit restriction on the roads within the Papermill Development, and
  - iii. the 'No Entry' restriction within the Papermill Development bus terminus square.

#### **Executive summary**

2. Waiting restrictions, speed limits and other traffic management measures are reviewed when there are changes to the road layout or usage due to development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce additional waiting restrictions at Godstow Road and Mill Road, Wolvercote to facilitate traffic movements including at the Mill Road/Godstow Road junction where a mini roundabout is proposed to replace the existing T junction and a 20mph speed limit on a new road being constructed for a residential development. It is also proposed on the new road within the development to introduce a no-entry restriction so that the local bus service can use this road as a terminus point /turning amenity.

#### **Background**

4. The above proposals as shown at Annex 1 & Annex 2 have been put forward due to development of adjacent land on the former Wolvercote Papermill site.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 21 March and 19 April 2019. 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, Local Bus Companies, Oxford City Council, local County Councillor and the local City Councillors. Street notices were placed on site and letters sent to approximately 30 properties in the immediate vicinity, adjacent to the proposals.
6. Ten responses were received during the course of the consultation, and these are summarised in the table below:

<b>Proposal</b>	<b>Support</b>	<b>Object</b>	<b>Concerns</b>	<b>Neither/No opinion</b>
Parking Restrictions	3	3	1	3
20mph Speed Limit	7	0	0	2
No Entry Restriction	3	1	0	5

7. Responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

## **Response to objections and other comments**

### **Proposed waiting restrictions**

8. Thames Valley Police expressed no objection to the proposals.
9. A city councillor for the Wolvercote ward expressed an objection to the proposed waiting restrictions on the grounds of the loss of parking for the adjacent White Hart pub and houses, noting that the pub is a much-valued local amenity and that the adjacent houses did not have off street parking. Consequently, customers of the pub and residents would be inconvenienced, including when loading or unloading from vehicles and when picking up or setting down passengers. Additionally, a concern was expressed that the removal of the parking would result in higher speeds on the approach to the new mini roundabout parking to the detriment of road safety and that parking would be displaced to neighbouring locations which already experienced significant parking pressure.
10. Objections were also received from two members of the public, both residents of properties directly adjacent to the proposals on the grounds of loss of parking and the resulting inconvenience, especially when loading or unloading heavy or bulky items.

11. A further concern on the proposed waiting restrictions on Mill Road was expressed by a resident querying the powers of the county council to propose waiting restrictions on a road which he considered was not public highway.
12. Oxford Bus Company, who operate the local bus service which will be extended to the new development expressed support for the proposed waiting restrictions on the grounds of ensuring a reliable bus service, though also noting the importance of adequate enforcement. Their response also requested further information on the new bus stop within the new residential development, which will be provided by relevant officers.
13. Two residents responded with no objection or comment to the proposed waiting restrictions. A further two expressed support.
14. The objections and concerns expressed on the waiting restrictions are noted, but it should be stressed that should those restrictions be approved, vehicles may still stop to pick up or set down passengers and to load or unload. As can be seen from the plan shown at Annex 2, longer term waiting by vehicles within or on the immediate approach to the new mini roundabout would not be desirable on either traffic flow or road safety grounds and, as noted, by the Oxford Bus Company, ensuring the free passage of buses through the new layout will significantly benefit passengers.
15. The concern on the status of Mill Road is noted and it is confirmed that while the majority of the length where waiting restrictions are proposed is public highway, a short length extends into the part that is not. However, the county council is able to promote waiting restrictions on such roads subject to consultation, as has of course been carried out in this case.

#### **Proposed 20mph speed limit**

16. No objections were received, with seven expressions of support and two responses expressing no comment or opinion.

#### **Proposed no-entry restriction**

17. One objection was received on the proposed no-entry restriction but with no grounds cited. There were three expressions of support and five responses expressing no objection or no comment.

#### **How the Project supports LTP4 Objectives**

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

#### **Financial and Staff Implications (including Revenue)**

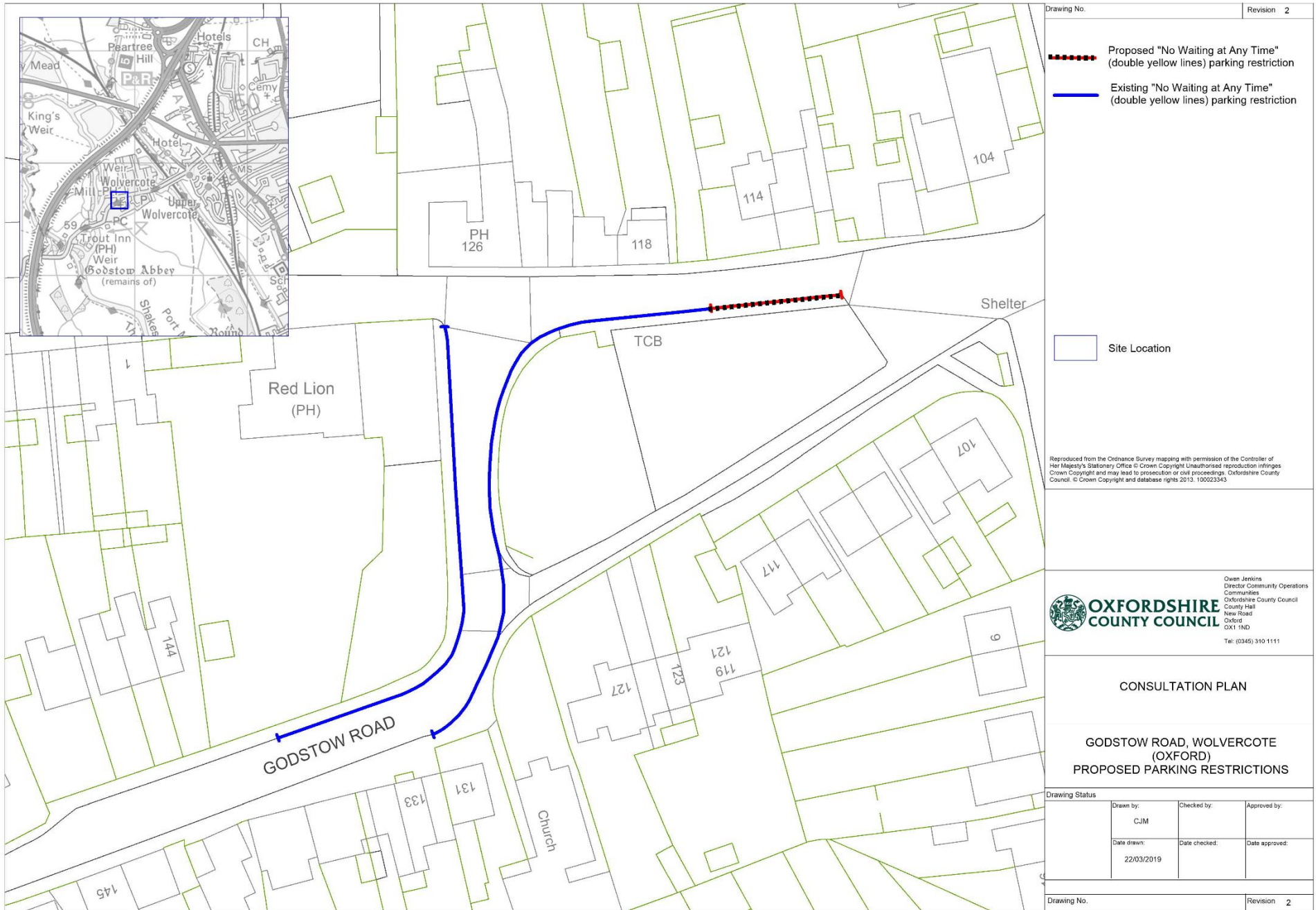
19. Funding for the proposed measures has been provided by the funding developers of adjacent land.

OWEN JENKINS  
Director of Community Operations

Background papers:      Plan of proposed waiting restrictions  
                                 Consultation responses

Contact Officers:          Hugh Potter 07766 998704

May 2019



Sign Face Details					Clearances		Post Details		Lighting Details		Wind Load Class		Passive Safety Class		Foundation Details		Comments		
Sign Ref.	Diagram No.	Description	Width (mm)	Height (mm)	Height Refect	Item	Horizontal (mm)	Vertical (mm)	Number & Length	Size & Section	Post Spacing	EAC	Lighting Unit No. & Type	Maint. No.	BS EN 1991-1-4 (kN/m²)	BS EN 12699-1 2007 Classes		Passive Safety Class Recommendations (All occupancy safety levels acceptable)	Length, Width, Depth (mm)
A1	Diagram 516	No entry vehicular traffic	6000	6000	RA2	RA	500	2100	1x6000	89 WEP	-	NE	LED	TBC	1.0	WL3 TD05-PL3 PAF1	100 NE	600x300x600	Subject to TRO
A2	Diagram 517	Maximum speed limit 20 mph	6000	6000	RA2	RA	500	2100	1x6000	89 WEP	-	NE	LED	TBC	1.0	WL3 TD05-PL3 PAF1	100 NE	600x300x600	

**NOTES**

1. Schedule to be read in conjunction with all relevant drawings, documents and specifications and the specific requirements of Oxfordshire County Council.
2. Foundation bases shall be concrete mix design S14 and comply with the standard Concrete Mixes.
3. All sign installations shall be in accordance with Oxfordshire County Council specifications.
4. Contractor to submit designs produced by signage sub-contractor to Engineer for approval prior to ordering.
5. Vertical clearance refers to lowest edge of sign.
6. Horizontal clearance to be minimum of 500mm from the edge of sign to vehicles where applicable.
7. Sign faces to be Aluminium Composite Material (ACM). The backs of the signs shall be grey.
8. Sign posts to be galvanneal if made in a ferrous material or natural finish if non-ferrous.

**KEY TO ABBREVIATIONS**

RA2 = Medium Class RA2  
RA = Externally Illuminated  
RL = Internally Illuminated  
ESP = Tubular Sign Post  
WEP = Wall-Based Type Post  
TBC = To Be Confirmed  
EAF = Back of Footway  
HE = High energy absorption (Passive Safety Posts)  
LE = Low energy absorption (Passive Safety Posts)  
NE = Non energy absorption  
EAC = Energy Absorption Category

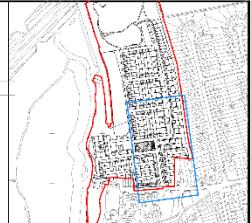
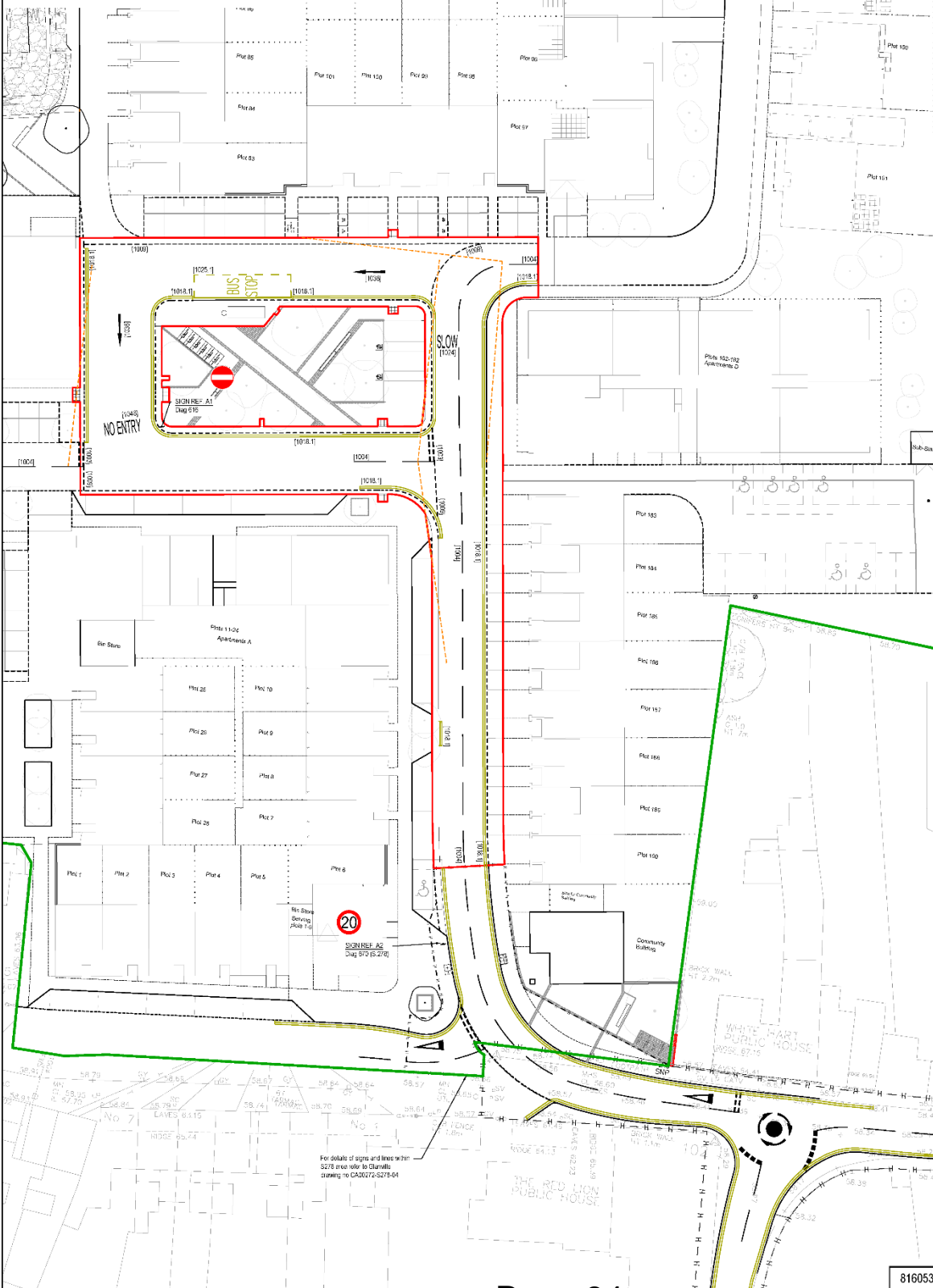


