



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

***Thursday, 19 December 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 3 January 2020 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

December 2019

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

Note: Date of next meeting: 16 January 2020

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/North Hinksey: Botley Road & West Way - Traffic Measures (Pages 1 - 92)

Forward Plan Ref: 2019/183

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (Interim) (**CMDE4**).

The Botley Road Improvement project builds upon objectives set out in the Oxford Transport Strategy where a study of Botley Road was completed in 2016 which confirmed, following stakeholder feedback, the value of a high-quality route that prioritised sustainable transport modes to ease congestion, reduce journey times and improve journey experience. The project includes a package of measures aimed at:

- a. encourage greater use of more sustainable modes of transport - buses, cycling and walking
- b. ease congestion on the route
- c. improve bus journey times so buses have an advantage over general traffic
- d. provide a safer, more continuous and attractive route for cyclists and pedestrians
- e. reduce vehicle emissions and improve air quality.

- f. Unlock economic growth and job creation opportunities by benefiting development sites with improved access and additional capacity.

The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised, with the following amendments:

- a) ***Parking layby outside nos 63 to 69 Botley Road to remain resulting in no requirement for amendments to permit holder only parking places on Alexandra Road and Oatlands Road,***
- b) ***No amendments to permit holder only parking places on Harley Road and Riverside Road, and***
- c) ***Parking layby outside nos 119 to 121 Botley Road to be removed. Two (2) no. parking places limiting waiting to 1 hour (no return within one hour) to be provided on highway verge to opposite side of Botley Road resulting in no requirement for amendments to permit holder only parking places on Duke Street and Earl Street.***

5. Oxford: Samphire Road - Proposed Waiting Restrictions and Disabled Persons Parking Place (Pages 93 - 98)

Forward Plan Ref: 2019/135

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

Report by Director for Community Operations (Interim) (**CMDE5**).

The report presents responses received to a statutory consultation to introduce and amend waiting restrictions and disabled persons parking places (DPPP) at Samphire Road, Oxford put forward as part of an improvement scheme for the road funded by Oxford City Council, who own and manage most of the adjacent residential premises. The scheme will create 19 on-street and 17 off-street parking places but require removal of two existing on-street DPPPs. However, a new on-street DPPP is being created on the highway very close to the location of one of the bays being removed and similarly a DPPP is also being provided on each of the off-road parking areas at the west end of the road very close to the other bay being removed.

The Cabinet Member for Environment is RECOMMENDED to approve proposed no waiting at any time restrictions and a disabled persons parking place at Samphire Road, Oxford as advertised.

6. Ardley: B430 Station Road - Proposed Puffin Crossing (Pages 99 - 106)

Forward Plan Ref: 2019/124

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (Interim) (**CMDE5**).

The report presents responses received to a statutory consultation to introduce a puffin crossing on the B430 Station Road put forward as a result of an adjacent

residential development.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a puffin crossing (a signalled crossing for pedestrians) on the B430 Station Road at Ardley.

7. Grove: Oxford Lane - Proposed Zebra Crossing (Pages 107 - 118)

Forward Plan Ref: 2019/181

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Director for Community Operations (Interim) (**CMDE7**).

The report presents responses received to a statutory consultation to introduce a zebra crossing on Oxford Lane Grove put forward due to a School Crossing Patrol at this location being withdrawn and no candidates applying in the course of a recruitment to fill the post and also noting the significant number of pedestrians crossing here, particularly at school journey times, together with the increased traffic flows due to residential development in the village.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a zebra crossing on Oxford Lane, Grove.

8. Long Wittenham High Street - Proposed Amendments to Traffic Calming Build-Outs (Pages 119 - 130)

Forward Plan Ref: 2019/165

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

Report by Director for Community Operations (Interim) (**CMDE8**).

The report presents responses received to a statutory consultation to provide cycle bypasses at the existing traffic calming build outs on the High Street at Long Wittenham put forward following an OCC audit and stakeholder liaison in 2012 to determine what shortcomings there were in the Science Vale area, identify those areas and propose solutions for improvement where possible. These ranged from small to large and from low to high cost and complexity and following feasibility and design phases the bypasses proposed here have been recommended as relatively small and low-cost solutions to improve the current situation and safety in this area but with high potential benefits.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed provision of cycle bypasses at the traffic calming build outs on the High Street at Long Wittenham.

9. Shilton: Hen & Chick Lane & Unnamed Road to B4477 - Proposed 30mph Speed Limit (Pages 131 - 136)

Forward Plan Ref: 2019/068

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

Report by Director for Community Operations (Interim) (**CMDE9**).

The report sets out responses received to a statutory consultation on a proposal to introduce a 30mph speed limit on Hen and Chick Lane and the unnamed road to the B4477 at Shilton. It should be noted that a previous consultation on a proposed 40mph speed limit on these roads was carried out in May 2019 but the responses to this indicated that a 30mph was favoured by the local community. The proposals have been put forward at the request of County Councillor Field-Johnson and County Councillor Handley and, if approved, would be funded from their respective Councillor Priority Fund.

The Cabinet Member for the Environment is RECOMMENDED to approve the 30mph speed limit on Hen and Chick Lane and the unnamed road to the B4477 at Shilton as advertised.

10. Burford - Priory Lane: Proposed Amended Waiting Restriction and Parking Places (Pages 137 - 160)

Forward Plan Ref: 2019/154

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

Report Director for Community Operations (Interim) (**CMDE10**).

The report presents responses received to a statutory consultation to introduce amended waiting restrictions and parking places at Priory Lane, Burford put forward as a result of approved changes to vehicle access to adjacent land and comprising the removal of two car parking places adjacent to the existing coach parking and removal of a length of double yellow line to provide an additional car parking space to the east of the access to the primary school.

The Cabinet Member for Environment is RECOMMENDED to approve proposed amended no waiting at any time restrictions and parking places at Priory Lane as advertised.

This page is intentionally left blank

Division(s): Jericho and Osney; North Hinksey

CABINET MEMBER FOR ENVIRONMENT – 19 DECEMBER 2019

OXFORD / NORTH HINKSEY: BOTLEY ROAD & WEST WAY - TRAFFIC MEASURES

Report by the Interim Director for Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised, with the following amendments;
 - a) Parking layby outside nos 63 to 69 Botley Road to remain resulting in no requirement for amendments to permit holder only parking places on Alexandra Road and Oatlands Road,
 - b) No amendments to permit holder only parking places on Harley Road and Riverside Road, and
 - c) Parking layby outside nos 119 to 121 Botley Road to be removed. Two (2) no. parking places limiting waiting to 1 hour (no return within one hour) to be provided on highway verge to opposite side of Botley Road resulting in no requirement for amendments to permit holder only parking places on Duke Street and Earl Street.

Executive summary

2. The Botley Road Improvement project builds upon objectives set out in the Oxford Transport Strategy where a study of Botley Road was completed in 2016 which confirmed, following stakeholder feedback, the value of a high-quality route that prioritised sustainable transport modes to ease congestion, reduce journey times and improve journey experience. The project includes a package of measures aimed at:
 - a. encourage greater use of more sustainable modes of transport - buses, cycling and walking
 - b. ease congestion on the route
 - c. improve bus journey times so buses have an advantage over general traffic
 - d. provide a safer, more continuous and attractive route for cyclists and pedestrians
 - e. reduce vehicle emissions and improve air quality.
 - f. Unlock economic growth and job creation opportunities by benefiting development sites with improved access and additional capacity.
3. An initial public consultation on proposals for Botley Road was undertaken during May and June 2019. The responses to that consultation resulted in identifying a number of areas where amendments to the original proposals required further consideration. Changes included:

- Amended, and additional, cyclist facilities at Eynsham Road junction,
 - Pedestrian refuge added to the west of Church Way,
 - Poplar Road puffin crossing (return to staggered arrangement),
 - North Hinksey Lane east & west,
 - Continuation of the eastbound bus lane across the Seacourt Tower Retail Park junction,
 - Seacourt P&R Junction – changes to the layout of the proposed staggered crossing, and change in lane dedication for lane 2 to 'right turn only' on Botley Road westbound approach,
 - Proposals for short stay parking on numerous side streets (due to bay removals),
 - Extension of 20mph speed limit (to start at Binsey Lane junction).
4. Design of some specific elements remain ongoing and will be investigated further during the detailed design of the project. These items include:
- Side road entry treatments,
 - Floating bus stop arrangements and
 - Cycle lane / path demarcation.
5. It is acknowledged that this phase of work alone won't solve all of the city's transport problems but alongside forthcoming projects like Connecting Oxford, the replacement of Botley Road rail bridge, the second phase of Botley Road from Binsey Lane to the rail bridge and also the completed work like the Frideswide Square remodelling.
6. The amended plans showing the latest proposals are shown at Annexes 1 through to 6. These plans were used in undertaking the formal consultation on the traffic regulation orders, bus facilities and new / changes to pedestrian and cyclist crossings required for the scheme.

Consultation Summary

7. Formal consultation, the statutory requirements such as traffic regulation orders, formal crossing points, bus and cycle elements of the proposal was carried out between 31 October and 29 November 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 and the local County Councillors. Street notices were placed on site and letters sent to approximately 1200 properties in the immediate vicinity adjacent to the proposals.
8. 71 responses in total were received via the online questionnaire during the course of the consultation (these are recorded at Annex 7a) and are summarised in the table below:

CMDE4

Proposal	Support	Object	Concerns	Neither/No opinion
Bus lane amendments	25	4	11	31
Parking provision amendments	15	41	7	8
Pedestrian crossings	29	4	8	30
Cycle provision	23	11	14	23
Extension of 20mph speed limit	29	3	12	27
Side road entry treatments	20	8	13	30
Bus stop amendments	20	6	10	35

9. A further 68 representations were received by email. The emails were not direct answers to the questions raised within the online questionnaire and the points raised are summarised below:

Proposal	Support	Object	Concerns
Changes to business parking	4	22	0
Changes to residents parking	0	22	0
Side Road Entry Treatments	5	3	4
Cycle Provisions	1	0	14
Pedestrian crossings	7	1	2
20mph limit extension	11	0	0
Bus Stop Relocations	1	3	0

10. Those responses which included objections or concerns and contained accompanying reasons/text for these are recorded at Annex 7b with copies of the full responses available for inspection by County Councillors.
11. Observations/objections raised by representative groups and most commonly are summarised, complete with an officer response, in the section below.

Response to objections and other comments

12. Thames Valley Police offered no objection to the proposal to extend the 20mph speed limit but reminded of their stance that any proposals for such

speed limits or zones should be self - enforcing. The project team has specifically recommended the junction of Binsey Lane as the new terminal point for the 20mph limit due to the existing streetscape at that location.

13. The local County and City Councillors expressed concerns over the loss of parking bays outside Botley Road businesses and in particular its impact on adjacent residents parking. They also supported the extension of the 20mph speed limit but thought it could be extended even further including considerations further out at Cumnor Hill including its junction with Eynsham Road. Physical segregation of cycle lanes is considered important. The effect on short term and residents parking has been re-considered by the project team and the outcome is detailed below in paragraph 22.
14. Oxford Bus Company offered no direct comments on the traffic regulation orders etc but expressed an objection to the scheme as whole. Points of objection are no evidence of improved bus journey times (main point of objection) due to the scheme alone, egress arrangements from the Seacourt Park and Ride, access and egress to Westminster Way and narrow traffic lanes across Osney Bridge. They did however, support the introduction of a new length of westbound bus lane, double length bus cages and shelters at stops and cycles lanes at stops diverted away from alighting passengers.
15. The full benefits in improved journey times for buses will be achieved alongside forthcoming projects like Connecting Oxford, the replacement of Botley Road rail bridge, the second phase of Botley Road from Binsey Lane to the rail bridge and also the completed work like the Frideswide Square remodelling. It should also be noted that the scheme is also aimed at significantly enhancing walking and cycling facilities along the route. In the meantime, as part of this phase 1 of the Botley Road project, the county council are committed to upgrading all traffic signals equipment to current specification including the effective linking of the junctions at Seacourt P & R, A34/A420 slip road, Westminster Way and the crossing at Poplar Road to optimise efficiency. We are also engaging in early contractor involvement including given careful consideration into how to keep disruption to bus journeys to an absolute minimum during construction.
16. Oxford Pedestrians Association (OXPA) neither supported or objected the proposals but offered some general comments. They remained concerned that sufficient widths of pedestrian facilities are provided and of the air quality along the route and would prefer raised zebra crossings. They did however welcome the extension of the 20mph speed limit the proposed side road entry treatments.
17. OXTRAG also offered general comments for further consideration including the need for a new footbridge to the north of Osney bridge, cyclist safety at the revised westbound bus stop at North Hinksey Lane and the layout of floating bus stops in that they need to be wheelchair friendly. In response, a feasibility study into the provision of a footbridge has been completed and will be considered further during further design of Phase 2. The detailed design of floating bus stops is ongoing and these points will be considered in full whilst completing that stage.

18. Multiple local user groups such as the Coalition for Healthy Streets and Active Travel, Oxfordshire Liveable Streets, Cyclox, Oxfordshire Cycling Network and Cycling UK plus numerous individual members of the public who cycle expressed a mixture of support, objections and concerns. They expressed support for the overall direction to improve active travel and reducing private motor traffic, removal of parking on Botley Road, new / amended signalised crossings and the extension to the 20mph speed limit. They acknowledged proposals would be improvements on the current road layout but does not yet fit with ambitions of Connecting Oxford.
19. However, the above groups expressed strong safety concerns with the design at the Eynsham Road junction, the A34/A420 Slip road junction, the side road entry treatments and the lack of proposed means of segregation of cycle lanes and tracks (use of coloured surfacing etc). Representatives of some of the above groups was offered to inform the development of these measures during the remaining detailed design stage. Response provided in paragraph 23 below.
20. Oxford City Council offered numerous general comments on the overall design of the scheme which will be considered further by the design team during the detailed design stage as will continued engagement with relevant city council officers.
21. Businesses, customers and residents of Earl Street, Duke Street, Riverside Road, Harley Road, Oatlands Road and Alexander Road raised objections to the removal of short term parking bays and their relocation to the resident parking spaces in those side streets. These were on the grounds of loss of business, impact on disabled customers (specifically to the Launderette), lack of turning facilities plus resulting reduction in resident spaces that are already at a premium.
22. The removal of the short-term parking laybys had been considered necessary in order for the scheme layout to accommodate additional or improved facilities for pedestrians, cycling (63 to 69 Botley Road) and a new length of outbound bus lane (119 to 121 Botley Road). An approx. length of 380 metres of bus lane can be achieved but this would be reduced by some 110 metres should the 119 to 121 layby not be removed. This would have a detrimental effect on the outbound bus journey times if not implemented. However, the design team have further considered the individual laybys resulting in retaining the one outside nos 63 to 69. The layby at nos 119 to 121 still needs to be removed however two (2) replacement short term bays can be provided within the highway verge to the opposite side of Botley Road. One of these is located directly adjacent to the signalised pedestrian crossing for ease of access. As a result of retaining and relocating these bays there is no longer a need to remove any residents parking from adjacent side streets.
23. With regards to the design specifics for the raised side road entry treatments, floating bus stops and cycle lane/path demarcation. The final layouts and treatments to these facilities remain subject to further design works and will be concluded through the detailed design phase including the use of coloured

surface treatments and physical segregation. Officers will engage further with representatives of the identified groups, in paragraph 18 above, at regular intervals throughout the detailed design phase to gain their valuable input into the final layouts.

How the Project supports LTP4 Objectives

24. The proposals would help facilitate the convenient and safe movement of all users, including pedestrians, cyclists and bus users leading to the encouragement of more use of public transport and improved air quality.

Financial and Staff Implications (including Revenue)

25. Funding for the proposed measures has been provided by a combination of National Productivity Infrastructure Fund, Local Growth Fund and local s106 contributions. Funding to deliver Phase 1 of the project has been secured whilst Phase 2, Binsey Lane to Botley Road rail bridge is currently only funded up to completion of preliminary design.

JASON RUSSELL

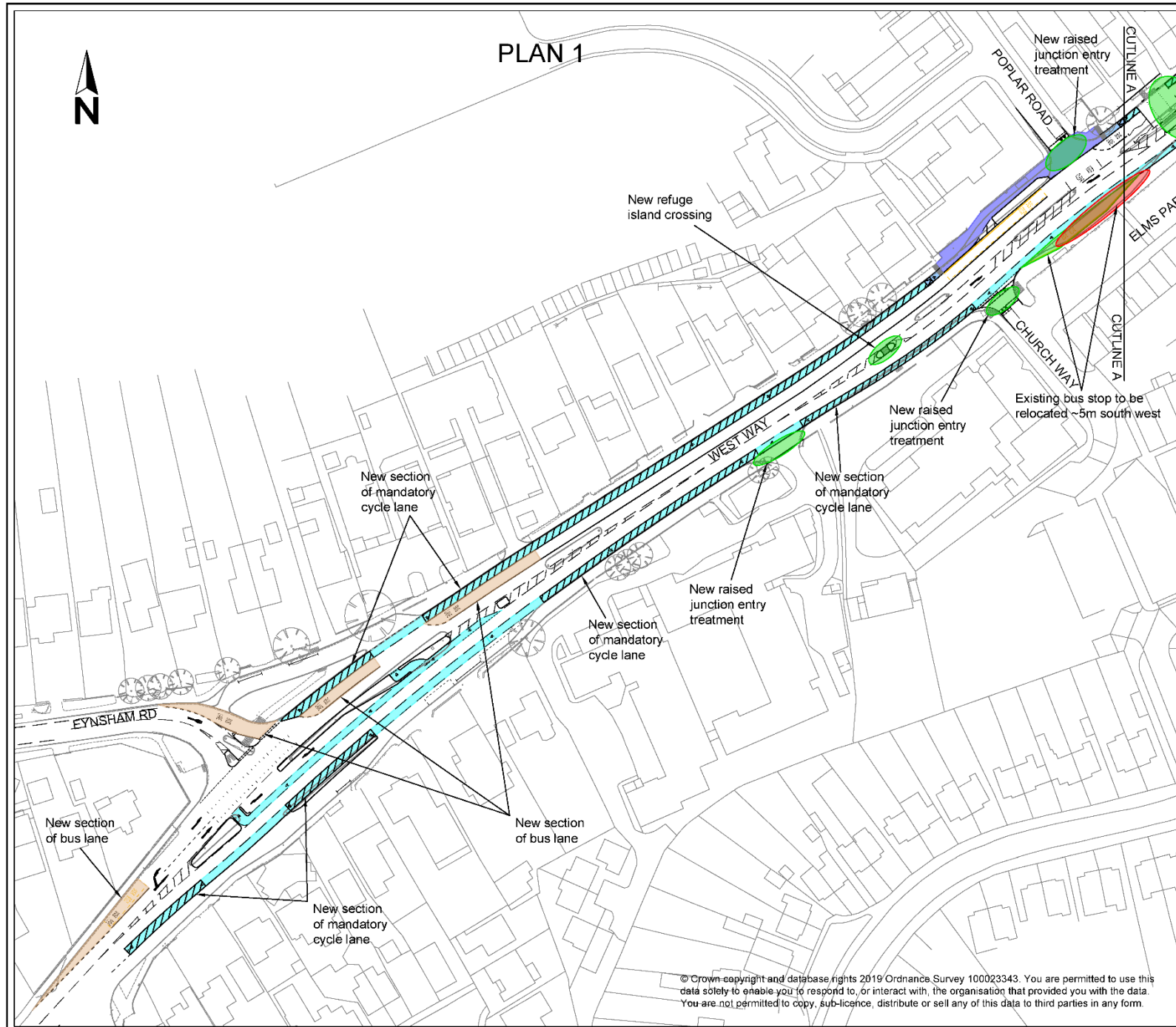
Interim Director for Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

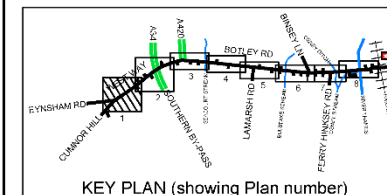
Contact Officers: Hugh Potter 07766 998704
 Andy Warren 07881 268230

December

2019



- KEY:**
- New or improved facility
 - Existing facility to be removed or relocated
 - New bus lane
 - Proposed on-carriageway cycle route (Mandatory / Advisory) (new or improved existing)
 - Proposed off-carriageway segregated cycle route (new or improved existing)
 - Proposed off-carriageway un-segregated cycle route (new or improved existing)



Rev	Date	Description	Drn	Chkd
1	13-11-19	Label amendments	SAC	EA
0	24-10-19	First Issue	SAC	MCB

Drawing Originator

SKANSKA
Working On Behalf Of

OXFORDSHIRE COUNTY COUNCIL

Drawing Status	SAIP Code
Issued for Information	
Project Name	Botley Road Corridor Improvements

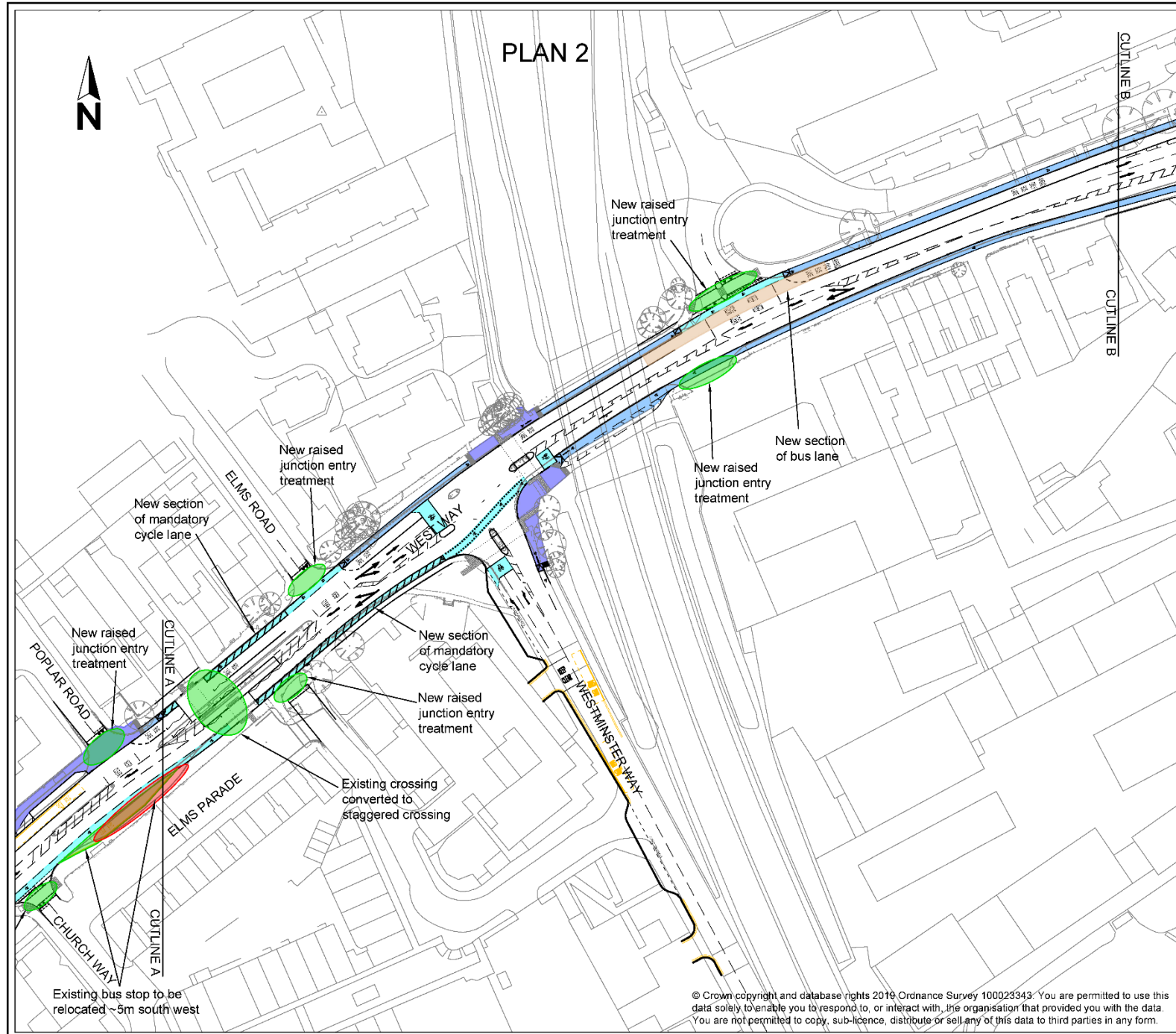
Title: Original drawing sheet is A3

Statutory Consultation Drawings (Sheet 1 of 5) ANNEX 1

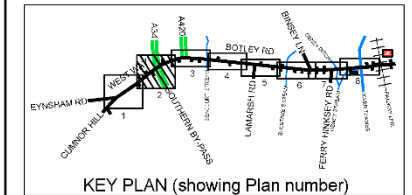
Scale 32A3 1:1000	Drawn by SAC Drawn Date 10.10.19	Checked by MCBC Checked Date 24.10.19	Approved by MCBC Approved Date 24.10.19
----------------------	---	--	--

Drawing Number	Rev
201760-SKA-HGN-BOT-DR-CH-0007-S2	P1

© Crown copyright and database rights 2019 Ordnance Survey 100023343. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



- KEY:**
- New or improved facility
 - Existing facility to be removed or relocated
 - New bus lane
 - Proposed on-carriageway cycle route (Mandatory / Advisory) (new or improved existing)
 - Proposed off-carriageway segregated cycle route (new or improved existing)
 - Proposed off-carriageway un-segregated cycle route (new or improved existing)



1	13-11-19	Label amendments	SAC	EA
0	10-10-19	First Issue	SAC	EA
Rev	Date	Description	Dwn	Chkd
Revisions				
Drawing Originator				



Drawing Status	SAP Code
Issued for Information	
Project Name	
Botley Road Corridor Improvements	
Title	Original drawing sheet is A3