Diagram Number (TSRD 2016)	Mark Length (mm)	Cap Length (mm)	Line Width (mm)
1024	4800	2000	100
1025	600	300	200
1026	600	300	100

Continuous double yellow (2x200mm)  
Slow (mark height 400mm)  
Arrow (mark height 400mm)

1040: No entry for vehicular traffic (mark height 1050mm) (Subject to TRO)

ROAD MARKING SCHEDULE



NOTES

1. Do not scale from this drawing.
2. This drawing is to be read in conjunction with all other relevant documents and specifications.
3. Any discrepancies found between information shown on this or any other drawing shall be referred to the Engineer immediately and prior to works commencing on site.
4. Refer to Architects detailed drawings for exact dimensions of buildings.
5. Refer to Architects drawings for extent and detail of all soil retaining and unperforated hard landscaping areas.
6. The Contractor shall arrange inspection by the relevant authority for all adoptable and be in works to highway adopted areas.
7. Site survey information obtained from MK Surveys project number 17723 Street 1 and Street 2, dated November 2012.
8. Unless specifically noted otherwise, all signs and tables refer to The Specification for Highway Works (SHPW), Volume 1 of the Manual of Contract Documents for Highway Works.
9. Block paving to be installed directly in accordance with the Engineering Sections refer to drawing 0077-1703.

KEY:


- - - Site boundary
- - - S278 New highway boundary
- - - S38 New highway boundary
- ▲ Traffic sign
- (100-4) Road marking diagram number (TSRD 2016)
- - - Visibility Splay

Design Criteria (Manual for Streets 1 and 2)

Speed limit	20mph	Manual for Streets Ref.
Visibility 'Y' distance	= 2.0m	CL12.5.8 (M5 S2)
Visibility 'Y' distance	= 25.0m	Tb.7.1 (M5 S1)
Distance from channel line	= 1.0m	CL12.5.3 (M5 S2)

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A3	Yellow lines adjusted to new square design. Junction priorities amended.	13.12.18	JH
A2	Updated to square design.	28.11.18	CS
A1	For Approval.	24.10.18	CS
Rev	Description	Date	Created



**Glanville**  
Cornerstone House  
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Oxon, OX11 7AD  
Tel: (01235) 515500 Fax: (01235) 8177

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No Objection</b>
(2) City Councillor, (Wolvercote Ward)	<p>Wolvercote Parking - <b>Object</b> - The yellow lines along Godstow Road will go from 120, past the White Hart pub and into Mill Road. The effect of this will be to stop people parking outside the three houses at 120,122 and 124 (including those living in those houses) and will make the pub much less accessible, particularly for people with limited mobility because vehicles will not be able to park or even stop outside to deposit visitors.</p> <p>The White Hart is a community pub, much valued by the local community. it hosts a weekly farmers' market and is a social hub for Lower Wolvercote. The concern expressed about putting yellow lines in front of the pub and the neighbouring houses is that drivers coming out of Mill Road will speed up around the mini-roundabout and continue at speed along the Godstow Road. Currently they are prevented from doing so by the presence of parked cars along this stretch of road, which effectively act as a speed buffer. There is also a real danger to pedestrians going to the White Hart, especially those with limited mobility, who will have to cope with drivers coming at speed out of Mill Road. One of my residents, who worked at the Paper Mill for 42 years told me that, when the Mill was active, the road into and out of the site was constantly busy with lorries carrying paper pulp and other deliveries. Exiting into Godstow Road from Mill Road was not an issue.</p> <p>I would propose (a) that yellow lines will increase the traffic danger here and should not be put in, and (b) if the decision is taken to go ahead it should be for a trial period only, and (c) there should be a drop-off bay outside the White Hart, similar to the one at Oxford Parkway station, to enable people to be safely deposited.</p> <p>Papermill 20mph - <b>Support</b> - No comment</p> <p>Papermill No Entry - <b>Support</b> - No comment</p>

CMDE8

(3) Oxford Bus Company	<p>Wolvercote Parking - <b>Support</b> - We fully support the restrictions, which are intended to make it possible to turn a bus into and then around within the Papermill development which will be the end of the route. We would like to see these restrictions enforced. Stationary vehicles obstructing the bus would make the service unreliable.</p> <p>We would like to request a detail alteration to the layout of the bus stop itself, with the cage marked on the road moved to the east of the bus shelter so the passengers can queue in order while looking in the direction the bus will appear from.</p> <p>Papermill 20mph - <b>Support</b> - We fully support the extension of the speed limit to new roads. The 20mph limit makes it possible for bus passengers to cross roads safely and makes walking routes between stops and destinations more pleasant.</p> <p>Papermill No Entry - <b>Support</b> - We fully support the prohibition, which is intended to allow the bus to turn using the width of the road without meeting vehicles coming the other way.</p>
(4) Local Resident, (Oxford)	<p>Wolvercote Parking - <b>No opinion</b> - No comment</p> <p>Papermill 20mph - <b>Support</b> - No comment</p> <p>Papermill No Entry - <b>No opinion</b> - No comment</p>
(5) Local Resident, (Oxford)	<p>Wolvercote Parking - <b>Neither</b> - No comment</p> <p>Papermill 20mph - <b>Support</b> - No comment</p> <p>Papermill No Entry - <b>No opinion</b> - No comment</p>
(6) Local Resident, (Oxford)	<p>Wolvercote Parking - <b>Support</b> - No comment</p> <p>Papermill 20mph - <b>No opinion</b> - No comment</p>



	Papermill No Entry - <b>No opinion</b> - No comment
(7) Local Resident, (Oxford)	<p>Wolvercote Parking - <b>Object</b> - We live on Godstow Road in the row of houses by the White Hart, and we already struggle to park our car as it is. (In the past few years Wolvercote has become busier and more and more of the parking spaces previously available have disappeared, either by new road markings, or by space being taken up by construction vehicles.) We are particularly concerned that instituting 'no waiting' in front of our house will make it impossible for us to receive grocery deliveries or load/unload heavy items between our car and our door.</p> <p>We do support the proposal to extend the double yellows on the opposite side of the road, by the play area.</p> <p>Papermill 20mph - <b>Support</b> - No comment</p> <p>Papermill No Entry - <b>No opinion</b> - No comment</p>
(8) Local Resident, (Oxford)	<p>Wolvercote Parking - <b>Object</b> - The proposed parking restrictions will provide huge inconvenience for residents and visitors to the area. Parking provisions in Wolvercote are already inadequate - the proposed restrictions will only displace existing cars and result in further obstructions and bottlenecks on other streets nearby.</p> <p>As a resident of the one of the houses directly affected I will be greatly inconvenienced by being unable to park near my home.</p> <ul style="list-style-type: none"> <li>- It is very impractical to unload shopping from several streets away.</li> <li>- I will face higher car insurance costs as my car will be kept away from the house.</li> <li>- Moving things to and from the house will present a greater degree of physical strain and will limit my ability to pursue my hobbies and activities.</li> </ul> <p>Papermill 20mph - <b>Support</b> - No comment</p> <p>Papermill No Entry - <b>Object</b> - No comment</p>

(9) Local Resident, (Oxford)	<p><b>Concerns</b> - With reference to Mill Road, it is proposed that parking restrictions be imposed on the north side up to the development's access road and then for a further 26 metres past that point. I should be grateful if you would explain to me how you think the County Council has the legal right to impose parking restrictions on what I have always understood to be an un-adopted or private road? The line between the adopted and un-adopted parts is at the boundary between Jacob's Inn and No. 1 Mill Road going west.</p> <p>One of the residents of Mill Road has already complained to Carla Homes about the damage to the road surface caused by heavy construction vehicles driving past the development's access road and into Mill Road. The resident has received assurances from Carla Homes that any damage caused by development traffic will be made good in due course.</p> <p>What many in Wolvercote feel is that our amenities are being diminished in favour of the new development, with the availability of parking being one of those amenities. It was obvious from the developer's plans that insufficient space had been assigned to parking and so the rest of Wolvercote will eventually become an overflow car park, and yellow line parking restrictions will not solve that. What will happen (probably) is that front gardens will be turned into parking spaces with the loss of wild life habitat.</p>
(10) Local Resident, (Oxford)	<p><b>Support</b> - I enthusiastically endorse your proposals.</p>

Division(s): Bloxham and Easington; Chipping Norton; Wroxton and Hook Norton
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## **CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019 A361 BETWEEN BANBURY & CHIPPING NORTON - PROPOSED SPEED LIMITS**

**Report by Director of Community Operations**

### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed reductions in speed limit on the A361 between Banbury and Chipping Norton with the following qualifications:
  - a) The implementation of the reduced speed limits between Banbury and Bloxham is deferred until the new layout (including a roundabout) which forms part of planned development is in place
  - b) The 50mph speed limit south west of South Newington is extended by approximately 300 metres to just east of the Heythrop turn.

### **Executive summary**

2. Speed limits are reviewed when there are changes to the road layout due to development, when requested by local councils as a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Proposed changes are assessed applying the County Council's Procedure for Speed Limits.

### **Introduction**

3. This report presents responses received to a statutory consultation on a proposal to reduce speed limits on the A361 between Banbury and Chipping Norton.

### **Background**

4. The above proposals as shown at Annexes 1 - 4 have been put forward as part of a Department for Transport funded project to improve safety on this part of the A361 on account of a long-term history of high severity traffic accidents. They also take account of approved and planned development in Banbury.

### **Consultation**

5. Formal consultation on the proposal was carried out between 14 March and 12 April 2019. A public notice was placed in the Oxford Times & Banbury

Guardian newspapers, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire & Cherwell District Councils, Banbury & Chipping Norton Town Councils, Bloxham, Over Norton, South Newington & Swerford Parish Councils, Heythrop & Great Tew Parish Meetings and local County Councillors.

6. Nine responses were received. Three objections (33%), five expressions of support (55%) albeit some with concerns and one which raising no objection. The responses are recorded at Annex 5 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

7. Thames Valley Police objected to the proposed speed limit changes – comprising an extension of the 30mph speed limit and then a 40mph speed limit to just south of the Wykham Lane crossroads between Banbury and Bloxham because the current environment and traffic speeds are not consistent with the proposed limits. While it is accepted that this is currently the case, planned development will extend the built-up area of Banbury to the south west including the construction of a new roundabout and the proposed speed limits are judged to be appropriate in this context on the understanding that they will not be implemented until the new road layout has been constructed.
8. The police, however, supported the proposed 50mph speed limit south west of South Newington but requested that this is extended by approximately 300 metres to the south west to include the bends near the Great Tew and Heythrop turn. Given this represents only a small (approximately 5%) increase in the overall length of the proposed 50mph limit it is recommended that this amendment is accepted. While the police response did not specifically refer to the proposed 50mph speed limit proposed between Bloxham and South Newington, this is also considered to meet the criteria for a 50mph speed limit as set out in the Department for Transport guidance on setting local speed limits, noting that the road is a lower quality A road with a relatively high number of bends, junctions or accesses.
9. West Oxfordshire District Council expressed no objection to the proposals.
10. Bloxham Parish Council expressed support for the proposed 50mph speed limit between Bloxham and South Newington, but not the proposals for the extension of the 30mph limit at Banbury or the 40mph limit then extending to the Wykham lane crossroads. As noted above those changes would not be progressed until the road layout changes forming part of approved development at south west Banbury had been implemented.
11. Bloxham Parish Council also requested consideration of a 20mph speed limit in Bloxham village. Such a reduction would. However. need quite extensive supporting measures given the current speeds through most of the village and detailed work would be required to identify suitable measures that were both effective and would gain a good level of support, noting that standard traffic

calming measures such as road humps or speed cushions, or build-outs and chicanes would likely not be considered appropriate taking account of the character and current usage of the road.

12. Swerford Parish Council expressed support for the proposals but requested that the 50mph speed limit south west of South Newington be extended to the A3361/A3400 roundabout at Chipping Norton and that a 40mph speed limit then apply south west of this roundabout into Chipping Norton. As noted above it is recommended that the 50mph speed limit be extended by approximately 300 metres but, while not ruling out the further changes, given their scope that would need a further formal consultation. It should be noted that the 40mph speed limit on the A361 at Chipping Norton is proposed to be extended as part of approved development (see Agenda item 12).
13. Swerford Parish Council also requested consideration of a 20mph speed limit through South Newington. As with the request for a 20mph speed limit through Bloxham, although speeds in parts of the village are significantly constrained by bends and the narrowness of the road, at other locations supporting measures would be required to make such a limit consistent with Department for Transport guidance on setting local speed limits. The parish council also requested the provision of hatched centre of carriageway markings between the Swerford turn and the Boxing Hare public house. This request will be considered as part of planned changes to the traffic management aids on the route being funded by the Department for Transport.
14. Two objections were received from members of the public. One expressed the view that there is no significant need to reduce speed limits and that if safety is a concern, improvements should be carried out to road markings, signage and by the provision of street lighting. The other objection queried the effectiveness of the proposed limits but also noted that the character of the road was unsuited to the current and anticipated increase in traffic and that consideration should be given to other measures including improved signing (especially at junctions) and a 20mph speed limit through South Newington.
15. Three expression of support were received from members of the public, but these were also qualified by concerns about their effectiveness and the need for enforcement, and also that the 50mph speed limit south west of South Newington should be extended to the A361/A3400 roundabout at Chipping Norton.

### **How the Project supports LTP4 Objectives**

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

### **Financial and Staff Implications (including Revenue)**

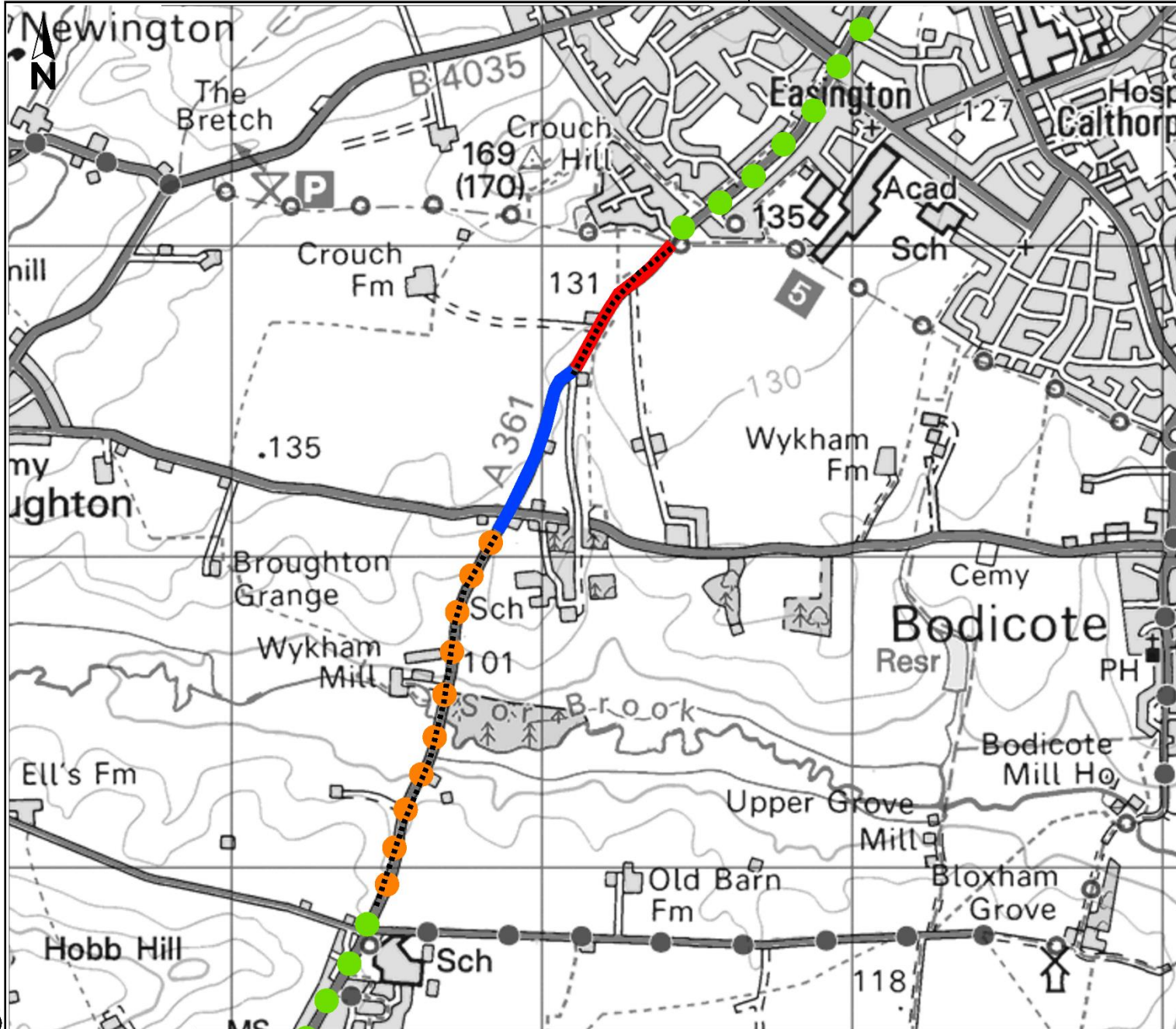
17. Funding for the proposed measures has been provided by the Department for Transport

Director of Community Operations

Background papers: Plan of proposed speed limits  
Consultation responses

Contact Officers: Hugh Potter 07766 998704

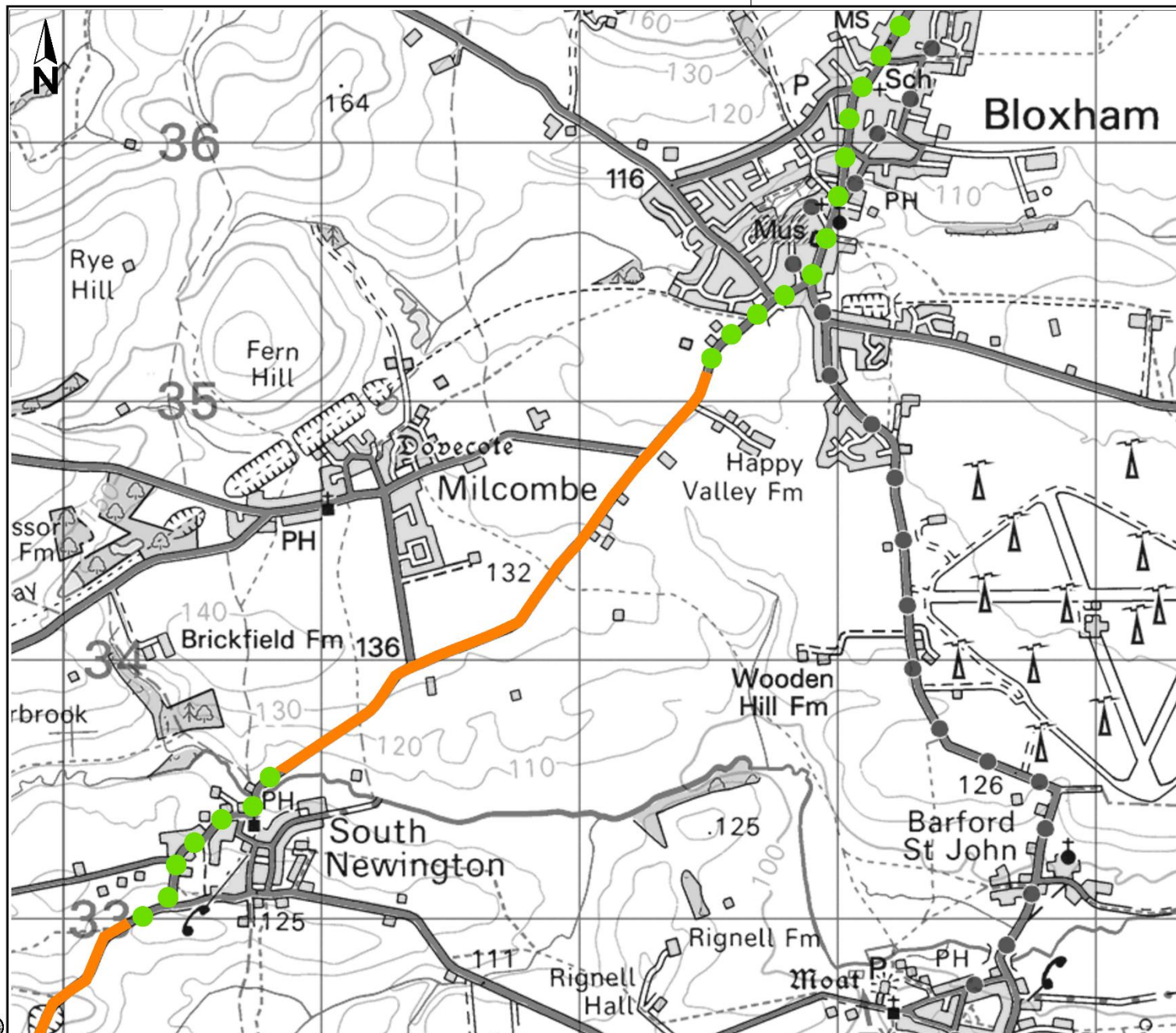
May 2019



Drawing No.		Revision 0	
<b>Key</b>			
		Proposed 30mph Speed Limit in place of current 50 mph speed limit	
		Proposed 40mph Speed Limit in place of current 50mph speed limit	
		Existing 30mph Speed Limit	
		Existing 50mph Speed Limit	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<p>Owen Jenkins Director for Infrastructure Delivery Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p>			
Project title			
A361 PROPOSED SPEED LIMITS			
Drawing title			
BANBURY TO BLOXHAM			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
07/18			
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Drawing No.		Revision 0	

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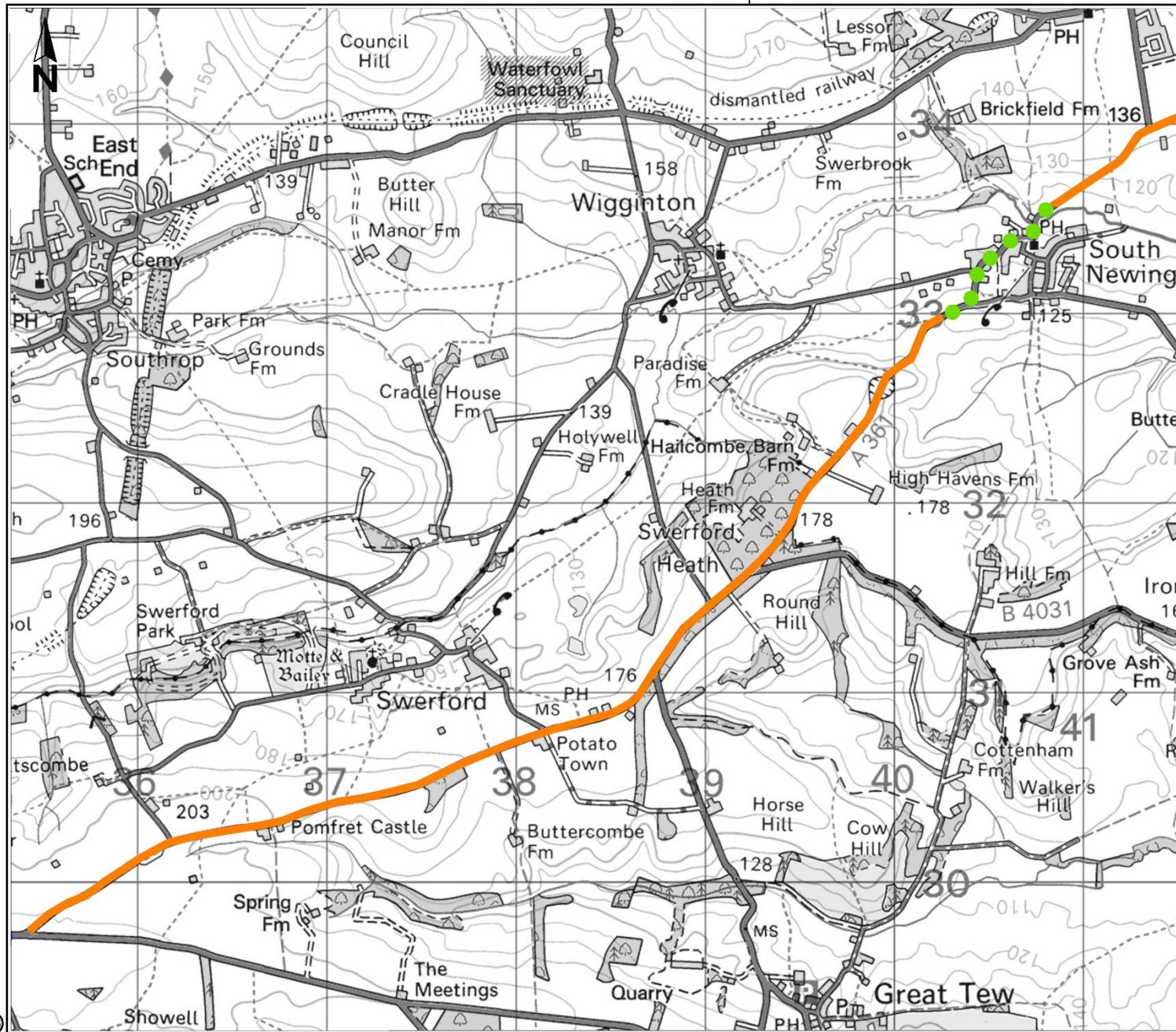