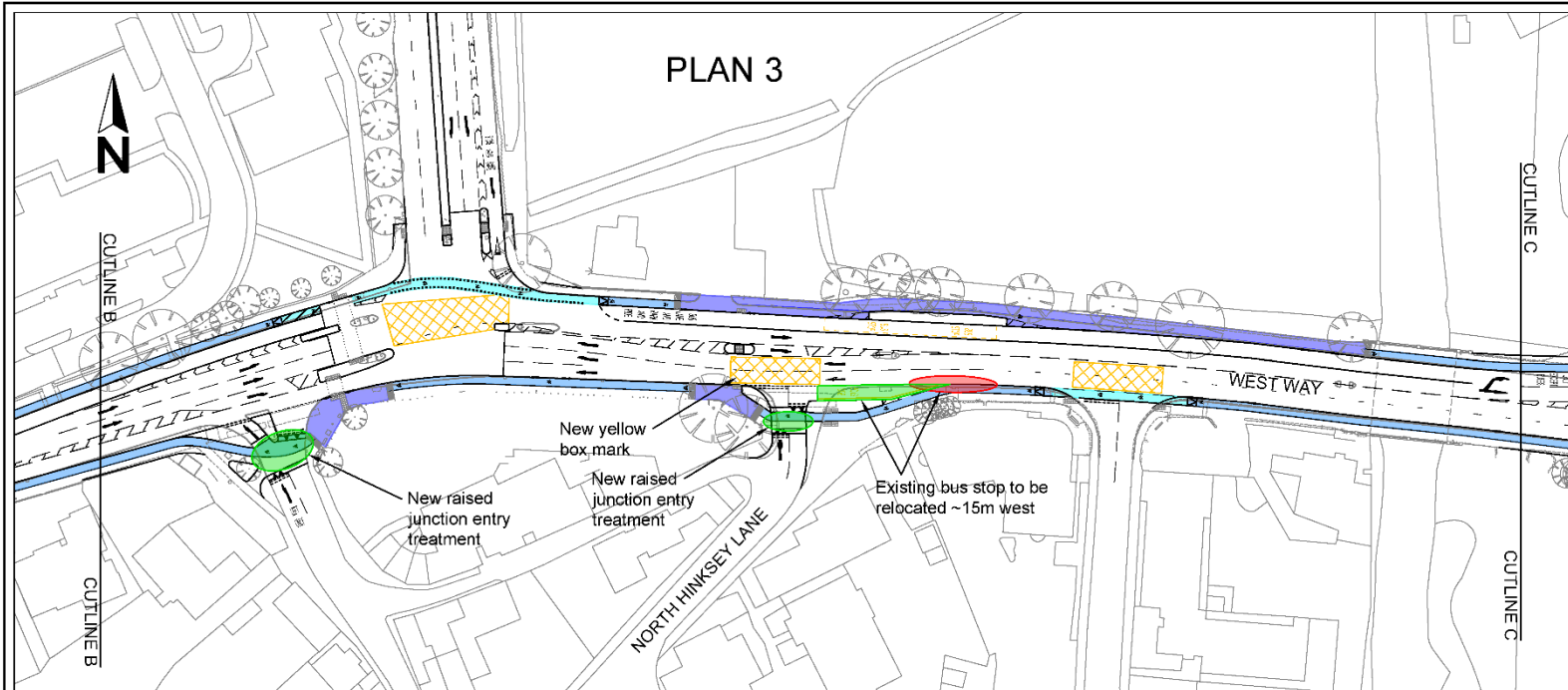
Statutory Consultation Drawings
(Sheet 2 of 5) **ANNEX 2**

Scale @A3 1:1000	Drawn by SAC	Checked by MCBC	Approved by MCBC
	Drawn Date 10.10.19	Checked Date 24.10.19	Approved Date 24.10.19

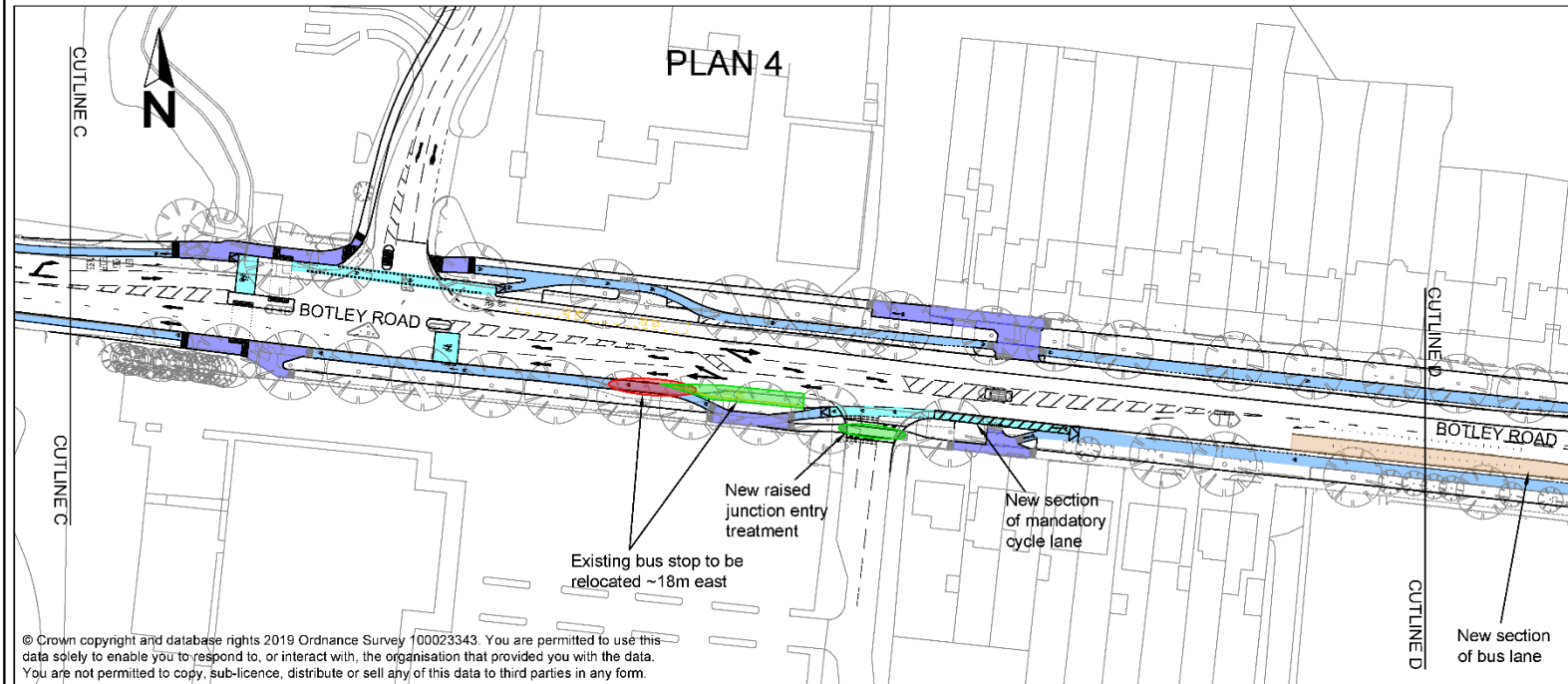
Drawing Number	Rev
201760-SKA-HGN-BOT-DR-CH-0008-S2	P1

© Crown copyright and database rights 2019 Ordnance Survey 100023343. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

PLAN 3

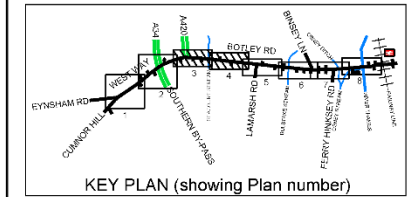


PLAN 4



KEY:

- New or improved facility
- Existing facility to be removed or relocated
- New bus lane
- Proposed on-carriageway cycle route (Mandatory / Advisory) (new or improved existing)
- Proposed off-carriageway segregated cycle route (new or improved existing)
- Proposed off-carriageway un-segregated cycle route (new or improved existing)



1	13-11-19	Label amendments	SAC	EA
0	10-10-19	First Issue	SAC	EA
Rev	Date	Description	Drn	Chkd
Revisions				
Drawing Originator				

SKANSKA

Working On Behalf Of



Drawing Status	SAP Code
Issued for Information	
Project Name	Botley Road Corridor Improvements

Title: Original drawing sheet is A3

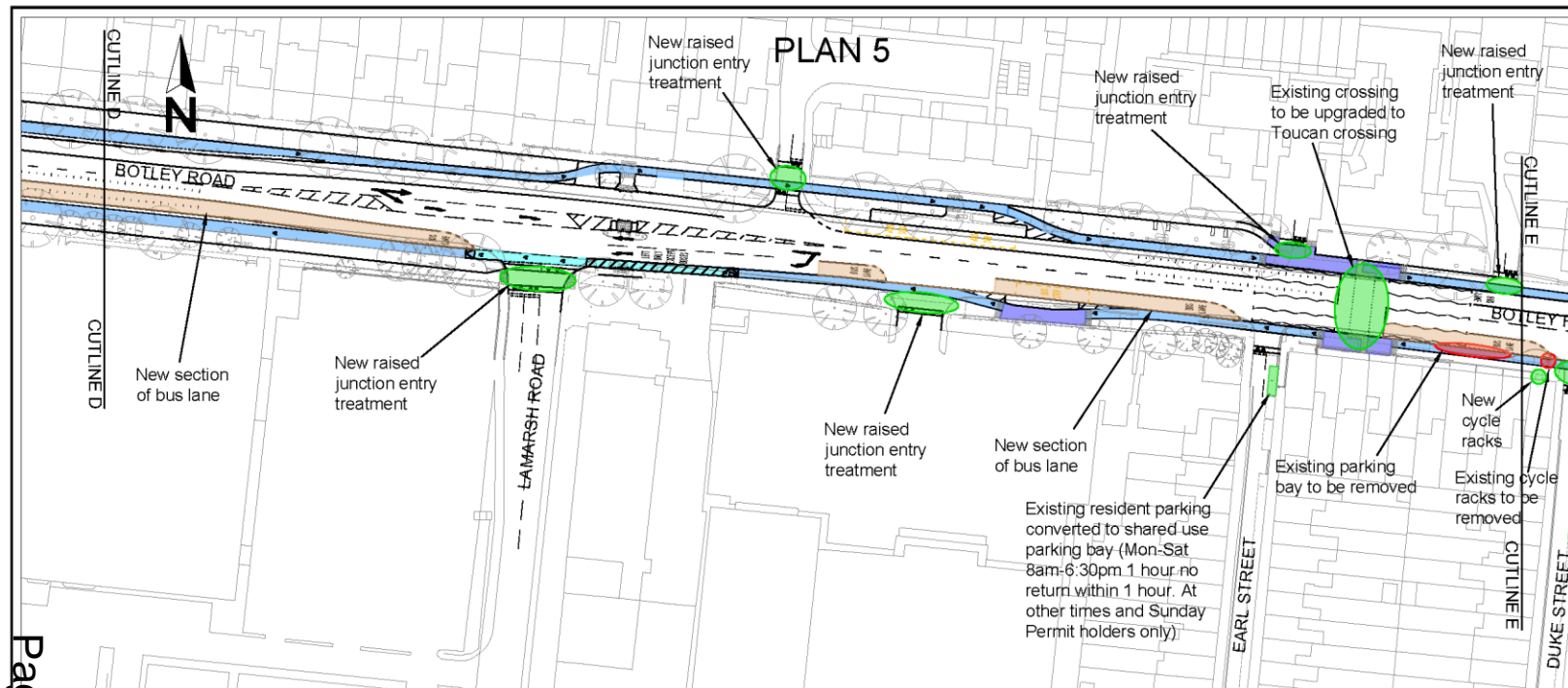
Statutory Consultation Drawings (Sheet 3 of 5)

Scale @A3 1:1000	Drawn by SAC	Checked by MCBC	Approved by MCBC
	Drawn Date 10.10.19	Checked Date 24.10.19	Approved Date 24.10.19

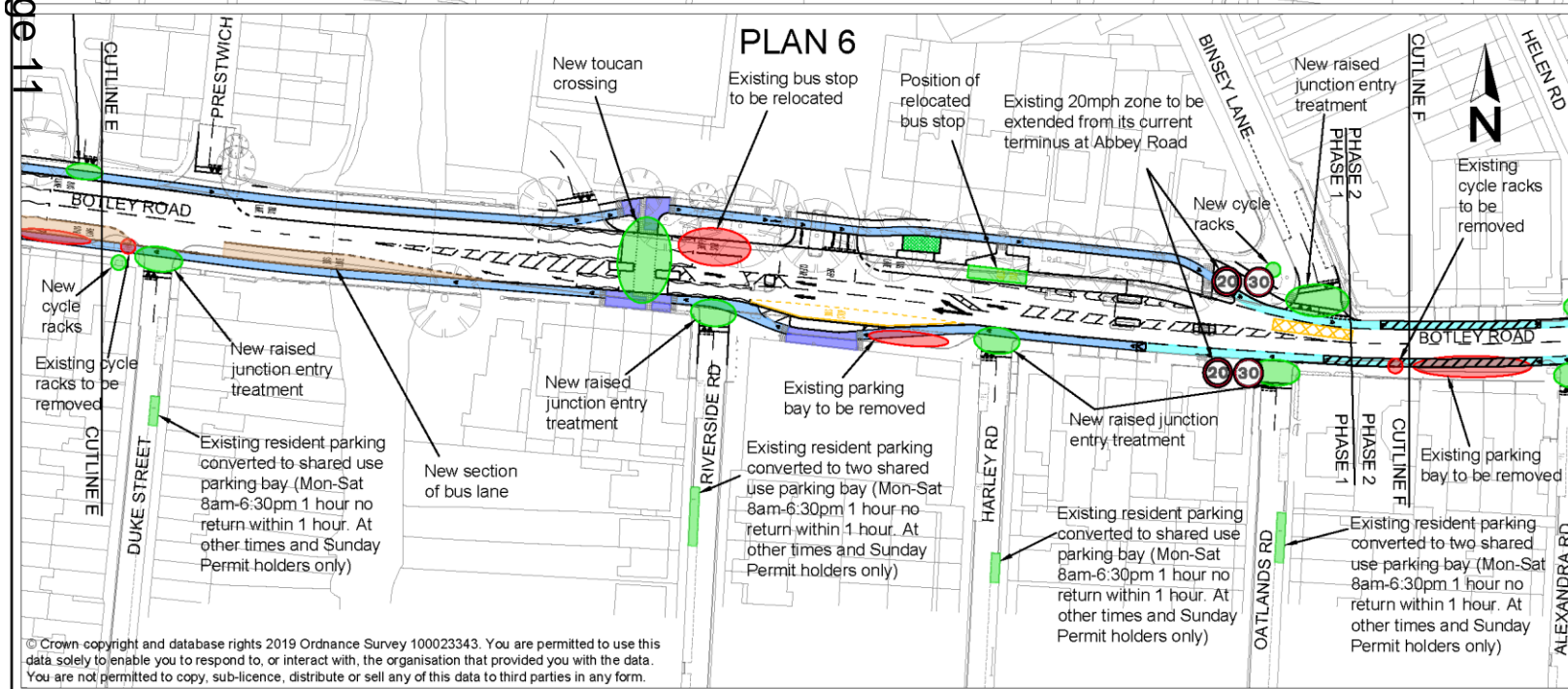
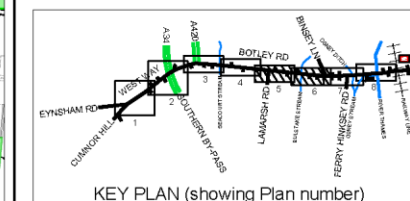
Drawing Number	Rev
201760-SKA-HGN-BOT-DR-CH-0009-S2	P1

© Crown copyright and database rights 2019 Ordnance Survey 100023343. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

CMDE4



- KEY:**
- New or improved facility
 - Existing facility to be removed or relocated
 - New bus lane
 - Proposed on-carriageway cycle route (Mandatory / Advisory) (new or improved existing)
 - Proposed off-carriageway segregated cycle route (new or improved existing)
 - Proposed off-carriageway un-segregated cycle route (new or improved existing)



1	13-11-19	Label amendments	SAC	EA
0	10-10-19	First Issue	SAC	EA
Rev	Date	Description	Dim	Chkd

Drawing Originator

SKANSKA
Working On Behalf Of

OXFORDSHIRE COUNTY COUNCIL

Drawing Status	SAP Code
Issued for Information	
Project Name	Botley Road Corridor Improvements

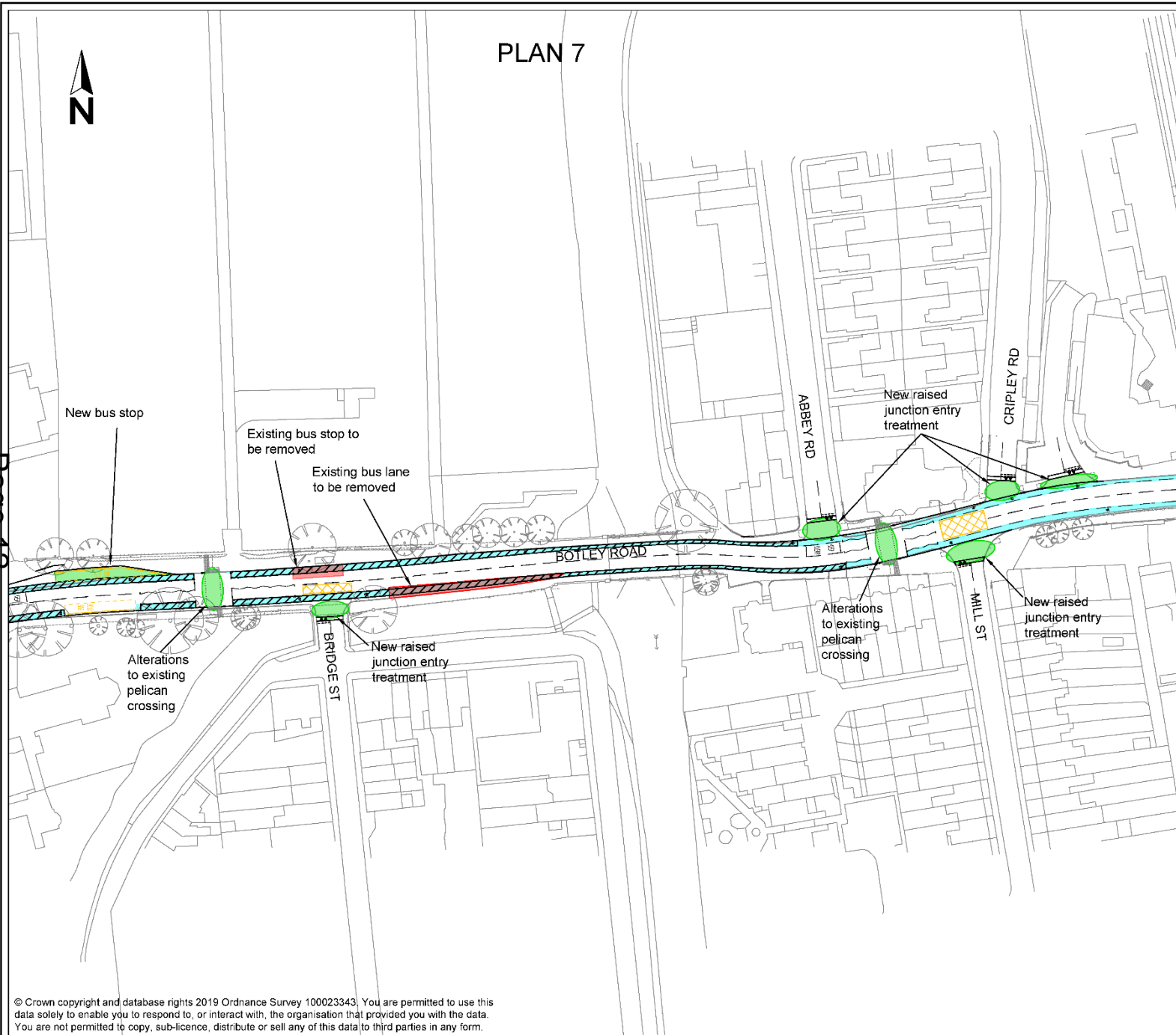
Title Original drawing sheet is A3

Statutory Consultation (Sheet 4 of 5) ANNEX 4

Scale @ A3 1:1000	Drawn by SAC	Checked by MCBC	Approved by MCBC
	Drawn Date 10.10.19	Checked Date 24.10.19	Approved Date 24.10.19

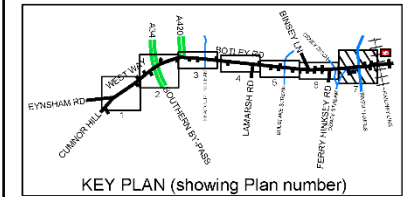
Drawing Number	Rev
201760-SKA-HGN-BOT-DR-CH-0010-S2	P1

PLAN 7



KEY:

- New or improved facility
- Existing facility to be removed
- New bus lane
- Proposed on-carriageway cycle route (Mandatory / Advisory) (new or improved existing)
- Proposed off-carriageway segregated cycle route (new or improved existing)
- Proposed off-carriageway un-segregated cycle route (new or improved existing)



0	DD-MM-YY	First Issue	SAC	MCB
Rev	Date	Description	Drn	Chkd
Revisions				
Drawing Originator				

SKANSKA

Working On Behalf Of



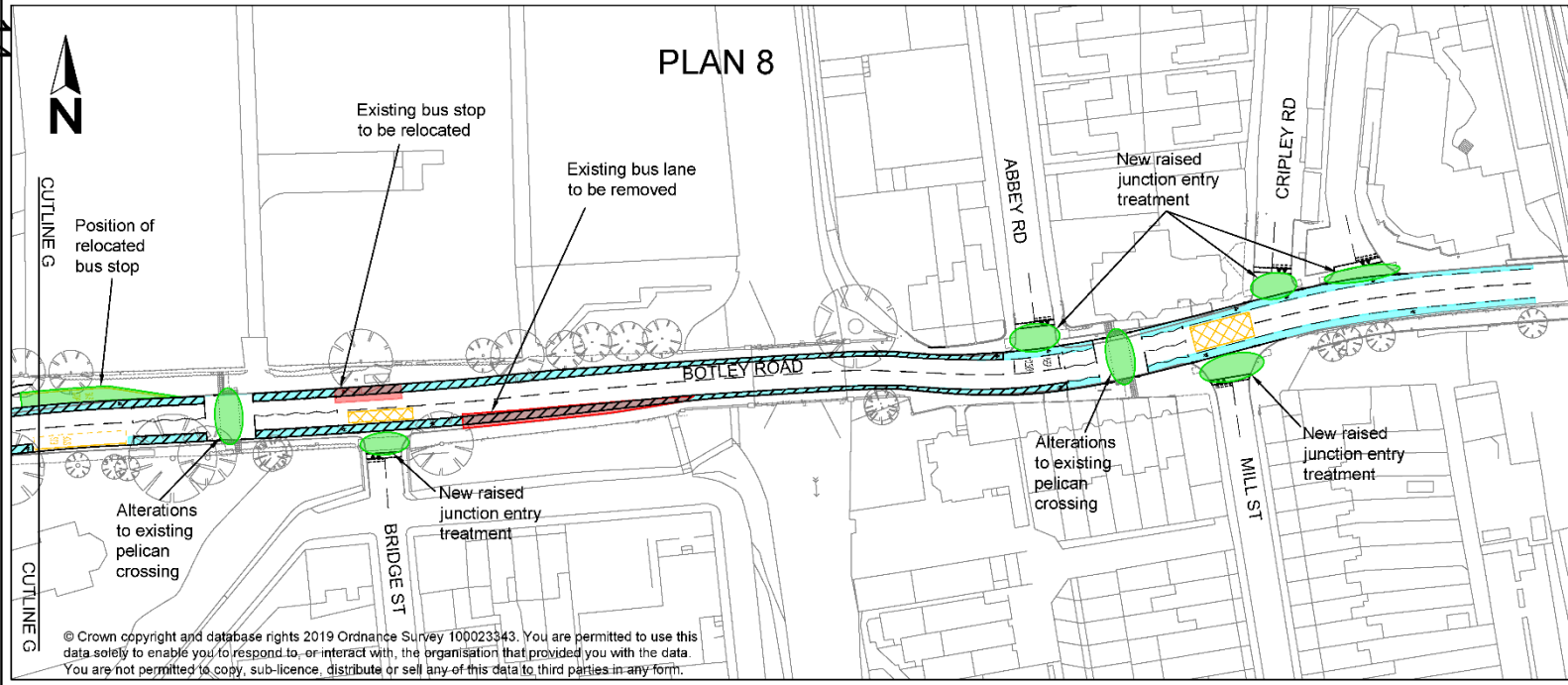
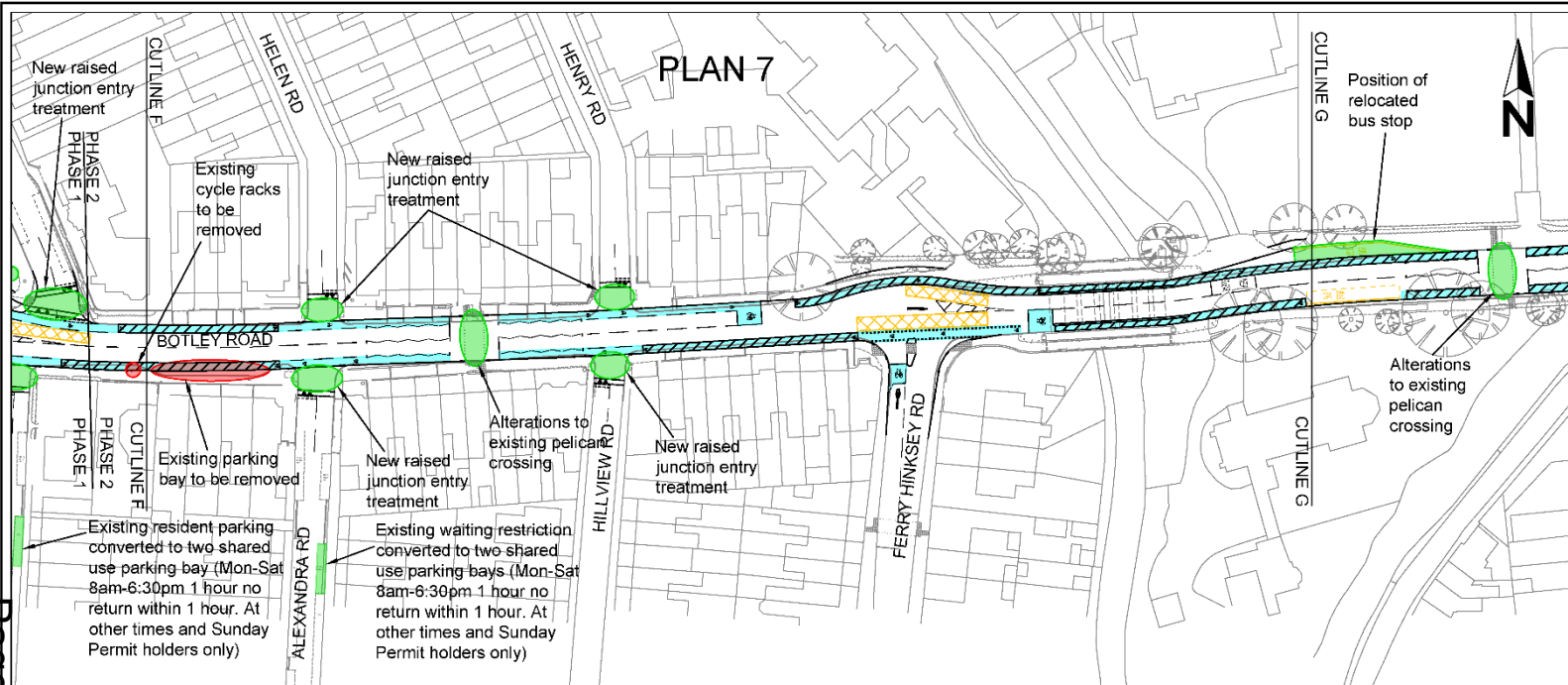
Drawing Status	SAP Code
Issued for Information	
Project Name	Botley Road Corridor Improvements
Title	Original drawing sheet is A3