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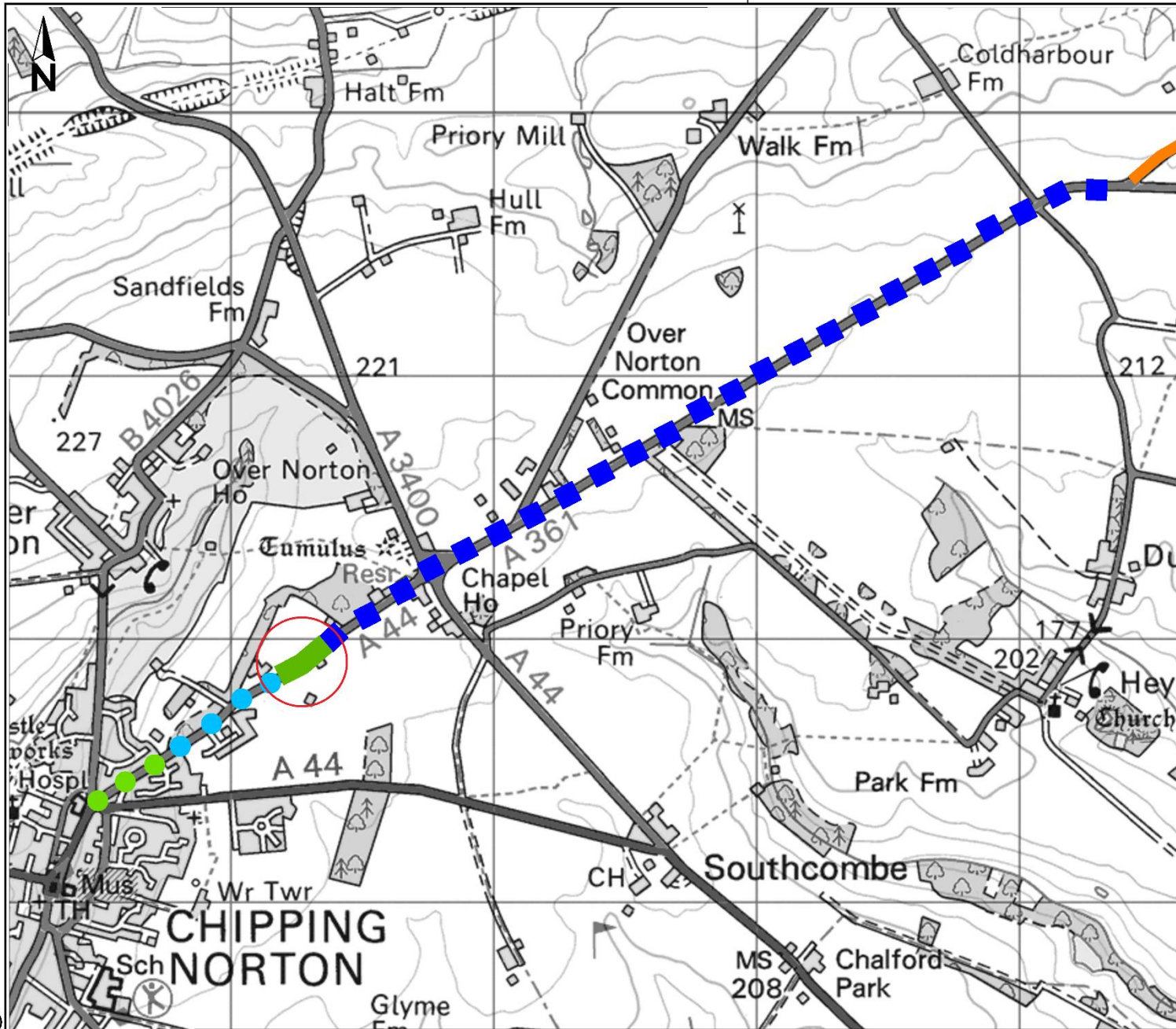


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Drawing No.		Revision	
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<b>Key</b>			
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		Proposed 40mph Speed Limit in place of current 60mph National speed limit	
		Existing 60mph National speed limit	
		Existing 40mph speed limit	
		Existing 30mph speed limit	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<div style="font-size: x-small;">                         Owen Jenkins                          Director for                          Infrastructure Delivery                          Communities                          Oxfordshire County Council                          County Hall                          Oxford                          OX1 1ND                          Tel: 0345 310 1111                          Fax: (01865) 241577                     </div>			
Project title			
A361 PROPOSED SPEED LIMITS			
Drawing title			
TEW TURN TO CHIPPING NORTON			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> - Aspects of any proposed speed limit that are taken into account are collision history, speed of existing traffic, road environment, enforcement, road character and driver perception. These are applied to the location towards our response which is evidence based.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or effective enforcement which is unlikely in most cases.</p> <p>The route is considered from the north on the outskirts of Banbury travelling south for each application considered.</p> <p>No speed survey information has been received for the extending of the 30mph limit south from Banbury towards the Wykham junction new 40? This remains rural as far as I am aware from the current new housing build line and is outside Dft guidelines for extension! Speeds here are likely to remain high and the urban limit gateway lost without an entry gateway visually represented close to the new housing. The 30mph limit here should be close to the new visual build line currently present. No information has been sent that this will change which is a significant factor!</p> <p>The speed survey information sent by Oxon CC indicates that speeds at Wykham cross roads are above 40mph and we know from research that reductions will be minimal with imposition of a this down from 50 the current limit, and therefore remain too high. This cross-road location has a collision history and deserves serious engineering improvements where approach speeds may be a factor. The site lines and general inter-visibility without any dedicated right turning areas are more significant factors in our experience.</p> <p>Actual speeds taken from the evidence, are above 40 (mean 47.7 typical) and outside the Dft and informally adopted Oxon CC / Surrey CC guidelines (We understand that these from previous correspondence are adopted by Oxon County Council as good practice!). Proceeding with these new limits here could allow design improvements to the speed limit rather than the speed of traffic WHICH IS A DANGEROUS STRATEGY. This approach is a high-risk element to the proposals and the real situation should not be ignored! (Design Manual for Roads and Bridges)</p>

# CMDE9

	<p>The section between Bloxham and the Little Tew junction is accepted as new 50mph with one exception. The series of bends just before and between the Little Tew junction and a short distance forward south to the Heythrop/Great Rollright cross roads should also be included in our view. Extending the proposed 50 south to approximately 100m south of the cross-road junction would include this a high-risk area.</p> <p>I use this route regularly and see numerous near misses / late braking here and debris at the junction usually due to traffic some heavy agricultural, waiting to turn right especially where the northbound bend is blind! The bends can be driven safely at 50 in my opinion although an appropriate speed is likely lower for most. Consideration of improved junction signing should be a safety consideration at this location with the speed limit lowered.</p> <p>There is a proven link between road environment/character and drivers speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. Residents will be disappointed in the residual speeds and likely expect enforcement later as the solution which would never significantly lead to credible speed reductions at most times and should not be considered with the lower limit in most cases.</p> <p>The police stance firmly reflects Dft advice that all limits should be reasonably complied with in driver passive compliance without the need for supervision.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example a single junction access or reduced forward visibility.</p> <p>Thames Valley Police welcome road safety interventions on this route but will object to the proposal in this form due to the detail outlined.</p>
(2) West Oxfordshire District Council	<b>No Objection</b>
(3) Bloxham Parish Council	<p><b>Support with concerns</b> – The Parish Council agreed to support the 50mph limit at the exit of Bloxham on the South Newington Road, along to South Newington.</p> <p>With regard to stretch of the A361 from Banbury to Bloxham, there is no need to extend the 30mph past where it is</p>

	<p>now at the Bloxham V expressed support for ale roundabout. The limit should be 40mph from this roundabout, down to Wykham crossroads continuing onto Bloxham, where the limit then changes to 30mph as drivers enter the village.</p> <p>The Parish Council would also request that consideration be given to reducing the speed limit to 20mph through Bloxham, from Bloxham Grove Road to South Newington Road.</p>
(4) Swerford Parish Council	<p><b>Support</b> – In addition to that which is being proposed for which there is only support in general, the following further recommendations are made:</p> <ul style="list-style-type: none"> <li>- there is a white line/hatching marked at the intersection of the A 361 to the road/intersection with Swerford (returning from Banbury after the Boxing Hare and both ways around the intersection) sufficiently long to make that junction much safer;</li> <li>- that the speed limit in South Newington be reduced to 20 mph from 30 mph;</li> <li>- that the unrestricted length on the A 361 (ie where the limit is 60 mph) be dropped to 50 mph both running down to the roundabout into Chipping Norton (from Banbury into the Shell Garage/Wheelers/Chapel Garage roundabout) and also from there into the 40-mph limit into Chipping Norton.</li> </ul>
(5) Local Resident, (Leaffield)	<p><b>Object</b> – There is no significant need to reduce speed limits, if safety is a concern, improve road markings, signage and lighting.</p>
(6) Local Resident, (South Newington)	<p><b>Object</b> – We consider the new proposals are just tinkering to try and alleviate far greater problems that the County Council are unwilling to accept, and we therefore cannot support the proposed changes.</p> <ul style="list-style-type: none"> <li>a) As the existing 30 MPH limits on the A361 out of Banbury, through Bloxham and South Newington along with the 50 MPH limit between Banbury and Bloxham are ignored by so many, how will the revisions amend the attitude of many car, van, small lorry drivers and motorcyclists? Is there a plan for forcible enforcement? It is our observation that it is not the current speed limits that are the cause of accidents but rather the lack of care and patience shown by road users. We have been overtaken or seen overtaking manoeuvres too often, both through the Bloxham 30 MPH limit and in the Easington section of the A361 plus the in the current 50 MPH section between Banbury and Bloxham to know that without strict enforcement matters will not change.</li> <li>b) The road from South Newington to Chipping Norton is not dangerous if road users engage the brain and drive according to the topography. The most dangerous junction is undoubtedly that with the B4031 with people</li> </ul>



	<p>joining the A361 to head towards Chipping Norton without due consideration for those already on the A361. This is due to the angle that the two roads meet. The Wykeham Lane turn is only dangerous because again, drivers pull out of it without due care and attention.</p> <p>c) These measures take no account of the unsuitability of sections of the A361 for the unreasonable size and weight of some of the traffic currently using the road. Namely Bloxham and South Newington villages.</p> <p>d) The roadworks through South Newington late last year went some way to improve matters on this part of the road. Road users who are familiar with the road are by and large careful. In early December when motorists were confronted with a new surface, they drove slowly through the village and HGVs avoided it. Excessive road noise and vibration (both of which your environmental department are aware) were substantially reduced. By mid-December there was a change, perhaps for the same reason I.e. a new road surface, and speeding has resumed through South Newington. Noise and vibration are back to their previous levels and the road already shows signs of heavy wear. There is also the incessant use of airhorns by large vehicles announcing their presence approaching the three narrow, blind turns.</p> <p>e) A questionnaire sent to residents some years ago by the local action group showed that the majority of villagers felt that “20 is plenty” signs should be introduced. Residents turning out of Bakers Lane, driveways on the main road, or the Slibber do so very much at their own risk. Indeed, some residents refuse to exit via the Slibber at all. We feel that a “slow/caution – concealed entrances” sign placed on the verge opposite the pub.</p> <p>f) OCC have often stated that this is an A road, which of course is quite right but designated such in 1922 when traffic levels were vastly different. An A road is one that functions efficiently and traffic flows freely. Your own operatives will admit that it is unsuitable. This part of the A361 is an old narrow toll road lined with listed buildings which experience, on average, about 30 traffic hold ups and tailbacks per day. If traffic levels continue to rise unabated then a 20 limit through the village should be considered.</p>
(7) Local Resident, (Chipping Norton)	<p><b>Support with concerns</b> – may I add my full support. However, I feel that the proposals do not extend far enough. As a resident on this road, I have experienced, over the years, not only an increase in traffic volume but excessive speeds. I have before expressed concerns regarding the stretch of road from Chipping Norton roundabout towards Banbury and am concerned that this area has not been taken into consideration.</p> <p>The junction leading off towards Hook Norton is extremely dangerous with drivers, often towing caravans, pulling out into traffic approaching at speed from the Banbury direction.</p>