Statutory Consultation Drawings (Sheet 5 of 5)

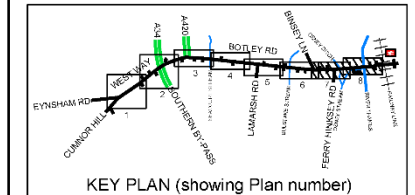
Scale: 1:1000	Drawn by SAC	Checked by MCBC	Approved by MCBC
	Drawn Date 10.10.19	Checked Date 24.10.19	Approved Date 24.10.19

Drawing Number	Rev
201760-SKA-HGN-BOT-DR-CH-0011-S2	P0

CMDE4



- KEY:**
- New or improved facility
 - Existing facility to be removed or relocated
 - New bus lane
 - Proposed on-carriageway cycle route (Mandatory / Advisory) (new or improved existing)
 - Proposed off-carriageway segregated cycle route (new or improved existing)
 - Proposed off-carriageway un-segregated cycle route (new or improved existing)



1	13-11-19	Label amendments	SAC	EA
0	24-10-19	First Issue	SAC/MCB	
Rev	Date	Description	Drn	Chkd
Revisions				

Drawing Originator:

SKANSKA
Working On Behalf Of

OXFORDSHIRE COUNTY COUNCIL

Drawing Status	SAP Code
Issued for Information	
Project Name	Botley Road Corridor Improvements
Title	Original drawing sheet is A3

Statutory Consultation Drawings
(Sheet 5 of 5)

Scale: 1:1000	Drawn by: SAC	Checked by: MCBC	Approved by: MCBC
	Drawn Date: 10.10.19	Checked Date: 24.10.19	Approved Date: 24.10.19

Drawing Number	Rev
201760-SKA-HGN-BOT-DR-CH-0011-S2	P1

ANNEX 7a – Online Responses

(1) Local County Cllr, (Jericho & Osney Division)	Parking - Concerns Bus Lanes - Support Speed Limit - Support Crossings - Concerns Side Roads - Support Cycle Prov. - Support Bus Stops - Object	<p><u>Q3 Comments</u> - I'm very much in favour of a 20 mph limit, but it should cover the whole length of Botley Rd. I worry about the effect on the businesses of losing the parking spaces in front of their premises.</p> <p><u>Q4 Comments</u> - I don't really like puffin crossings and nor do most of the residents who have contacted me. I object to the removal of the Waitrose bus stop. Why are you proposing to move the Bridge St eastbound bus stop?</p>
(2) Local City Cllr, (Oxford)	Parking - Object Bus Lanes - No opinion Speed Limit - No opinion Crossings - No opinion Side Roads - No opinion Cycle Prov.- Object Bus Stops - No opinion	<p><u>Q3 Comments</u> - The parking provision changes proposed take no account of driver behaviour and will be to the detriment of local residents who are already struggling to find a resident parking space. I predict the one hour spaces on the residential side streets will go unused. Please have a reality check and ask yourself if the average driver who is picking up a sandwich from Country Grains or a puncture repair kit from Warlands Cycles is going to go to the hassle of driving into a cul de sac, walk to the shop and back again and then have to do a five point turn before driving out again. Or are they more likely to drive up over the kerb or park in the cycle lane outside the shop? I think by any realistic expectation of human behaviour it will be the latter especially for the passing trade these shops depend on who will have no local knowledge of the availability of one hour parking on the local side streets! Get a grip and keep the short term parking physically on the Botley Road, for which there is space without detriment to the overall scheme, and which these businesses rely upon to survive!</p> <p><u>Q4 Comments</u> - Cycle lanes need to be physically separated from the road.</p>
(3) Local Resident, (Oxford)	Parking - Object Bus Lanes - Object Speed Limit - Support	<p><u>Q3 Comments</u> - Removing parking places at the end of Alexandra Road and Harley Road is in my view an error. I don't understand the logic of why this is being done as the consultation doesn't explain</p>

CMDE4

	<p>Crossings - Support Side Roads - Object Cycle Prov.- Object Bus Stops - Object</p>	<p><u>Q4 Comments</u> - It isn't the people coming out of the side roads who are dangerous to cyclists but the drivers on the Botley Rd. I am a cyclist living in Harley Rd and have never had problems exiting my street from cars, it is while I am on the Botley Rd which is dangerous. I don't consider the cycling lanes to be created are at all safe.</p>
<p>(4) Local Resident, (Oxford)</p>	<p>Parking - No opinion Bus Lanes - No opinion Speed Limit - Concerns</p> <p>Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - 20mph zone should be extended to Earl Street at least, and preferably to the A34. Up to Earl Street Botley Road has dense housing around it, and the crossing to Waitrose is a particularly busy pedestrian crossing. Extension of the 20mph zone to this point would not add significantly to journey times (due to the Westgate parking it is frequently stationary).</p> <p><u>Q4 Comments</u> - It is vital that cycle facilities have clear and unambiguous priority at all side roads. Botley road is designated as a key cycle route and there is sufficient room for high quality facilities on both sides of the road, at least as far as Binsey lane. Action is also needed to ensure safe cycling to the east of Binsey lane, particularly at the rail bridge. I am aware that this will be considered at a later date but in the interim restrictions on motor vehicles (for instance no overtaking cyclists between Roger Dudman way and St Frideswides Sq) should be introduced.</p>
<p>(5) Local Group, (Broken Spoke Bike Co-op)</p>	<p>Parking - Support Bus Lanes - Concerns Speed Limit - Support</p> <p>Crossings - Support Side Roads - Concerns Cycle Prov.- Concerns Bus Stops - Concerns</p>	<p><u>Q3 Comments</u> - As a member of CoHSAT, and an organisation working to support cycling in Oxford, we welcomed the proposals in Connecting Oxford which shows that the County Council and City Council are moving towards reliable public transport and removing space for cars on our city roads.</p> <p>We think that in some ways this scheme is an improvement from the June consultation. We are, however, worried that at present the scheme does not yet align with the Connecting Oxford vision - the proposals seem to be based on the maintenance of traffic flows. Whereas the radical proposals in Connecting Oxford could result in a considerable drop in motor traffic.</p> <p>Waltham Forest has been an inspiration to many of us. There is much we can learn from how they have tackled the roads with high volumes of traffic surrounding their low traffic neighbourhoods.</p> <ul style="list-style-type: none"> • Removal of parking from Botley Road <p>The continuity of cycle paths must be maintained along the whole route. We therefore strongly support</p>

		<p>the removal of car parking on the Botley Road and adding in short term parking in the residential streets. There is good evidence that reducing motor traffic and increasing footfall and cycle movement results in more thriving streets. We support the creation of short-term parking spaces in the side streets.</p> <ul style="list-style-type: none"> • 20mph speed limit We are pleased to see that you have extended the 20mph to Binsey Lane, though we would like to see this extend even further, at least to Waitrose, but preferably to Seacourt Park and Ride. • Traffic flows While there is more space for buses there is little reallocation of space to cycling and walking, which are only given the space that remains once general motor traffic and buses have been accommodated on the road. Connecting Oxford is about reducing motor traffic. Our understanding of the aspiration of Connecting Oxford is that as traffic reduces, so the speed of all motorised vehicles increases, allowing buses to journey along the main carriageway. <p>➤ Use a sufficiently flexible design to allow reallocation of space to cycling and walking, so that a narrow cycle route becomes a wider one as traffic diminishes.</p> <p><u>Q4 Comments</u> - We wish to see the following issues addressed within the development of the design. We would prefer to see funding spent on a few high-quality developments rather than some high cost changes that might be of more marginal benefit, such as moving bus stops (with the exception of the Waitrose bus stop).</p> <p>1. Junction with the Eynsham Road The new plans appear to remove sections of cycle track that were in the original consultation. In particular there no longer appears to be an eastbound cycle track across the Eynsham Rd junction.</p> <p>This junction design is not safe for cycle riders. This is our top priority ask for change. We are expecting the funding to be found for the B4044 cycle path, and when that happens the numbers of cycle riders will increase as the new safer route will induce demand. The Eynsham Road junction will therefore be handling many more cycle riders, coming in the direction from Witney, Farmoor and Eynsham into the city. The current design proposal for Eynsham Road will provide neither safety nor convenience for riders nor be attractive to potential cyclists.</p>
--	--	--

		<p>We realise that safe cycling at junctions, in the UK, is at an early stage both in trial and in practice. There are three links to approaches to safe cycling at major junctions submitted in the CoHSAT response:</p> <ol style="list-style-type: none"> 1. Dutch design concepts 2. US segregated junction 3. Manchester, creating protected junctions (2019) <p>➤ The junction needs either a signalled crossing or a roundabout with a segregated cycle path.</p> <p>2. Junction with the A420 (Macdonald's Junction)</p> <p>We also have concerns about the A420 junction. Following the inquest into the death of Claudia Comberti, a friend to many of us at Broken Spoke and also a volunteer, the Oxfordshire Coroner wrote to the County Council asking for improvement. The design has no safe pedestrian crossing from the inbound bus stop to the Seacourt Retail Park and vice-versa. We note that the 'off-carriageway segregated path' could 'begin' further to the west, adjusting the corner radius from the A420.</p> <p>➤ We would suggest a two stage Toucan crossing. Cycle riders could be 7+m ahead of the bus and arrive at the bus stop ahead of the bus.</p> <p>2. Width of pavements</p> <p>We are concerned that there are some pavements that are below 2m width. This allows for comfortable safe walking and passing, and paying particular attention to inclusive transport, for two people in wheelchairs to pass each other safely.</p> <p>➤ Pavements need to be 2m wide as a minimum to enable this</p> <p>3. On-carriageway cycle lanes</p> <p>We agree with the Oxfordshire Cycling Design Standards that 'Stepped cycle tracks' should be used on roads with >5,000 annual average daily traffic, and we object in principle to on-carriageway cycle lanes. With just a painted white line, motor vehicle drivers make closer passes as they perceive that cycle riders are in protected space. Lines of paint can confuse pedestrians, cyclists, and drivers. The width of the cycle lane could be physically maximised if the carriageway for general traffic is minimised and visually maximised where an additional kerb enables Double Yellow line markings to be painted on the carriageway and not the cycle path/lane. We find it difficult to understand why a stepped track cannot be used, for instance, in the sections from Binsey Lane to the river bridge east of Ferry Hinksey Road.</p>
--	--	---

		<ul style="list-style-type: none"> ➤ We wish to see better delineation, using a physical barrier, as in Oxfordshire's standards. ➤ Cycle lanes need to have a different colour surface so drivers of motor vehicles see that the space is protected. If you are intending to use colour on the bus lanes, could you use the funds instead to colour the cycle lanes? ➤ We would like to work with you on ways to ensure that the on-carriageway cycle lanes are not encroached into by motor vehicles. <p>4. Shared-use paths</p> <p>We also object on principle to shared use paths. These put pedestrians and cycle riders in conflict. We support the requirement to reduce carriageway, not pavement in the areas that you have identified. The particular section of shared use path by the Minns Industrial Estate, behind the bus stop, is a particular worry to us as cycle riders and pedestrians will be jostling for very limited space there. At that point there are a number of traffic lanes which, when Connecting Oxford is implemented, will not be needed.</p> <ul style="list-style-type: none"> ➤ More space should be taken away from the general traffic to avoid shared use paths <p>5. Design of the Side Road Entry Treatments (SRETs)</p> <p>There are inconsistencies across the city in how SRETs have been constructed and there are very few examples that come up to the standards that we have seen in Waltham Forest (Figure 1). The tops of the SRET must be at the same level as the pavement and cycle path, should be direct (ie they should not deviate into the side street), there needs to be a substantial ramp to slow motor vehicles, and the kerb radii need to be tight (or non-existent as in Figure 1). These are critical components of the scheme that will make the difference between pedestrians and cyclists being safe, or not.</p> <p>The officers have told us that the design of the SRETs will be undertaken at the detailed design stage which is during the implementation. CoHSAT have submitted "Figure 1" - an example of a blended crossing at Waltham Forest</p> <ul style="list-style-type: none"> ➤ We believe that the conceptual design of SRETs is fundamental aspect of the scheme and we would really value being able to comment on those designs as they develop to avoid the problems that have arisen in the Access to Headington scheme. <p>Overall, the design still prioritises private motor traffic and buses over walking and cycling, most notably in the allocation of space. There needs to be a commitment, through Connecting Oxford or</p>
--	--	---