	<p>There are hidden dips which impede visibility, but we still see dangerous overtaking at speeds well over the limit and drivers ignore or do not understand the significance of the cross-hatch road markings.</p> <p>As with other residents on this stretch of road, turning in and out of our properties is a hazardous act. On a regular occurrence, whilst waiting to turn right into our driveway, (having given clear indication) drivers overtake cars waiting behind me simply because they cannot see ahead and are driving too fast. Visitors, postmen &amp; delivery drivers have all commented how dangerous it is to access the property.</p> <p>I am well aware that you are not responsible for bad drivers, but by making this stretch of road 50 mph with solid double white lines, at least past the residencies, would make it safer for all concerned.</p> <p>During the summer months we are also subjected to road being used as a race track by motor cycle enthusiasts, both excessive noise &amp; speed. A 50 mph would reduce this.</p> <p>There is no clear indication of any speed limit from the Chipping Norton roundabout going towards Banbury. It would appear that this road is the only one in the area without a 50mph limit but one that would benefit all users, especially local residents, if it were imposed on the whole stretch of road.</p>
(8) Local Resident, (Banbury)	<p><b>Support</b> – These proposed speed limits are very important to better protect cyclists and other non-motorised road users.</p>
(9) Local Resident, (Banbury)	<p><b>Support</b> – The extension to the 30mph limit south west beyond Crouch Farm is welcomed but the associated location of any street lamps and signage needs to be carefully considered to avoid any detrimental effect on the properties at Crouch Cottages, and frequent monitoring of the speed limit, perhaps by fixed cameras, may be necessary to discourage speeding in that area.</p> <p>I do want to make the point that it would be no good simply extending the 30mph limit without enforcement, such as a static camera. The reason for my comment is that vehicles already ignore the existing 50mph limit at will and cross the centre white lines at speed while overtaking those vehicles that do stay within the limit. That stretch of road was "straightened" some twenty odd years ago to improve safety (it was formerly a series of bends) but the effect has been that cars now speed up significantly. I have had several near misses when pulling out of my drive onto the A361 with cars who simply pull out and overtake without warning. These near misses are, of course, not reflected in the accident statistics.</p>

	Double white lines would only have limited effect, I believe, but a fixed camera similar to the one in Bloxham village may well curtail that problem.
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Division(s): Chipping Norton
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## **CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019**

### **CHIPPING NORTON: A361 BANBURY ROAD - PROPOSED 40MPH SPEED LIMIT**

**Report by Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed reduction in speed limit to 40mph speed limit (from the current national speed limit) on the A361 Banbury Road leading north-eastwards out of Chipping Norton, as advertised.

#### **Executive summary**

2. Speed limits are reviewed when there are changes to the road layout due to development, when requested by local councils as a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Proposed changes are assessed applying the County Council's Procedure for Speed Limits.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce a 40mph speed limit on the A361 Banbury Road in Chipping Norton (in place of the current national speed limit) as a result of development of land adjacent to the road.

#### **Background**

4. The above proposal as shown at Annex 1 has been put forward due to the development of land adjacent.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 14 March and 12 April 2019. A public notice was placed in the Oxford Times & Banbury Guardian newspapers, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Chipping Norton Town Council and the local County Councillor.

6. Four responses were received. Two objections, one expression of support and one which did not object. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

7. The response of Thames Valley Police - while headed an objection – appears not to raise any concerns about this specific proposal but rather relates to other speed limit changes on the A361 between Banbury and Chipping Norton on which they did object.
8. One objection was however received from a member of the public on the grounds that measures other than speed limits – such as improved signing, road markings or street lighting – should be used to address road safety problems. While noting this objection, the proposed 40mph speed limit is judged to comply with national guidance on setting local speed limits taking account of the approved development.
9. A response was received from West Oxfordshire District Council expressing no objection to the proposal, and a response from a member of the public expressing support on the grounds of improved safety for cyclists and other non-motorised road users.

### **How the Project supports LTP4 Objectives**

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

### **Financial and Staff Implications (including Revenue)**

11. Funding for the proposed measures has been provided by Culham parish Council and the Councillors Priority Fund.

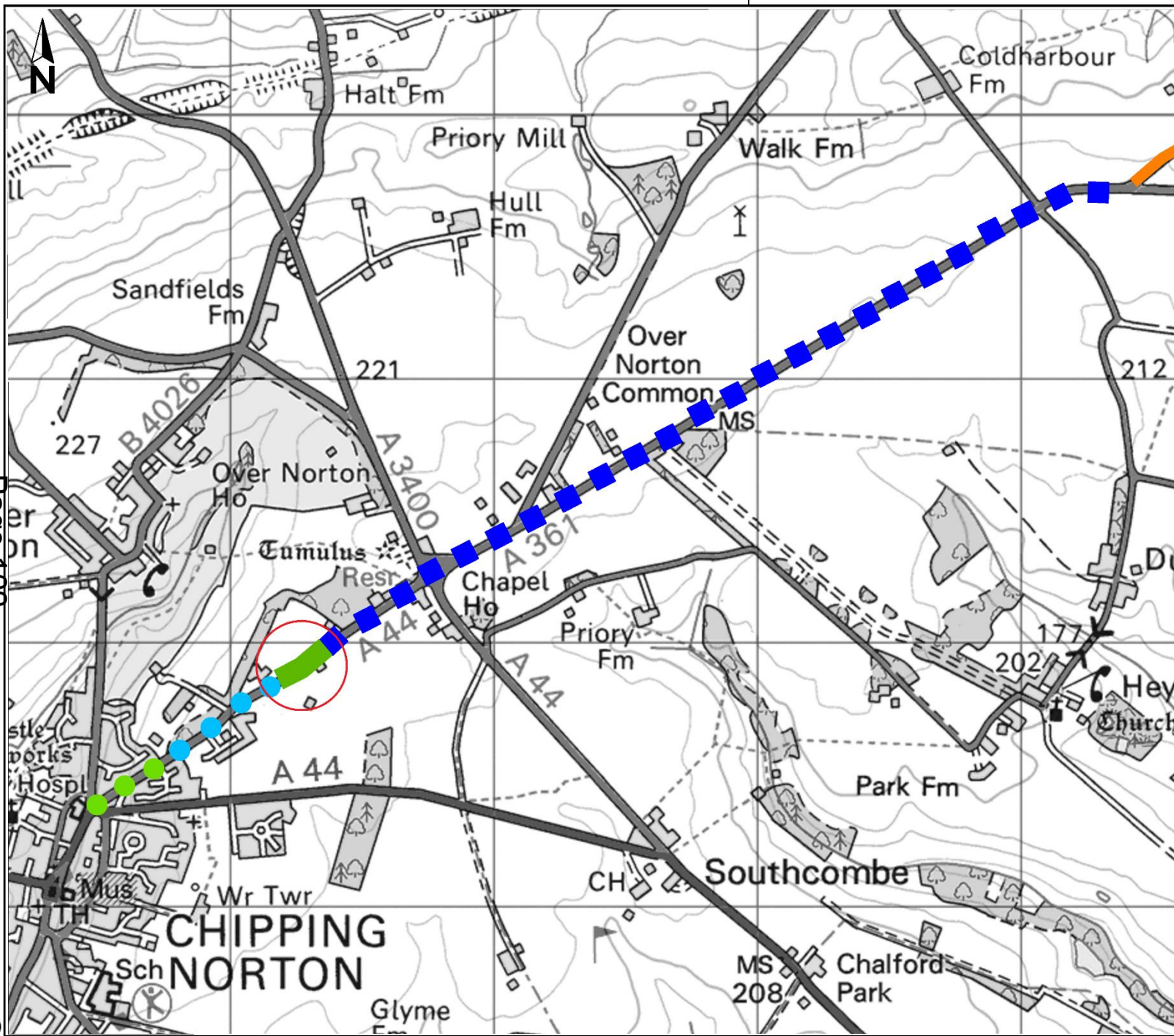
OWEN JENKINS

Director of Community Operations

Background papers:            Plan of proposed speed limit  
   Consultation responses

Contact Officers:                Hugh Potter 07766 998704

May 2019



Drawing No.		Revision 0	
<b>Key</b> <ul style="list-style-type: none"> <li>Proposed 50mph Speed Limit in place of current 60mph National speed limit</li> <li>Proposed 40mph Speed Limit in place of current 60mph National speed limit</li> <li>Existing 60mph National speed limit</li> <li>Existing 40mph speed limit</li> <li>Existing 30mph speed limit</li> </ul>			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</p>			
<b>Project title</b> A361 PROPOSED SPEED LIMITS			
<b>Drawing title</b> TEW TURN TO CHIPPING NORTON			
<b>Drawing Status</b>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 07/18	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> – no comment or observation on the section towards Chipping Norton where new access to development is underway near the town.</p> <p>Thames Valley Police welcome road safety interventions on this route but will object to the proposal in this form.</p>
(2) West Oxfordshire District Council	<b>No Objection</b>
(3) Local Resident, (Leafield)	<b>Object</b> – There is no significant need to reduce speed limits, if safety is a concern, improve road markings, signage and lighting.
(4) Local Resident, (Banbury)	<b>Support</b> – These proposed speed limits are very important to better protect cyclists and other non-motorised road users.



Division(s): North Hinksey
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## **CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019**

### **CUMNOR – B4044 EYNHAM ROAD / B4017 CUMNOR ROAD FARMOOR & DELAMARE WAY CUMNOR - PROPOSED WAITING RESTRICTIONS**

**Report by Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions on the B4044 Eynsham Road and B4017 Cumnor Road at Farmoor, and at Delamare Way, Cumnor as advertised.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage due to development, and when requested by the local member or local councils due to concerns over parking obstructing traffic and / or being detrimental to road safety.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce additional waiting restrictions on the B4044 Eynsham Road and B4017 Cumnor Road at Farmoor and at Delamare Way, Cumnor.

#### **Background**

4. The above proposals as shown at Annex 1 & 2 have been put forward due to concerns raised by the Parish Council over the safety, positioning and movement of traffic in the area and, if approved, would be funded from the Councillor Priority Fund.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 21 March and 19 April 2019. 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, Vale of White Horse District Council, Cumnor Parish Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 65 properties in the immediate vicinity adjacent to the proposals.

6. Twenty-one responses were received and these are summarised in the table below:

Proposal	Support	Object	Concerns	Neither/No opinion
B4017 & B4044	10 (50%)	4 (20%)	2 (10%)	4 (20%)
Delamare Way	3 (15%)	1 (5%)	0	16 (80%)

7. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

8. Thames Valley Police did not object to the proposals but commented that the enforcement would be a low priority for police resources.
9. Layla Moran MP, Oxford West and Abingdon expressed support for the proposals and the Vale of the White Horse District Council expressed no objection.

### **B4014 Cumnor Road and B4044 Eynsham Road at Farmoor**

10. Four objections and two expressions of concern were received in respect of the proposals primarily on the grounds of the loss of parking for local business, noting that the parking here has not been contributory to any reported injury accidents and that parking would be displaced either further down the road or into side roads where it would present a nuisance to local residents. Some responses also noted that the current parking helps reduce traffic speeds thereby promoting road safety.
11. Nine expressions of support were received, though some of these were also qualified, citing concerns of parking being displaced into side roads or further down the B4017 or B4044. Some respondents requested that consideration be given to extending the proposed waiting restrictions, including on the B4017 Cumnor Road that a length of single yellow line restriction applying during the daytime on weekdays would be helpful.
12. The objections and other concerns expressed are noted and it is accepted that if the proposals as advertised are approved, there is some risk that parking may be displaced to locations which could give rise to complaint etc. However, on balance it is considered that the benefits of the proposals in helping ensure these roads are not obstructed by parking outweigh the anticipated problems of parking being displaced to other areas.

### **Delamare Way, Cumnor**

13. One objection was received although it is not wholly clear whether this applied to the proposals at Farmoor (where it has also been included as an objection) or Delamare Way; the objection cited general concerns that there were too many restrictions for cars and motorists and suggested alternative ways of improving safety at junctions. Three expressions of support were received.