		<p>otherwise, to reducing motor traffic volumes enough to make the bus lanes unnecessary, freeing up space for adequate width footpaths and cycle tracks, bus stops, and loading access, and avoiding pedestrians having to cross four lanes of motor traffic.</p> <p>There is still no commitment to colouring the cycle tracks, which would be the biggest single cycling safely improvement. We reiterate that if road colouring is too expensive to do both, the cycle lanes and tracks should be coloured and the bus lanes left uncoloured: to reverse that is to prioritise helping drivers avoid fines over the safety of people cycling and people walking.</p> <p>The cycle tracks remain too narrow, at 1.5m in width. It is unsafe to have such narrow tracks directly adjacent to motor traffic, especially if that is in narrow 3 metre lanes. This is a problem even for some of the sections of "off-carriageway segregated cycle route", as much of this appears to have no actual separation from the carriageway other than a short kerb.</p> <p>There are still significant sections of "shared space" at bus stop bypasses and crossings, which are the locations most likely to see conflicts between people walking and cycling. This should be avoided wherever possible, if necessary by using short stretches of under-width cycle track (potentially as narrow as 1.2 metres, if well away from motor traffic).</p> <p>It is hard to know how pedestrian-friendly the major junctions will be without knowing the light timings (though precedent suggests these will be optimised for motor traffic throughput rather than pedestrian safety or convenience). But these junctions as designed are likely to be quite terrifying for people cycling. Bicycles should never be turning alongside motor traffic at 30mph. The worst problems could be avoided by incorporating separate cycling times into the signalling, or by using a Dutch-style roundabout design with cycle traffic crossing motor traffic at right angles.</p>
(6) Local Resident, (Oxford)	<p>Parking - Support Bus Lanes - Support Speed Limit - Object</p> <p>Crossings - Support Side Roads - Object Cycle Prov.- Object Bus Stops - Support</p>	<p><u>Q3 Comments</u> - Suggest 20mph west as far as Seacourt P and Ride.</p> <p><u>Q4 Comments</u> - As a cyclist for many decades past I support the proposals of Dr Alison Hill of Cyclox, especially relating to SRETs and the junction with Eynsham Road: follow the trailblazing by Waltham Forest!</p>

CMDE4

<p>(7) Local Resident, (Oxford)</p>	<p>Parking - Support Bus Lanes - Support Speed Limit - Object</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- Support Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - The current proposal to extend the 20mph zone is too short. It ends in the midst of a highly residential area and right at the junction where there is increased pedestrian activity due to the location of bus stops and Waitrose. This poses potential serious hazards and safety risks, as cars will suddenly speed up (or slow down) right at the point where visibility is limited (again, because of bus stops and bus lane) and pedestrians are often crossing. The 20mph zone should be further extended west past Earl Street.</p> <p><u>Q4 Comments</u> - No comments.</p>
<p>(8) Local Resident, (Oxford)</p>	<p>Parking - No opinion Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - No opinion Side Roads - Object Cycle Prov.- Object Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - Side Road Entry Treatments: I cannot find any explanation for the rationale behind these. Consequently, I can only comment that they appear to be detrimental to cyclists. They will make it difficult to cycle between the side road and the main Botley Road carriageway, particularly when leaving the main carriageway to enter a side road. Cycling over humps is dangerous and can cause cyclists to fall, in this instance doing so in front of both other cyclists and motor vehicles. This seems to be an example of viewing road design from the perspective of motorised vehicles and adding other considerations later. I would urge you to review this situation. Motor vehicles can't turn in or out of side roads very easily anyway because the Botley Road is a car park most of the time.</p> <p>New and Improved Cycle Provision: When I attended your presentation I fed-back to your representatives that mixed-use pavements (for pedestrians and cyclists) are a really bad idea. Pedestrians do not reliably stay in the designated areas (particularly children and animals) and the risk of collision and injury is high. At peak commuting times the amount of space available for cyclists is inadequate and we use the road anyway. Along with many others I usually cycle at between 15-20 mph down the Botley Road and it is dangerous to use a pavement at these speeds. However, the presence of a cycle lane on the pavement confuses motor vehicle drivers who then expect cyclists to use them and get frustrated when we don't even though we are acting in the interests of safety to other pavement users, and travel at the same speed as the other vehicles on the road. I would urge you to have a dedicated cycle way with separation from the pavement AND the main carriageway (as per the paving currently on the Bullstake Stream bridge on</p>

		<p>the Botley Road).</p> <p>Overall: This proposal is very disappointing because it continues to privilege motorised vehicles over pedestrians and cyclists. During trading hours (seven days a week) the Botley Road is currently a car park with all the attendant health and environmental risks and impact that carries. Sustrans and a Danish group made a significantly more radical proposal to local residents (about two years ago) where the carriageway was re-purposed to give precedence to cyclists and pedestrians; buses, emergency vehicles and taxis were planned for next and personal cars had the lowest priority. The plan was designed for pedestrian and cyclist safety, to slow traffic, discourage private cars from driving down the Botley Road and significantly reduce the environmental and detrimental health impact that current weight of traffic the Botley Road has. You are proposing spending £9.1 million to perpetuate the current situation which is unsustainable. In a few years Oxford will have to become a personal-car-free zone. Why not bite the bullet now?</p>
(9) Local Resident, (Oxford)	<p>Parking - Concerns Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - Concerns Side Roads - Support Cycle Prov.- Support Bus Stops - Concerns</p>	<p><u>Q3 Comments</u> - The proposals for the loss of lay-by parking are understandable but have 2 consequences that need further consideration.</p> <ol style="list-style-type: none"> 1. The impact on small businesses in the area particularly the loss of the lay-by between Alexandra Rd, and Oatlands Rd. 2. The disproportionate number of residents spaces being lost in side roads which will put pressure on already crowded parking places. Could less spaces be lost to limited time open parking from resident only spaces,. <p><u>Q4 Comments</u> - 1. The loss of the bus stop on the north side outside Waitrose, as this will discourage people using public transport to shop there and mean much further walks for less ambulant local residents who use the bus service regularly in both directions.</p> <p>2. The new Toucan crossing west of Riverside Road could be moved and incorporated with the bus gate west of Oatlands Road. This would be no closer to the crossing by Henry Road than the new proposed crossing would be from the crossing west of Duke Street. This would then allow the bus stop outside Waitrose to remain, but still have a close by Toucan crossing.</p>
(10) Local	Parking - Support	

CMDE4

Resident, (Kidlington)	<p>Bus Lanes - Concerns Speed Limit - Support</p> <p>Crossings - Support Side Roads - Concerns Cycle Prov.- Concerns Bus Stops - Concerns</p>	<p><u>Q3 Comments</u> - Whole of Botley road and all residential streets in Oxford should be 20 mph.</p> <p><u>Q4 Comments</u> - All side roads should have entry treatment because for all of the route the footpath and cycle track should be continuous and prioritised over cars turning off and on Botley road.</p> <p>Cycling provision is hopelessly out of date. This is not fit for 2019 let alone for the next 10 years. There should be no shared unsegregated use for cycling and walking. How can you allow this on such an important route. All pedestrians and all cyclists know this just doesn't work. It simply signals the unacceptable incompetence of Oxford and Oxfordshire's planners, engineers and Councillors. I am sorry to say this so directly but there is no way around it.</p> <p>Painted cycling lanes are no good, they are not safe. They will not lead to increased cycling.</p> <p>Perhaps 20 years ago Oxford was a cycling city by UK standards. Already in 1997 the Cambridge Cycling campaign published a document outlining why shared usage is a waste of money. Oxford has long been overtaken by cities all around the world and many places in the UK where planners and councillors have learned from the great examples available. Go and have a look in our twin-city Leiden! If we had 5% of their cycling provision, it would be a massive improvement.</p> <p>There is no reason we can't make walking and cycling safe and convenient in Oxford, but we have to start being serious about infrastructure. A bit of paint in the gutter and shared "lanes" are dangerous jokes.</p>
(11) Local County Cllr, (Witney)	<p>Parking - Support Bus Lanes - No opinion Speed Limit - Support</p> <p>Crossings - Support Side Roads - Support Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - Would like to see a third "tidal" lane on the Botley Road. Going Into Oxford 4am-1pm and 1pm-4am out of Oxford..</p> <p><u>Q4 Comments</u> - No comments.</p>
(12) Local Resident, (Grove)	<p>Parking - No opinion Bus Lanes - Support Speed Limit - No opinion</p>	<p><u>Q3 Comments</u> - Westbound Bus Lane would be a wonderful idea for Botley Road. It will make such a difference to bus times and will improve a lot of services.</p>

CMDE4

	<p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q4 Comments</u> - No comments.</p>
<p>(13) Local Resident, (Oxford)</p>	<p>Parking - Object Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - Object</p>	<p><u>Q3 Comments</u> - Removal of parking bays along the botley road especially those by the self storage, laundromat and cycle shop will hinder business and passing trade to those areas.</p> <p><u>Q4 Comments</u> - Removing the bus stop by waitrose will affect local population whose mobility isnt good and who use the bus as their life line</p>
<p>(14) Local Business, (Oxford)</p>	<p>Parking - Object Bus Lanes - Concerns Speed Limit - No opinion</p> <p>Crossings - Support Side Roads - Concerns Cycle Prov.- Concerns Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I strongly object to the removal of the parking bay outside The Launderette and other shops that rely on the passing trade to support our businesses.</p> <p>I suggested creating spaces opposite (on the grass verge between the trees outside Osney Court where vehicles are parking daily anyway) a little like St Giles' parking. This suggestion appears to have been completely ignored.</p> <p>The spaces outside these shops was obviously intended to serve this row of shops to passing trade and loading/unloading for the shop keepers and has been this way for many many years.</p> <p>My disabled customers will not be able to use the launderette- they struggle as it is!</p> <p>Parking is a requirement of shops to survive! When the Westgate was redeveloped, not having parking would not have crossed the developers minds. This will destroy my business!</p> <p>The provision of allocating 1 space on Earl Street and 1 on Duke Street is totally unacceptable (how on earth will anyone know to park there?) - Even if people did know about them, there are no turning points on these roads and once you enter you can't get out. The few spaces on these roads are needed for residents in any- you can't "borrow off Peter to pay Paul". Residents do need to park too- we need more spaces, not less.</p>

CMDE4

		<p>Please see sense and reject the removal of this bay and put it back to the designers.</p> <p><u>Q4 Comments</u> - No comments.</p>
(15) Local Resident, (Oxford)	<p>Parking - Support Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - Segregation of cycle lanes is very important for safety. Painted lanes insufficient and genuinely segregated required with separate lane. Junctions are key dangerous points for risk of accidents All these things need to be put in place if you are going to realistically encourage cyclists on mass to get out of their car.</p>
(16) Local Resident, (Oxford)	<p>Parking - Support Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - Support Side Roads - Concerns Cycle Prov.- Support Bus Stops - Support</p>	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - Segregated cycle lanes will encourage cyclists of all ability and ages to get out of their cars and onto bike - safety is key.</p> <p>The road surface for bikes is very important. Curbs and quality of the bike paths is currently very poor and junctions are dangerous.</p>
(17) Local Resident, (Oxford)	<p>Parking - Support Bus Lanes - Concerns Speed Limit - Support</p> <p>Crossings - Support Side Roads - Support Cycle Prov.- Concerns Bus Stops - Concerns</p>	<p><u>Q3 Comments</u> - Cunmor Hill should be cut to 30 mph as is all other built up areas in Oxford. All Botley Rd should be 20 mph. Private vehicles should be strongly discouraged from jamming up OUR streets - we have to live here, they don't have to drive in/out of Oxford every day (that is what the Park & Ride is for).</p> <p><u>Q4 Comments</u> - Please, get rid of the shared used footpath & cycle path on the same pavement. These are dangerous to pedestrians, and impractical for cycle computing. Make proper cycle provision to encourage their use, (a bit of paint on the path helps nobody!) give cyclist room and keep cycles on the road where they belong - they cut congestion at peak times</p>

CMDE4

		(reminding queuing motorists how polluting they are) and help slow traffic at other times. We need more Park & Ride, more walking, more cycling and much less motorised traffic. This consultation appears to be about mostly about putting motorist first and fresh, clean air last.
(18) Local Resident, (Banbury)	Parking - Support Bus Lanes - Support Speed Limit - Support Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - Support	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - I either use the Botley Road as a cycle commuter, using the railway station, or as a car commuter. In both regards improvement is needed.</p>
(19) Local Resident, (Oxford)	Parking - No opinion Bus Lanes - No opinion Speed Limit - Concerns Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion	<p><u>Q3 Comments</u> - I am delighted to see the upcoming improvements which will be made to Botley Road. However, there is one improvement which is likely to result in a serious increased risk to pedestrians, completely unnecessarily: The speed limit amendment. But with a small adjustment to the plan, it would make Botley Road significantly safer.</p> <p>At present, you are proposing that the 20mph zone coming out of Oxford continues only until 10m west of Binsey Lane. But just metres further to the West is the new junction with Waitrose, where many pedestrians already find it very difficult to cross and there is the complication of a filter lane. With the current proposals, cars coming out of Oxford will suddenly accelerate before the pedestrian crossing – making it much harder for pedestrians (particularly children) to judge the crossing safely. They'll also be accelerating just as the filter lane into Waitrose starts.</p> <p>However, if instead the 20mph zone is further extended west past Earl Street, it means all of the difficult / dangerous Waitrose junction and crossing is within the 20mph zone, making it much safer. It also means that the residential streets: Earl, Duke, Riverside, Harley, Osney Ct and Prestwich Pl, will be within the 20mph zone, which will also significantly increase the safety of turning in and out of the roads.</p> <p><u>Q4 Comments</u> - No comments.</p>
(20) Local	Parking - Support	