### **How the Project supports LTP4 Objectives**

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

### **Financial and Staff Implications (including Revenue)**

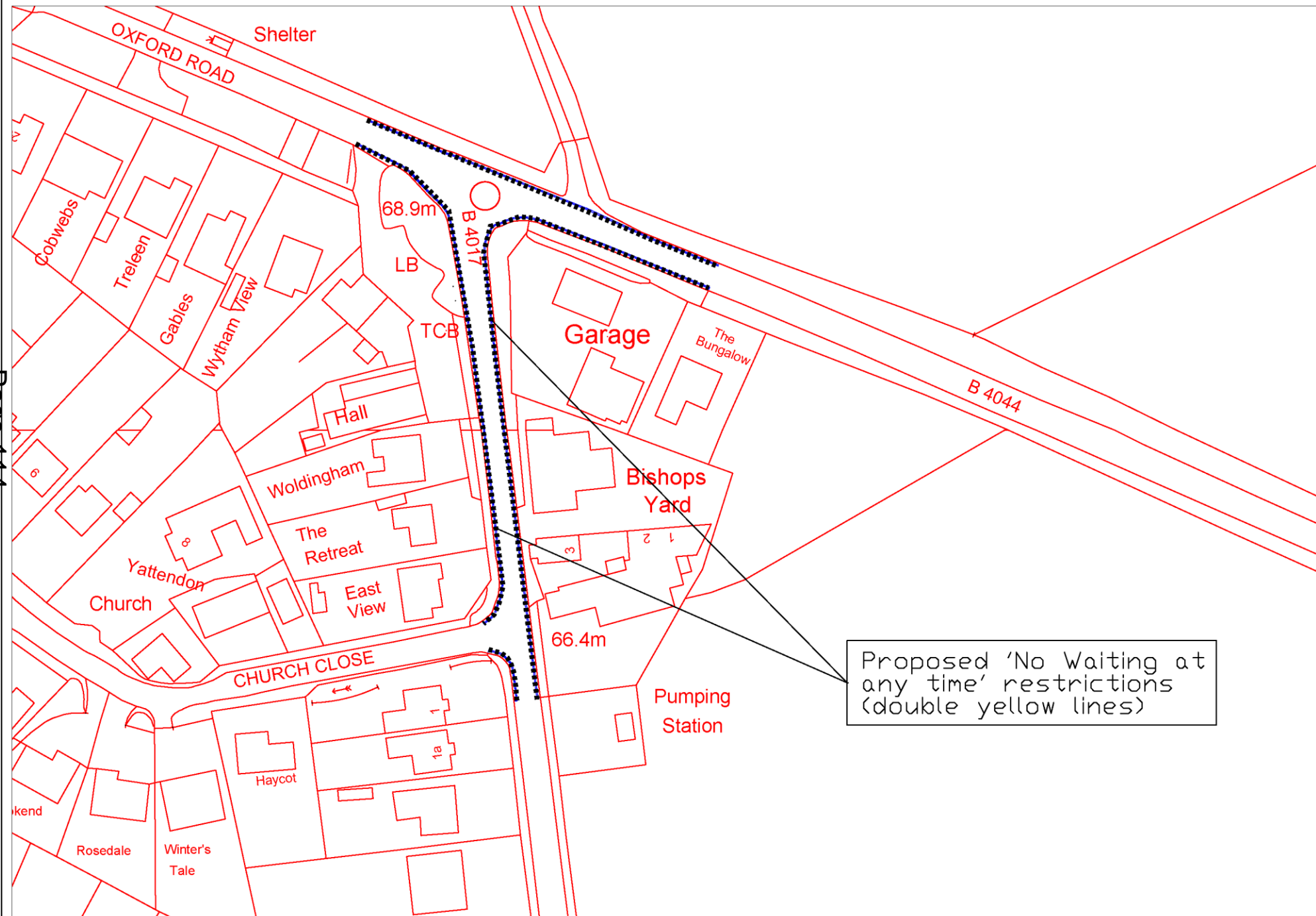
15. Funding for the proposed measures has been provided by the Councillor Priority Fund.

OWEN JENKINS  
Director of Community Operations

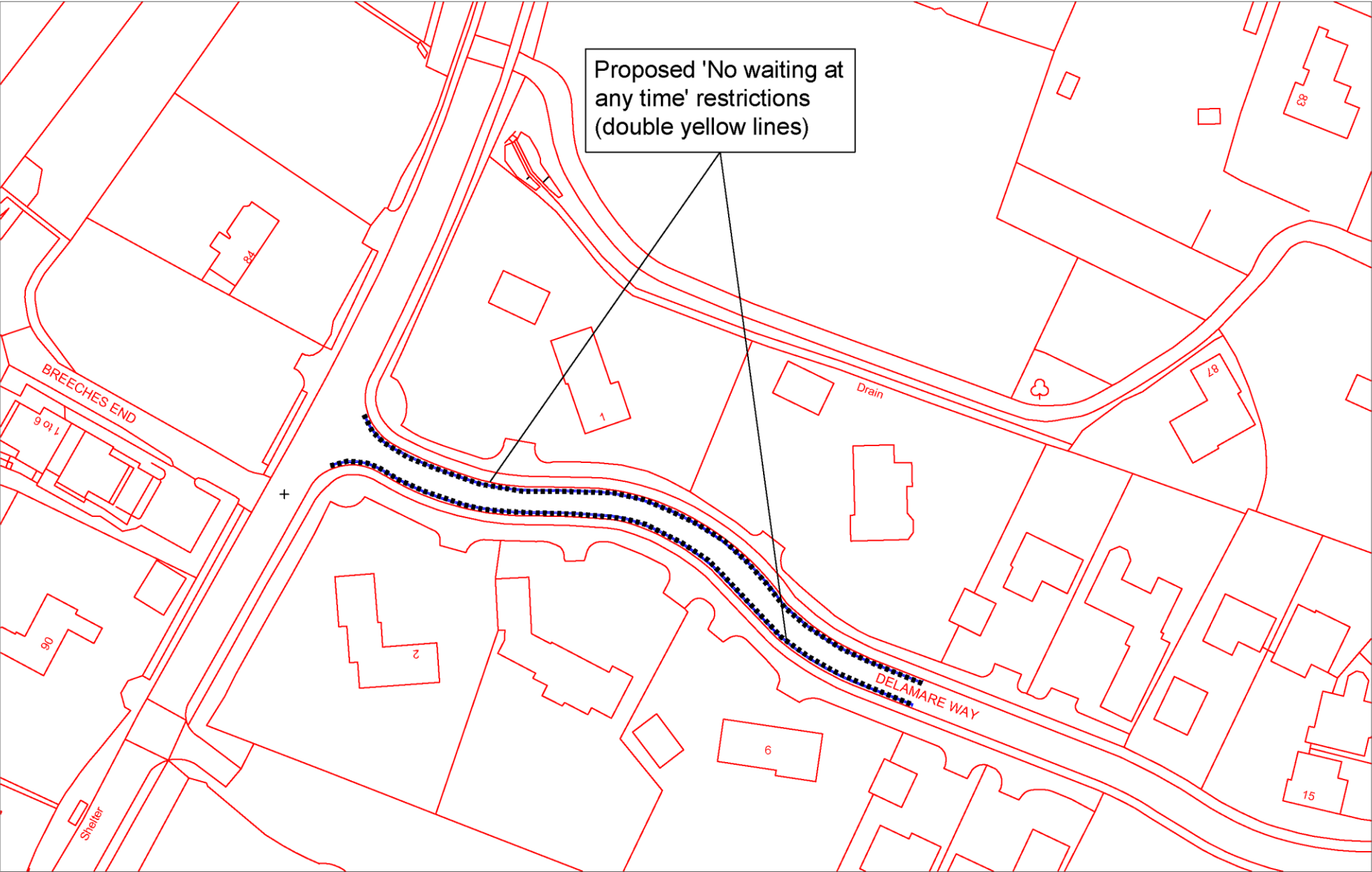
Background papers:       Plans of proposed waiting restrictions  
                                     Consultation responses

Contact Officers:         Hugh Potter 07766 998704

May 2019







RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No Objection</b> - restriction such as these features very low in terms of our current policing priorities and the introduction of Civil Parking should be actively encouraged and introduced.</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Local MP	<p><b>Support</b> - Residents have emphasised that parking in the areas covered by the proposed double yellow lines has been causing dangerous road and pavement conditions.</p> <p>I understand that the local Cllr is supporting the proposals, including via the priority fund, and that the Parish Council has been supportive towards residents in getting the County Council to propose these measures.</p> <p>Please take this email as confirmation of my support for residents' concerns and these proposals to address them.</p>
(3) Vale of White Horse District Council	<b>No Objection</b>
(4) Local Business, (Farmoor)	<p><b>Object</b> - I am writing to oppose the restrictions being debated on this stretch of road. I am a tenant in Bishops yard and have been here for some 5 years. I have a medium sized van which I cannot work without. During the time I have been at the yard I have never witnessed or been told about any traffic incidents on this stretch of road. The</p>

	<p>businesses which operate here co-operate with each other and anyone else affected by parking to ensure things run smoothly and as there are two businesses whose interest is purely in vehicles this has always worked very well.</p> <p>To stop the on-street parking will definitely have a detrimental effect on all those who work here as off-street parking is limited and there is no parking available locally and all this it seems is rather a sledgehammer blow to crack a nut which is at worst a minor irritation to some local residents.</p> <p>I sincerely hope this plan will be shelved or at the very least downsized to safeguard the works which are situated on this road.</p>
(5) Local Resident, (Farmoor)	<p><b>Object</b> - I oppose this. It is unnecessary. We have enough limitations in and around Oxford which as I am constantly told is not designed well for cars and vehicles.</p> <p>I would suggest it would be better and wise to only restrict at road openings only to allow cars to safely come out into the main road, or the most effective option would be to add blind spot mirrors which will also enhance the space and area.</p>
(6) Local Business, (Farmoor)	<p><b>Object</b> - By putting lines where you are suggesting is just going to move the problem down the road more. we never had a problem regarding parking until a new chairman of the village hall was elected and obviously had his own personal opinions and objections to us parking there, even though we were contributing to the village hall funds. As we are part of the community we should all be working together. We have had several meetings on this issue before, it was quite clear from highways and police that the parking on village hall when not in use was beneficial to all. With reference to your comment about safety, it was looked into before and it showed there was an extremely low record of accidents. The only accident I can remember was a vehicle coming towards Oxford from Eynsham and a car pulled out from oxford road. As I spend most of my day here, I think it would be more beneficial to lower the speed limit approaching the roundabout as vehicles go way too fast approaching it.</p> <p>I strongly object to the proposal of double yellow lines in Farmoor. As we have employees and our neighbours Warburtons are a big employer in Oxfordshire, this would cause more damage and unnecessary stress to the businesses. If you put yellow lines down, where are the village hall customers going to park as they always park down the road when spaces are full, I can send you photograph that this is the case and surely this would cause them issues in the future too.</p>



(7) Local Resident, (Farmoor)	<p>Delamare Way - <b>No opinion</b> - No comment</p> <p>B4017 Cumnor Road &amp; B4044 Oxford Road - <b>Support</b> - however the yellow lines will just push parking further down Cumnor Road and Mayfield Road.</p>
(8) Local Resident, (Farmoor)	<p>Delamare Way - <b>No opinion</b> - No comment</p> <p>B4017 Cumnor Road &amp; B4044 Oxford Road - <b>Support</b> - My worry is that the car parking will transfer further down the street, where there are no parking restrictions, which will be in front of our property and make turning out of our drive hazardous. The need for vehicles at the premises is not going to go away and hence a car park for the business vehicles should be provided nearby.</p> <p>The speed limit is 40mph along the B4017 at Farmoor and should be reduced to 30mph regardless and a speed camera/LED warning sign installed.</p>
(9) Local Resident, (Eynsham)	<p>Delamare Way - <b>Neither</b> - I think it would be fine to have double yellows on Delamere Way if residents feel that would be convenient to them.</p> <p>B4017 Cumnor Road &amp; B4044 Oxford Road - <b>Object</b> - I object to a no waiting zone on Oxford Road, I cannot see how this is necessary, additionally I think it will only increase the number of cars exceeding the speed limit through this section of Farmoor - at least parked cars slow the traffic through this section. If no waiting zone is created, then I think you would need to impose a 20 mile per hour speed limit over a similar distance, otherwise it would become impossible to pull in or out of our premises safely, I believe speeding cars are a real issue on this road.</p>
(10) Local Resident, (Farmoor)	<p>Delamare Way - <b>Support</b> - No comment</p> <p>B4017 Cumnor Road &amp; B4044 Oxford Road - <b>Support</b> - Parking on the east side of Cumnor Road often backs up to the roundabout. This makes turning manoeuvres from the Botley direction into Cumnor Road very dangerous when you have to stop suddenly due to the parked cars which the traffic behind you cannot see and which has difficulty avoiding running into the back of you.</p>