CMDE4

Resident, (Oxford)	Bus Lanes - Support Speed Limit - Concerns Crossings - Support Side Roads - Object Cycle Prov.- Concerns Bus Stops - Support	<p><u>Q3 Comments</u> - I feel that the overall scheme is aimed at improving the flow of cars along the Botley Road. I would like to see more of a focus at reducing the numbers of cars using the Botley Road. I would like to see the speed limit reduced to 20pmh for the whole part of the Botley Road where cyclists share the road with motor vehicles.</p> <p><u>Q4 Comments</u> - I am not convinced that the ramps proposed at the entrance to side roads is a good use of resources. As a local resident for more than 18 years and parent of children I have not found traffic entering or leaving side roads a major threat whilst being a pedestrian. (The major threat to pedestrians is their use of mobile phones whilst crossing side roads). As a cyclist I feel that the ramps will make it more difficult entering and leaving the side roads.</p>
(21) Local Resident, (Oxford)	Parking - No opinion Bus Lanes - No opinion Speed Limit - Support Crossings - Support Side Roads - No opinion Cycle Prov.- Object Bus Stops - No opinion	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - Please do a survey of Botley road, many cyclists do not use the cycle paths due to there being too many deviations. This will serve nothing unless there's a fairly straight cycle path. Another reason why cyclists don't use the cycle path is they have to stop to go around vehicles who are poking out of side roads/junctions. There needs to be a give way to cyclists from side roads.</p>
(22) Local Resident, (Oxford)	Parking - Concerns Bus Lanes - Concerns Speed Limit - Concerns Crossings - No opinion Side Roads - Concerns Cycle Prov.- Support Bus Stops - Concerns	<p><u>Q3 Comments</u> - I beg you to consider the lives of Botley Road residents. I understand completely the motivation for discouraging private vehicle journeys around Oxford city centre, but, assuming you wish people to live in Oxford, then residents' private car journeys must be taken into consideration. People who live in Oxford have valid reasons and a right to use private vehicles - to visit relatives and do supermarket shopping. You can't simply kettle us into our homes and expect us to conduct our lives on foot, bike and bus - it's unreasonable and unfair. If you want Oxford to remain a diverse city, home to more than just students and the super-rich, then existing residents' needs have to be taken into consideration. A London-style congestion charge with residential exemption; or residential use of bus lanes and traffic gates would take care of this. You'd find commuters and business-traffic much reduced under provisions like that.</p> <p><u>Q4 Comments</u> - No comments.</p>

(23) Local Resident, (Bampton)	<p>Parking - No opinion Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - No comments.</p>
(24) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - Concerns Speed Limit - Concerns</p> <p>Crossings - Concerns Side Roads - Object Cycle Prov.- Concerns Bus Stops - Concerns</p>	<p><u>Q3 Comments</u> - As a resident of Oatlands Road, I am very unhappy with the proposal that additional spaces on residential side streets are to be re-designated as one-hour spaces from M-Sa, 8am-6:30pm. It can already be difficult for residents to find parking on their streets, and this will significantly reduce the space available to them. The impact of this change would be less severe if there were at least an exemption for WO permit holders to the one-hour limit. Indeed, I would suggest an exemption for WO permit holders be added to the existing one-hour parking bays at the end of Oatlands Road and other side streets.</p> <p>I note as well that on some other roads (e.g., Harley and Riverside), the spaces that are flagged for re-designation are well down those roads. They are thus inconvenient to, and unlikely to be used by, customers of Botley Road businesses, and (unless there is an exemption for permit holders), their re-designation will deprive neighbourhood residents of a space during the working day (perversely incentivising them to commute by car rather than leaving their vehicle at home).</p> <p><u>Q4 Comments</u> - As a resident of Oatlands Road who walks to work in the city centre and who moves around the neighbourhood primarily on foot, I simply don't see the side road entry treatments as being necessary. A pedestrian traveling inbound or outbound on Botley Road currently has very little difficulty in doing so, making these "improvements" unnecessary. What the project will do, though, is cause an extended period of disruption, congestion, and unpleasantness, following closely on from the period of disruption, congestion, and unpleasantness we have endured as a result of the monumentally badly managed works on the gas infrastructure on the Botley Road (to say nothing of the congestion and unpleasantness we put up with every weekend because the planning and traffic engineering around the Westgate car park was so poor). I would be happy to forego this next round of "improvements," and for the council to save or redeploy the huge amount of money it proposes to pour into them, as it appears to me that any benefits will be superficial or superfluous, while the works</p>

CMDE4

		<p>required will be yet another massive headache.</p> <p>Regarding the plans for bus stop amendments, there is little I can say, as the documentation I have been able to access fails to clarify for me what a "floating" bus stop is or how it works. I'm very sceptical, though, of plans for "un-segregated" cycle routes on pavements (e.g., around the outbound Binsey Lane bus stop, which is already a confined space where pedestrians and public transport users should not have to dodge cyclists).</p> <p>I should say that I would in principle be supportive of the suggestion that the inbound Osney Island bus stop be moved slightly to the west.</p>
(25) Local Resident, (Oxford)	<p>Parking - Concerns Bus Lanes - No opinion Speed Limit - Concerns</p> <p>Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - Create second road at back of all the shops (Aldi, Dunelm, Halfords, curry's... etc) so that people who want to go to the shops go to the shops and people who want to go to town<->Botley can get there as well. Two separate way would mean neither of them get stuck for no reason. Also, making better ways for busses is a good thing, although, for people on a minimum wage or even a bit more, taking the bus is extremely expensive. It costs less to drive every day to work than to take the bus, even with a bus pass which is around £50 a month!! Here is your massive problem.</p> <p><u>Q4 Comments</u> - No comments.</p>
(26) Local Resident, (Oxford)	<p>Parking - Support Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - Object Side Roads - Support Cycle Prov.- Support Bus Stops - Object</p>	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - I object to the replacement of pelican crossings by puffin crossings. I find puffin crossings very hard to use; I cannot see the lights properly. The ones at George St/Hythe Bridge Street are a total nightmare to use.</p> <p>I also object to the proposed move of the eastbound bus stop opposite Bridge Street. As a cyclist it is extremely difficult to turn right pulling out of Bridge Street; basically one's only hope is for a bus to pull up at that stop and block the eastbound traffic long enough for you to pull out. (I think the same is true for car drivers, though not being one I can't be sure.) So cyclists need that bus stop right where it is!</p>

CMDE4

(27) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - Support</p>	<p><u>Q3 Comments</u> - I have concerns that outside of Monday - Saturday 8am - 6.30pm there will be no non-resident short term parking available on Alexandra Road.</p> <p>My Mum visits us several times a week but only for a short time. This is normally after 6.30pm or on a Sunday.</p> <p>We are only allowed 25 permits every 6 months and if we gave her one every time she visited we would very quickly run out.</p> <p>I would ask that the 1 hour time limit is applied 24/7 with permit holders being allowed to park overnight outside the times above.</p> <p>This simple change would mean residents could continue to have short term visitors on a regular basis.</p> <p><u>Q4 Comments</u> - No comments.</p>
(28) Local Resident, (Cumnor)	<p>Parking - Object Bus Lanes - Object Speed Limit - Concerns</p> <p>Crossings - No opinion Side Roads - Object Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - In view of the totally unacceptable situation of the current roadworks on the Botley Road there can be no confidence in the ability to deliver any further scheme. Currently the work is carried out for a very short working day. Why are the contractors not working 7 am. till 10.00 pm? Why not at weekends. The cost to users of the road in lost time and appointments missed is considerable, let aloneness the frustration.</p> <p>Any extra cost to the council would surely be made up in a shorter disruption and customer service.</p> <p>This is not rocket science. The Botley Road with all its bridges obviously is not an easy problem to solve but any scheme which the council comes up with that cannot guarantee further months of disruption is unacceptable. This proposal is a major scheme, I cannot imagine how long it would take to enact.</p> <p>I would appreciate a reply as to why the contractors cannot work a longer day on the current works and thus speed up. Also when is the work expected to be finished?</p> <p>If this continues until the Christmas period the chaos and loss of trade will be unacceptable.</p>

CMDE4

		<p><u>Q4 Comments</u> - As I cannot support this scheme based on today's chaos as a result of bad planning on current roadworks, I cannot support any of the above.</p>
(29) Local Resident, (Oxford)	<p>Parking - Support Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - Support</p>	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - The cycle lane amendments are an improvement, especially where they address where Claudia was tragically killed in an incident by seacourt tower in 2017. It is heartening to see the council take this tragedy seriously.</p> <p>It is also good to see buses further prioritised over private motor vehicles.</p> <p>The amendments do not go far enough to encourage those not already confident to cycle to switch to this more of transport and therefore facilitate less reliance on car use. For example, the use of narrow painted lanes is completely inadequate and won't great the feeling of safety needed for new cyclists. Where the road is too narrow for wide segregated lanes then the centre line of the road should be removed to reduce vehicle speeds and "light" segregation used instead such as "orcas" and "wands". Examples of these can be found in Camden in London.</p> <p>Cycling provision is only as good as the weakest link and this scheme is seriously let down at the railway bridge and of course frideswide square where there is no high quality provision for those walking or cycling. Less confident cyclists will never cycle through the railway bridge or frideswide square as there is no direct safe route.</p>
(30) Local Business, (Oxford)	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - Support Side Roads - Concerns Cycle Prov.- Support Bus Stops - Support</p>	<p><u>Q3 Comments</u> - I object strongly to the removal of the parking bays outside the shops on Botley Road. I regularly use these small businesses and parking outside is a necessity for these small independant shops to survive. I regularly use the launderette and need the space to park to load/unload my towels. Offering alternative parking on side roads is not good enough!</p> <p><u>Q4 Comments</u> - No comments.</p>

CMDE4

<p>(31) Local Business, (Oxford)</p>	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - We run a business on Botley Road.</p> <p>It is a new business and we rely on the parking outside for new customers to pull in to the parking bay. Without this bay there is very little foot traffic.</p> <p>Nobody would know about the parking you intend to provide on Duke Street and Earl Street and these roads are very hard to turn around in once you pull in.</p> <p>We have signed a long lease and wouldn't have taken this shop if we'd have known about the bay being removed.</p> <p>Please revise your plans and retain this parking bay outside our new shop/business.</p> <p><u>Q4 Comments</u> - No comments.</p>
<p>(32) Local Resident, (Oxford)</p>	<p>Parking - Object Bus Lanes - Concerns Speed Limit - Support</p> <p>Crossings - Support Side Roads - No opinion Cycle Prov.- Concerns Bus Stops - Support</p>	<p><u>Q3 Comments</u> - I can't believe that you are removing the much needed parking from the shops on the Botley Road and offering side street parking.</p> <p>Those shops depend heavily on their parking accessibility. They are not High Street shops that have large numbers of foot traffic.</p> <p>You need to provide main road parking for those shops or work your plans around their parking bays. It shouldn't be a case of getting what you want at the cost of others.</p> <p>Offering inadequate side street parking is unacceptable. You have to reverse out of those roads- hopefully avoiding a cyclist when you do.</p> <p><u>Q4 Comments</u> - Any improvement on crossings is a plus.</p> <p>If the side entry treatments is with regard to the reallocation of parking spaces then I object to it. Cyclists needs have already been provided for along the Botley Road in my opinion.</p>

(33) Local Resident, (Oxford)	Parking - Object Bus Lanes - Object Speed Limit - Object Crossings - No opinion Side Roads - No opinion Cycle Prov.- Object Bus Stops - No opinion	<p><u>Q3 Comments</u> - The removal of parking bays specifically outside 121 Botley Road will severely impact customers with mobility issues. Additional walking distances are not simply an inconvenience but are in many cases an insurmountable problem. The local businesses which serve the community may also become unviable due to the reduced trade. The intention of these road changes is clearly not to impact the disabled and struggling small business owners but that will inevitably be the result if these parking bays are removed. I would strongly urge a rethink on their proposed removal.</p> <p><u>Q4 Comments</u> - No comments.</p>
(34) Local Resident, (Oxford)	Parking - Object Bus Lanes - Support Speed Limit - Support Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - Support	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - No comments.</p>
(35) Local Resident, (Oxford)	Parking - Object Bus Lanes - No opinion Speed Limit - Support Crossings - Support Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - Support	<p><u>Q3 Comments</u> - I support the reduction from 30mph to 20mph as this will make the road safer but, as a customer of whom frequents the Launderette on this road, I strongly oppose the removal of the parking bay to the front of this business. Laundry is heavy and cumbersome and the parking that you are offering on Duke Street and Earl Street is inadequate. You need to be supportive of these types of establishments that have been in service for many years and keep them viable.</p> <p><u>Q4 Comments</u> - I have no strong views on the above and believe that a reduction to 20mph will make the existing cycle lane safer.</p>
(36) Local Resident, (Oxford)	Parking - Object Bus Lanes - Support Speed Limit - No opinion	<p><u>Q3 Comments</u> - I very strongly object to the removal of residents parking provisions to allow none permitted vehicles to take parking spaces away from the residents.</p> <p>If people want to use the shops at the end of Duke and Earl Street they can park in the DFS car park</p>