	<p>Parking on the Oxford Road outside the car sales makes turning right movements from Cumnor Road towards Botley extremely hazardous because of the loss of vision this movement becomes exceptionally dangerous when vehicles are parked on the Oxford Road footpath outside the car sales. You are forced to go to the middle of the roundabout to be able to see what is coming from the right creating many near misses as traffic approaching you at 40mph suddenly sees you.</p> <p>The Cumnor Road sometimes becomes almost impassable when vehicles park on both sides of the road, particularly when delivering,</p>
(11) Local Resident, (Farmoor)	<p><b>Support with Concerns</b> - Firstly, I would like to state that I am wholeheartedly in favour of parking restrictions on Cumnor Road. However, I don't believe that the proposed scope of the restrictions properly address these problems.</p> <p>The main problem is one of road safety at the roundabout (junction B4017 and B4044). Vehicles (sometimes lorries and large vans) parked on or close to that corner impede both visibility and reasonable traffic flow on that junction. But for safety issues alone, the restrictions do not need to be as extensive as planned. 50m down Cumnor Road would be sufficient, but there is another issue on this junction that needs to be addressed. There is a wide pavement on the verge of the B4044 next to the car sales operation, where the businesses on that site and their suppliers, park - often quite large vans. This makes visibility for cars emerging from Cumnor Road impossible. I understand that parking on the pavement is not an offence outside London, but I believe that it is within the Council's delegated authority to make a 'no parking on the pavement' order for specific locations where there is a specific hazard. I would request that the Council implement such an order.</p> <p>The other issue is the nuisance caused by the local businesses in the small estate at the end of Cumnor Road utilising the public highway as an extension of their business. Yellow lines for just 100m will not address this issue. It will simply move the problem further down the Road. The yellow lines need to extend far enough to make it impractical for the businesses to utilise the road in this way - I would suggest 200m at least.</p>
(12) Local Resident, (Farmoor)	<p><b>Support with Concerns</b> - Whilst we think this is an excellent scheme to attempt to eliminate the dangerous parking, as owners on Cumnor Road, we can foresee an immediate transfer of parking from the present position to outside the properties on the western side of Cumnor Road for say a further 50 metres.</p> <p>We say this because it's already happening. Vehicles are regularly parked partially on the pavement for this stretch of road making it dangerous for residents to exit their property owing to the reduction in visibility.</p>

(13) Local Resident, (Farmoor)	<p><b>Support with concerns-</b> I support having double yellow lines on both sides of Cumnor Road, round the roundabout and along Oxford Road.</p> <p>However, I am very concerned that the dangerous congestion parking problem will spread into Church Close. Can you please let me know what is being proposed to stop this happening as it will pose a barrier for critical access down the close for emergency services and healthcare related issues etc.</p>
(14) Local Resident, (Farmoor)	<p><b>Support</b> - I would very much like to see double yellow lines on this road. The business parking really doesn't have much consideration for the local residents. It is so dangerous pulling out of side roads, residences and negotiating the little roundabout is really hazardous. In fact, I would like to see them going further along on the right-hand side of Cumnor Road at least past the third house.</p> <p>Also, pavement parking makes Cumnor Road an obstacle course for pedestrians.</p>
(15) Local Organisation, (Farmoor)	<p><b>Support</b> - The Farmoor Village Hall Committee are writing to confirm their support for the installation of parking restrictions. Parking adjacent to the village hall is often dangerous and obstructive and is a continued major cause for concern.</p>
(16) Local Resident, (Farmoor)	<p><b>Support</b> - As a resident of Cumnor Road we are writing in support of the proposed parking restrictions on the B4017. We have for some time campaigned to have these restrictions put in place on safety grounds. The residents have held a number of meetings with the Parish Council, Highways and Police representatives in the past but unfortunately the situation is getting much worse.</p> <p>Vehicles are often (daily) parked dangerously close to the junction (both at B4017 and Church Close) and are double parked as well as obstructing the pedestrian walkway. The line of cars parked from the junction with B4017 extends as far as the Thames Water Pumping Station and therefore doesn't afford vehicles the opportunity to 'pull in' should they meet on-coming traffic on the B4044. For vehicles turning onto B4017 this is a major risk as well as for residents who</p>

	are trying to turn into their driveways on Cumnor Road.
(17) Local Resident, (Farmoor)	<p><b>Support</b> - I would absolutely be in favour of parking restrictions or yellow lines along this stretch of road. I don't live on the road itself, but I do drive it each day to take my baby daughter to and from Willow Cottage Nursery which is on this road. I feel the mini roundabout is very dangerous. As soon as you turn left off the main Eynsham Road you are faced with rows of parked cars and are often forced onto the wrong side of the road or into the middle of the road and there is often oncoming traffic. It does seem to be getting worse too. It was often the case that the traffic was just parked down one side of the road which was bad enough but now it is often on both sides forcing both lanes into one. I have often witnessed near miss accidents.</p> <p>As a road with a nursery on it there is bound to be more cars containing babies and small children and road safety should be an absolute priority. Parking restrictions would definitely make the area safer.</p>
(18) Local Resident, (Farmoor)	<p><b>Support</b> - I would definitely agree that the proposal (specifically the first point) makes sense as far as safety is concerned as someone who turns right northwards out of Cumnor road daily it can be quite nerve-wracking because of the reduced visibility due to visitors/staff members to the businesses' parking very close to the junction on both Cumnor Road and Oxford/Eynsham Road. I myself have stopped using the garage for my car after, when picking it up, it had been left parked on the road opposite the village hall not only causing a slight obstruction to other vehicles but putting my vehicle at risk of being damaged. I should stress however, that it is only a mild inconvenience and would assume any careful and confident drivers should be able to emerge onto Eynsham Road from Cumnor Road without much trouble. For the years I have lived in Farmoor there have never been any issues with either the corner shop or visitors to the village hall.</p> <p>However, I am unsure whether the proposal to paint double yellow lines southwards for 110 meters would solve this issue in practice as I would have thought that the people who park in the area concerned will continue to do so anyway (I think it would probably not be cost effective to send a traffic warden to check multiple times a day) or will simply park in other parts of the village which may cause issues with residents, particularly those living on Mayfield Road and leading onto Meadow Close.</p> <p>My main concern with this proposal is if cars and other vehicles that currently park in the area concerned actually do respect the double yellow lines and park elsewhere, that they will start to use the small piece of road on the southernmost entrance to Mayfield road coming off Cumnor Road. I am resident in one of the four flats on Cumnor</p>

	<p>Road and, since we do not have a drive like other properties in Farmoor, our parking spaces (one per flat) are accessed via this road and if vehicles start to park here instead that it will block not only access to parking for the four flats but also to the parking for numbers 7 and 10 Cumnor Road as they also use this road for access to their rear driveways. I believe both residents in 7 and 10 have reasonably large vehicles that they use for work so no chance of them being able to squeeze past.</p> <p>Also one resident needs a large waste bin (which stands on his property) emptied now and again which needs a large lorry and in the past this lorry has not been able to gain access due to some people parking inconsiderately meaning he has incurred additional charges for this service. For clarification, we are unable to access our parking from the other end of Mayfield road as there has been a gate installed there which is either locked or is blocked by residents on the other side.</p> <p>Also, as I'm sure you are aware we now are in a time where there are multiple car households and two out of the four flats have two cars so we regularly need to park on this piece of road as to avoid inconvenience to road users and/or pedestrians by not parking on the main road. When we do so we are sure to not block access to Mayfield Road but my concern is that others would not be so considerate and will lead to tension between residents and the businesses. We also occasionally have problems on this section of road with fly tipping and abandoned vehicles and so I am worried that this will get worse if the measures mentioned in the proposal are put in place.</p>
(19) Local Resident, (Farmoor)	<p><b>Support</b> - We support the proposal to introduce parking restrictions on the B4044 and B4017 at Farmoor as follows:</p> <p><u>B4044 and B4017 from the Village Hall northwards</u>: We agree it is important to prevent parking at all times close to the roundabout to minimise danger. It is very dangerous to park there. Vehicles come around the roundabout from the east onto the B4017 and often have to stop suddenly because of the parked cars in the way. This is dangerous where there is another car coming around the roundabout from behind which has little warning to stop. This has happened to me.</p> <p>Also, when emerging onto the roundabout from the B4017, white vans parked on the visibility splay next to the garage obstruct the vision of cars coming from the right. This gives us little notice of oncoming cars from the right, which are going fast because they can see that the ongoing cars along the B4044 are going straight across the roundabout.</p> <p>We therefore support the proposal of "no waiting at any time" on both sides of the road on the B4044 and on the B4017 from the village hall northwards.</p>

	<p><u>Along the B4017 from the Village Hall southwards:</u> (Office hours and rush hour) The time when the road is most obstructed is during office hours. During rush hour when there is a lot of traffic (including heavy lorries who use this route as a short cut), vans and cars from businesses on the eastern side of the B4017 are parked along the road. During the working day, vehicles from the garage are sometimes left on the road all day long and visitors to the businesses (including lorries) also park there. See photo attached.</p> <p>The road is narrow; when cars are parked two cars can't pass each other. There are often cars accessing and leaving the road at multiple points (the roundabout, garage, Warburtons, Church Close, The Retreat, Woldingham, the Village Hall and Farmoor Stores). When cars park on this road it restricts visibility and reduces the space in the road for manoeuvring.</p> <p>(Evenings and weekends) The stretch of road is quieter in the evenings. However, it is sometimes used as a "park-up" place for long distance HGVs in the evenings. On three occasions huge lorries have been parked there while the driver has his nap. The driver refuses to move because of driving hours regulations. It makes it hard to get into and out of our drive safely and two cars can't pass alongside.</p> <p>We therefore support the following proposal for the length of B4017 from the village hall southwards: Monday to Friday 07:00 to 18:00: "no waiting at any time" along both sides. Monday to Friday 18:00 to 07:00 and weekends: "no waiting at any time" along one side only.</p>
(20) Local Resident, (Farmoor)	<p><b>Neither</b> - This is not an easy issue; whilst there is building work being done on Cumnor Hill near Delaware Way, the parking of builders' vehicles at the bottom of Delamare Way has been and will be dangerous and would require double yellow lines at the lower end of Delamare way. This would have "pushed" the parking of the vans further up Delamare Way causing a smaller danger problem there.</p> <p>When building work stops the problem stops, so the decision to put yellow lines on Delaware way is dependent on the number of planning permissions granted for development on Cumnor Hill. One solution is to make planning permission subject to all vans being parked on site.</p>
(21) Local Business, (Farmoor)	<p><b>Neither</b> - Whilst in principle we agree that parked vehicles do cause a traffic obstruction we have lorries delivering to our business that stop outside our premises to unload materials to go in our stores.</p> <p>We have a small car park for circa 25 vehicles, so it is not possible for delivery vehicles to drive in as they cannot turn</p>

## CMDE11

	<p>around, and obviously it would be dangerous/illegal to reverse onto the main Road. Furthermore it is difficult for lorries to reverse into the car park as the entrance is narrow and it is a joint vehicle &amp; pedestrian access so there are health &amp; safety issues.</p> <p>We employ 120 staff &amp; operatives from this location with 70 plus company vehicles. We have grown a little in the past few years, but have been doing pretty much the same thing for the past 40 years and it has never been a problem, I think the problem has been caused by the Parish council withdrawing the facility for other local businesses to park on the Village Hall car park when it was not in use, so they are now forced to park on the road outside our offices.</p> <p>There needs to be an exemption for vehicles loading &amp; unloading, otherwise we cannot run our business from here.</p>
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-Division(s): Wallingford
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**CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019****WALLINGFORD: READING ROAD - PROPOSED WAITING RESTRICTIONS****Report by Director of Community Operations****Recommendation**

1. The Cabinet Member for Environment is RECOMMENDED to approve a reduced extent of additional waiting restrictions (rather than those as advertised) on Reading Road at Wallingford to protect the immediate vicinity of the new access to residential development and at the adjacent bridge.

**Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage due to development, when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

**Introduction**

3. This report presents responses received to a statutory consultation to introduce additional waiting restrictions at Reading Road, Wallingford.

**Background**

4. The above proposal as shown at Annex 1 has been put forward due to development of adjacent land.

**Consultation**

5. Formal consultation on the proposal was carried out between 20 March and 19 April 2019. A public notice was placed in the Oxfordshire Herald series newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Wallingford Town Council and the local County Councillor. Street notices were placed on site in the immediate vicinity of the proposals.
6. Seven responses were received. 6 objections and one non-objection from Thames Valley Police.
7. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

**Response to objections and other comments**

8. Thames Valley Police did not object to the proposals but commented that the enforcement of waiting restrictions would be a low priority for police resources.
9. Six objections were received from members of the public - all residents of the road adjacent to the proposed restrictions expressing strong concerns over the loss of parking and the consequent loss of amenity and also a possible adverse effect on property values noting that the parking here following the construction of the new access for the development in practice was not causing any safety or congestion problems.
10. Following a very recent review on site it is agreed that the extent of the proposals can be appreciably reduced to avoid the above concerns while still ensuring adequate visibility at the new access. A plan showing the revisions will be presented at the meeting for approval.

### **How the Project supports LTP4 Objectives**

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

### **Financial and Staff Implications (including Revenue)**

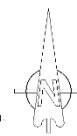
12. Funding for the proposed measures has been provided by the funding developers of adjacent land.

OWEN JENKINS  
Director of Community Operations

Background papers:      Plan of proposed waiting restrictions  
   Consultation responses

Contact Officers:            Hugh Potter 07766 998704

May 2019

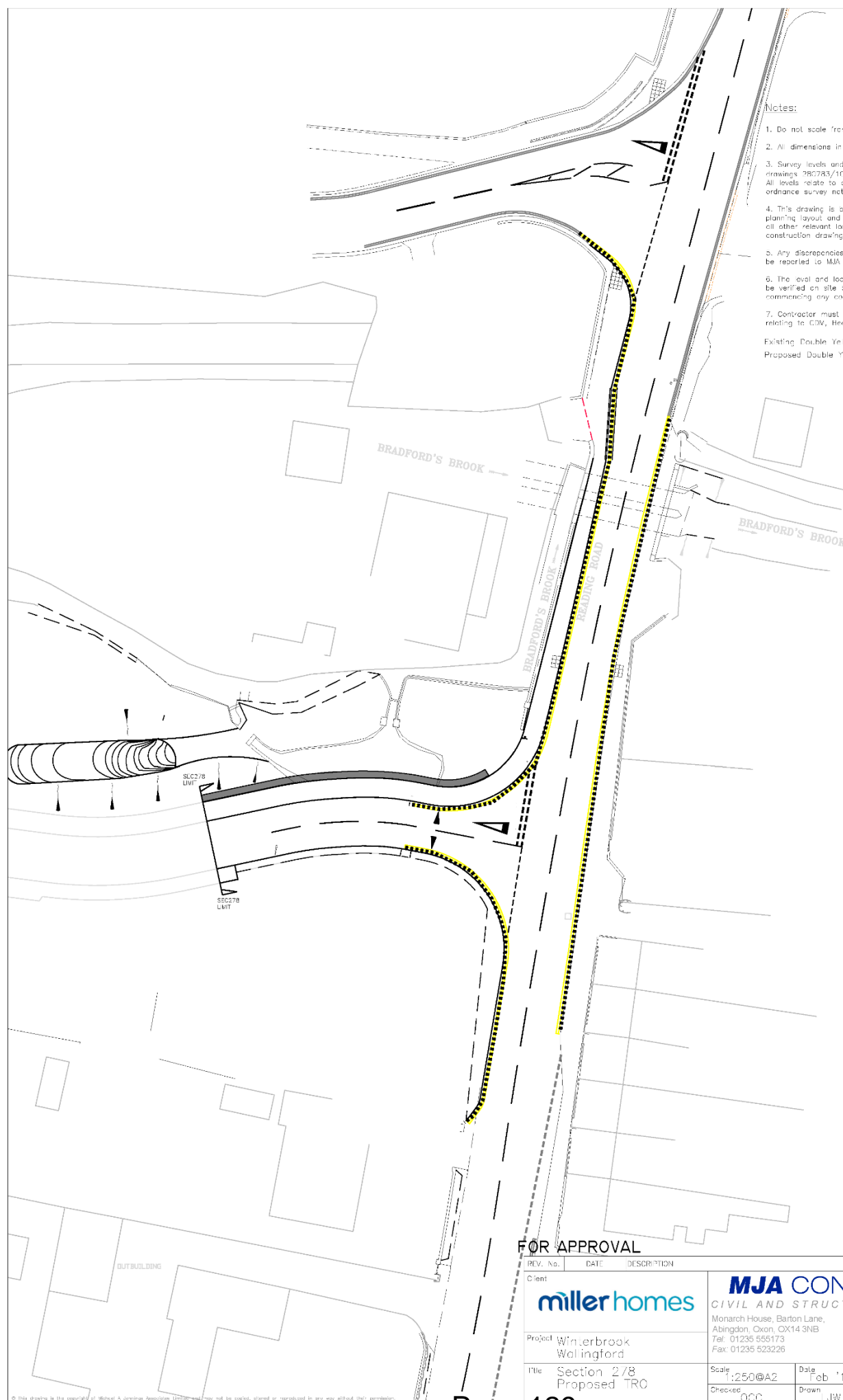


## Notes:

1. Do not scale from this drawing.
2. All dimensions in metres.
3. Survey levels and grid based on Glanville Surveys drawings 280783/100-103 & GS8100490/100-101. All levels relate to ordnance datum and grid is the ordnance survey national grid.
4. This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant longitudinal sections and construction drawings.
5. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineer.
6. The level and location of all existing services shall be verified on site by the Contractor before commencing any construction work.
7. Contractor must comply with all current legislation relating to CDM, Health and Safety and CDMH.

Existing Double Yellow Lines

Proposed Double Yellow Lines



FOR APPROVAL

REV. No.	DATE	DESCRIPTION	INITIALS
Client			
Project		<b>MJA CONSULTING</b> CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 523226	
Title		Scale 1:250@A2 Date Feb '19 Checked OCC Drawn LJW	
Drawing No.		Rev 5540:620 P1	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> - In principle I am not going to object, despite the fact the new road marking are already there. May I remind the Authority again that retrospective consultation is unacceptable and probably unlawful.</p> <p>In terms of the road markings I do not believe they are consistent with the current drawing no 5540:620 as the line on the east side does not extend south of the new junction and appears to have been blacked out.</p> <p>I should point out that restriction such as these features very low in terms of our current policing priorities and the introduction of Civil Parking should be actively encouraged and introduced.</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Local Resident, (Wallingford)	<p><b>Object</b> - The double yellow lines on Winterbrook opposite the access road to Winterbrook Park will remove parking for residents living in 3-13 Winterbrook. When Winterbrook Park was first proposed, this very loss of parking and safety at the junction was pointed out by the residents of Winterbrook, but clearly ignored. Now the concerns of these residents are being ignored once again.</p> <p>Where do you propose we park our cars ? These are 3-4-bedroom family homes, not urban flats. You can't expect us not to have cars. The loss of parking will adversely affect our property value.</p>

(3) Local Resident, (Wallingford)	<p><b>Object</b> - The roadside in front of 3-7 Winterbrook provide much-needed parking provision for the families living in these houses and the provision of double-yellow lines here will cause great inconvenience and exacerbate existing parking pressures along Winterbrook and The Murren.</p>
(4) Local Resident, (Wallingford)	<p><b>Object</b> - I have been the home owner of number 5 Winterbrook Wallingford for the last twenty years and now find myself in the situation potentially losing the ability for myself and family to park anywhere near my house so I am strongly objecting to the application that has been submitted to extend the double yellow lines 20m past the junction. What has been proposed means we would lose any current parking outside number 5 and in front of my neighbour at number 3. There are absolutely no other alternative parking places available in the vicinity and the four spaces in front of Winterbrook have been taken up by cars at numbers 7, 9, 11 and 13. For all six properties the suggestion is to have only four parking spaces now instead of the current six.</p> <p>Without any parking at Number 3 and 5 puts us at risk as residents and will also significantly reduce the value of our properties. This is unacceptable and needs addressing urgently.</p> <p>The developers have not helped the situation we find ourselves in – the new grassed pavement in front of Winterbrook Park and opposite our houses has narrowed the road unnecessarily and only serves as decoration not for pedestrians. Secondly the pavement in front of Number 5 and 3 could be narrowed to the same width as in front of numbers 7-13 again to help widen the road and leave space to park in front of our properties and ease the trunking space out of Winterbrook Park. These are easy solutions to fix the problem.</p> <p>As you know we have always made it very clear throughout the resident's development objections, the issues related to parking and the need to have spaces outside our houses. We were assured on several occasions that this would not be the case and has been minuted. We have suffered relentlessly throughout all the building works and have compromised on many an occasion. To put us at risk like this and devalue our properties is not acceptable and we ask you to extend the double yellow lines only as far as Orchard Close to allow continued on road parking outside of our properties.</p>
(5) Local Resident, (Wallingford)	<p><b>Object</b> - We live opposite the Winterbrook Park development. We strongly object to the application to extend double yellow lines 20m past the new junction as this would prevent parking outside of both our property and that of our neighbour at No. 5 Winterbrook.</p>

	<p>This development was refused twice before being allowed at the third attempt. On each occasion the issues related to parking were raised by the residents, in particular the need to park on road outside of our properties as no other parking areas were available.</p> <p>We have lived at No.3 Winterbrook for over 30 years. Throughout this period we have enjoyed on road parking outside of our property. Painting double yellow lines outside of both No. 3 and No.5 simply creates further pressure on parking in Winterbrook and The Murren and effectively devalues our properties. Existing residents are being disadvantaged to the benefit of the incoming residents in Winterbrook Park, despite assurances at the appeal meeting that this would not be the case.</p> <p>Should this application be allowed we will have no choice but to park at the next closest location to our properties, which is on Portcullis Drive in the new development.</p> <p>We therefore request that the double yellow lines are extended only as far as Orchard Close to allow continued on road parking outside of our properties.</p>
(6) Local Resident, (Wallingford)	<p><b>Object –</b></p> <p>1 - In the time period since the roadworks have been completed to date, (and since the unauthorised double yellow lines have been 'blacked out'), there has not been any dangerous parking or potentially dangerous parking or incidents of that nature. The parking that has occurred outside 3-13 Winterbrook has been safe and has not caused any issues regarding traffic or safety. Therefore, this demonstrates that double yellow lines are not required in order to ensure protection from 'unregulated and potentially dangerous parking'. There has been no adverse effect on the effective and safe passage of traffic since the roadworks have been completed. There have been no congestion issues. Double yellow lines are therefore not required in order to cover and protect the new access road from unregulated or dangerous parking.</p> <p>2 - The County Council states that it has a responsibility to consider provision of available parking. Where, therefore, does the County Council consider to be available parking for 3-13 Winterbrook if the proposed plans are implemented? I ask this because by taking away the current parking that is available by implementing the proposal, there would not be suitable alternative available parking. As is now usual, each of the houses from 3-13 Winterbrook are a two-car household at minimum. Those houses already have limited places to park their vehicles. If the proposed changes are implemented, it will remove the space for two cars outside 3 &amp; 5 Winterbrook and many more spaces (approximately 4) outside 1 Winterbrook. Without those parking spaces the cars of those households will have to be</p>

	<p>parked in other nearby residents' usual parking spaces, e.g. in The Murren, where there is already a lack of parking space for the residents that live there, let alone others. Implementation of the proposed plans will exacerbate a parking problem in an already congested area. If the County Council implements the proposed plans, the residents of 3-13 Winterbrook will require the County Council to make clear where available parking is for the two cars per household that the proposals will affect.</p> <p>3 - If the proposed plans are implemented, by removing parking for 3-13 Winterbrook, this will reduce the value of those properties and make it harder to sell the properties. On road parking is already undesirable compared to parking on a drive. Without the option of on-road parking, this will render the house less desirable to those with cars, which are the majority of house owners in this area.</p> <p>4 - The proposals were rejected twice before being approved a third time. It is not clear what has changed between the rejection and the approval. It seems nothing has changed. Residents have been given no clear reason why their concerns have not been listened to nor addressed.</p>
(7) Local Resident, (Wallingford)	<p><b>Object</b> - My objection is specifically regarding the double yellow lines at the southern end of the proposal on the East side of the road outside numbers 3-13 Winterbrook. My reason are below;</p> <p>1 - Outside the above properties the road is of sufficient width that a row of vehicles can be parked safely with no danger to either road users or pedestrians. There is ample room on the road for 2 busses to pass with plenty of room to spare even when cars are parked. At the same time there is also plenty of room for a pram to be pushed unobstructed on the pavement side.</p> <p>2 - If the parking is removed from outside 3-13 Winterbrook then it will cause a parking deficit for local residents who have for the past 30+ years relied on the ability to park outside their properties. Should the yellow lines be implemented then residents will likely have to park either in the new estate across the road or on the Murren where there is already an overflow from existing residents. This will be highly disruptive for all concerned.</p> <p>3 - Implementation of the proposed plans will likely have a detrimental effect on the property value of 3-13 Winterbrook by removing the option of on-road parking</p> <p>4 - The proposals have already been rejected twice and there seem to have been no updates</p> <p>5 - The proposal is located within a protected conservation area designed to protect the character of the area. Painting</p>

	<p>the place yellow does not seem to be in keeping with the character that is trying to be preserved.</p> <p>6 - The contractors going ahead with works that have already had planning permission rejected TWICE before is dishonest and surely illegal. Is there no process in place to enforce rejected planning applications and protect existing residents or will the contractors belligerence in this matter simply be allowed to continue.</p> <p>7 - As a parent with young children, the ability to park outside my property is essential.</p>
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