CMDE4

	<p>Crossings - Support Side Roads - Support Cycle Prov.- No opinion Bus Stops - Support</p>	<p>for 2 hours with no issues, so there is no need to take the proposed spaces away in those streets, If people want to go to the storage facility then they can park in Waitrose for an hour with no issues, so again there is no need to take the spaces around that area away from residents too.</p> <p>Trying to park your car in a CPZ is bad enough at times, this is only going to make it worse when there are alternatives available for short stay customers</p> <p><u>Q4 Comments</u> - No comments.</p>
(37) Local Resident, (Oxford)	<p>Parking - No opinion Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- Concerns Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - The proposed cycle lane improvements stop before the railway bridge where there are several holes, dips and flooding issues. The bike lane itself is currently very narrow and is placed where the tarmac is very bumpy. This causes cyclists to have to use the centre of the road to safely cycle under the railway bridge. This area should be included in the proposed improvements.</p>
(38) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - Object Speed Limit - Support</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- Support Bus Stops - Object</p>	<p><u>Q3 Comments</u> - No comments.</p> <p><u>Q4 Comments</u> - No comments.</p>
(39) Local Group, (Oxford Preservation Trust)	<p>Parking - No opinion Bus Lanes - Support Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- Support Bus Stops - Support</p>	<p><u>Q3 Comments</u> - Oxford Preservation Trust are pleased to see that the proposed changes include improvements for bus users, without any detriment or dis-benefit for most other road users. Anything that encourages the use of public transport and reduces the level of private cars travelling into the city centre is supported by the Trust.</p> <p><u>Q4 Comments</u> - The scheme proposes a worthwhile improvement for cyclists, which the Trust support. The cycleways will provide reasonably continuous routes in both directions without cyclists having to</p>

CMDE4

		<p>keep switching on and off the carriageway, in addition to keeping them separate from pedestrians. Oxford Preservation Trust also welcome the remodelling of all the side road junctions which should afford more priority for those cycling along Botley Road and reduce the risk of collisions. We welcome any measures which make cycling safer and more attractive to reduce reliance on the private car.</p>
<p>(40) Local Resident, (Oxford)</p>	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I read an article in today's Oxford Time regarding the permanent removal of the parking to the direct front of his Launderette.</p> <p>I must say I think this shows a complete lack of respect and sheer recklessness to his business by the council.</p> <p>That Launderette has been around since the 70's (probably longer than the designers have been alive) The parking should be left where it is and it's the council problem to come up with suitable plans around it (that doesn't involve removing that bay). To me it just seems like modern day bullying by the council to such small businesses.</p> <p>Of course it needs parking on the main road where people can, a) See it and b) Can pull in and carry heavy loads of laundry to and from the business eg: exactly where it is now!</p> <p>I noticed someone mentioned "disabled customers" in the comments section of the article. It seems that the council play the "disabled card" only when it suits them.</p> <p>Another part in the article refers to the council refusing to create space opposite due to "Damaging the root structure of the trees"- The council are suddenly tree experts now. It would seem they are just looking to be both obstructive and destructive</p> <p>Please leave these peoples businesses and their parking alone!!!!</p> <p><u>Q4 Comments</u> - No comments.</p>
<p>(41) Local Resident,</p>	<p>Parking - Object Bus Lanes - No opinion</p>	<p><u>Q3 Comments</u> - The row of shops including the launderette need the parking bays. As a disabled person, you make those shops impossible for me if you remove them!</p>

(Oxford)	<p>Speed Limit - No opinion</p> <p>Crossings - No opinion</p> <p>Side Roads - No opinion</p> <p>Cycle Prov.- Support</p> <p>Bus Stops - Support</p>	<p><u>Q4 Comments</u> - No comments.</p>
(42) Local Resident, (Oxford)	<p>Parking - Object</p> <p>Bus Lanes - Support</p> <p>Speed Limit - Support</p> <p>Crossings - Object</p> <p>Side Roads - Support</p> <p>Cycle Prov.- Support</p> <p>Bus Stops - Support</p>	<p><u>Q3 Comments</u> - Removal of parking bays is unacceptable, there is no provision for public parking in this part of town due to the residential parking schemes. I am particularly annoyed about the the potential loss of parking outside the laundrette. I rely on this service and carrying heavy bags of laundry from another place, not yet identified would be difficult due my age and physical condition.</p> <p><u>Q4 Comments</u> - The new style pedestrian crossing are dangerous, Frideswide square is a prime example, cars do not give way to pedestrians, the drivers are aggressive and feel as they own the road, signage should be erected advising a shared space, or a reminder of the road code that pedestrians always have right of way.</p>
(43) Local Resident, (Oxford)	<p>Parking - Object</p> <p>Bus Lanes - No opinion</p> <p>Speed Limit - No opinion</p> <p>Crossings - Concerns</p> <p>Side Roads - No opinion</p> <p>Cycle Prov.- Object</p> <p>Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - To whom it may concern: I wish to register my strong objections to the removal of the bay outside the laundrette on the Botley Road. This is completely unacceptable- I struggle with arthritis and although I don't wish to be labelled "disabled" I do struggle- especially with my laundry. I use this laundrette to dry my clothes as I live in a flat with no room for a dryer. Loading and unloading outside this facility is really important and there aren't many of these establishments left. It also gives me a great feeling of independence being able to use this service.</p> <p>This seems like the bullying of a small business by the council of whom need to come up with design that retains this parking bay.</p> <p>The road is only busy during 8am and 9am and 5pm until 6pm- why the need to be so disruptive? 24/7 bus lanes are not needed in any case.</p> <p>Please rethink and redesign your proposal.</p> <p><u>Q4 Comments</u> - No comments.</p>

(44) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I read an article in the Oxford Times that said you are removing the parking bay outside the laundrette on the Botley Road. I must say that this is a ridiculous proposal!! I use that laundrette on a Sunday! Parking is impossible on side streets at the weekends and in the evenings when it is it's busiest (I have to go on Sunday due to work) as everyone is at home. My laundry is heavy an impossible to carry any distance! The designers are showing no consideration to these long standing businesses and a lack of respect to the people that run them! Alter your plans and leave this bay alone please. Sean</p> <p><u>Q4 Comments</u> - No comments.</p>
(45) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I strongly object to the removal of the parking bays that service the shops along the Botley Road. The proposed parking arrangements on side streets are not acceptable and insufficient for the purpose! The residents need these spaces!!!!</p> <p><u>Q4 Comments</u> - No comments.</p>
(46) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - Concerns Speed Limit - Support</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- Object Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - Botley road is narrow and the only way to properly cater for four different types of user (vehicles, buses, pedestrian and cyclists) is to separate them. You can move the lanes around as much as you like but they will always be on top of each other.</p> <p>However Willow Walk is an already established alternative route. If this was widened and made into two dedicated cycle lanes the cycle traffic on Botley road would diminish so users could use side streets or the main road.</p> <p>If willow walk has nature conservation issues then an even more practical route would be to north of Botley road. From Seacourt to Roger Dudman Way.</p> <p>This could be a really progressive nature route and if flooding is a concern raise it on stilts as other countries have down to develop a raised cycle route through nature. A bridge over Osney lane and a bridge over the Thames would connect the new homes at Botley, Seacourt Park n Ride with the centre</p>

		<p>AND north of the city.</p> <p><u>Q4 Comments</u> - No comments.</p>
(47) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I would like to oppose to the removal of the vehicle bay to the front of the Laundrette business on the Botley Road.</p> <p>The parking provisions you are making on side streets will be unused because nobody will know they are there. This will render them useless to residents and the businesses.</p> <p>The proposed parking should not be inferior in terms of visibility to what these businesses have at the moment. It is clearly a 3 car bay on the main road. It should remain a 3 car bay on the main road.</p> <p>I believe it should remain where it is and you should be working your plans around it and stop causing upset to these much needed community services.</p> <p><u>Q4 Comments</u> - No comments.</p>
(48) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - Concerns Speed Limit - Support</p> <p>Crossings - Support Side Roads - No opinion Cycle Prov.- Concerns Bus Stops - Support</p>	<p><u>Q3 Comments</u> - I'd like to oppose the removal of the vehicle bays to the front of the shops on the Botley Road.</p> <p>The provisions you are making to offer spaces on side roads is unacceptable- how will the passing of trade know it even exists? It'll be rendered useless!</p> <p>I have used the laundrette for years as I don't have a tumble dryer, the money or space for one.</p> <p>Parking outside is essential as wet clothes are very very heavy.</p> <p>Please redesign your scheme.</p> <p><u>Q4 Comments</u> - No comments.</p>
(49) Local Resident,	<p>Parking - Object Bus Lanes - No opinion</p>	<p><u>Q3 Comments</u> - Please don't remove the parking bay from the laundrette business. This laundrette</p>

CMDE4

(Oxford)	<p>Speed Limit - No opinion</p> <p>Crossings - No opinion</p> <p>Side Roads - No opinion</p> <p>Cycle Prov.- No opinion</p> <p>Bus Stops - No opinion</p>	<p>has probably been in use for probably the last 50 years along with the parking bay. Laundry is really heavy and difficult to transport. This business needs its bay directly outside.</p> <p><u>Q4 Comments</u> - No comments.</p>
(50) Local Resident, (Oxford)	<p>Parking - Object</p> <p>Bus Lanes - No opinion</p> <p>Speed Limit - No opinion</p> <p>Crossings - No opinion</p> <p>Side Roads - No opinion</p> <p>Cycle Prov.- No opinion</p> <p>Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I would like to object to the removal of the parking outside the launderette. Please don't take this away. I use it on a regular basis and have done for many years. It seems wrong that such a well established business, that has been around for so many years could become unviable if these parking spaces get removed. Laundry is bulky and heavy it's not like picking up a sandwich or coffee.</p> <p><u>Q4 Comments</u> - No comments.</p>
(51) Local Resident, (Oxford)	<p>Parking - Object</p> <p>Bus Lanes - No opinion</p> <p>Speed Limit - No opinion</p> <p>Crossings - No opinion</p> <p>Side Roads - No opinion</p> <p>Cycle Prov.- No opinion</p> <p>Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I read an article in the Oxford Times, it was regarding the removal of the parking that the laundrette on the Botley Road faces as part as the councils latest scheme. I must say that I strongly object to this action! Who comes up with these types of ideas and who is accountable at the council? This a ridiculous idea. I also read that you were proposing side street parking? LOL This would be completely inappropriate- I just can't believe who comes up with these ideas.</p> <p><u>Q4 Comments</u> - No comments.</p>
(52) Local Resident, (Oxford)	<p>Parking - Support</p> <p>Bus Lanes - Support</p> <p>Speed Limit - Support</p> <p>Crossings - Support</p> <p>Side Roads - Support</p> <p>Cycle Prov.- Support</p> <p>Bus Stops - Support</p>	<p><u>Q3 Comments</u> - These measures will help to make the road more useful to all residents.</p> <p><u>Q4 Comments</u> - These changes will make the area safer.</p>
(53) Local	Parking - Object	<u>Q3 Comments</u> - I object to the removal of the bay outside the laundry business. Please do not remove

CMDE4

Resident, (Oxford)	Bus Lanes - No opinion Speed Limit - No opinion Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion	this parking facility. <u>Q4 Comments</u> - No comments.
(54) Local Resident, (Oxford)	Parking - Object Bus Lanes - No opinion Speed Limit - No opinion Crossings - No opinion Side Roads - Concerns Cycle Prov.- No opinion Bus Stops - No opinion	<u>Q3 Comments</u> - I would like to object to the removal of the parking bay outside The Launderette at 121 Botley Road. I find this unacceptable in your plan. <u>Q4 Comments</u> - No comments.
(55) Local Resident, (Oxford)	Parking - Object Bus Lanes - Support Speed Limit - Support Crossings - Support Side Roads - Support Cycle Prov.- Concerns Bus Stops - Support	<u>Q3 Comments</u> - I am deeply concerned that the removal of the parking bays on the South side of the Botley Road will prove to be the death knell of the small businesses that operate there. My wife and I have used 4 of these businesses regularly over the past year, mainly accesses them on foot but on several occasions by car. They are a very useful and valued part of the local community. Removing the parking outside them, and thus the opportunity for regular and impromptu customers to pull up briefly outside, will kill them. The option to park in the side roads will only suit a tiny proportion of the customers and in my estimation will massively decrease their trade. It will be a tragedy to lose them. <u>Q4 Comments</u> - Good to improve but not at the expense of the south side parking spaces.
(56) Local Resident, (Oxford)	Parking - Object Bus Lanes - No opinion Speed Limit - No opinion Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion	<u>Q3 Comments</u> - I object to the removal of the parking outside the laundrette- this is unacceptable! <u>Q4 Comments</u> - No comments.

CMDE4

(57) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - No opinion Speed Limit - Concerns</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I abhor the fact that your proposals include the removal of the parking outside The Laundrette business on that Botley Road. The side street parking is not going to be good enough- you of course already know this though!</p> <p><u>Q4 Comments</u> - No comments.</p>
(58) Local Resident, (South Hinksey)	<p>Parking - Support Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - Support</p>	<p><u>Q3 Comments</u> - Cycling safety and efficiency should be paramount. Bike lanes should not stop suddenly. Bikes should not be forced to more stops than cars.</p> <p><u>Q4 Comments</u> - No comments.</p>
(59) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I would just like to say that I oppose the need to remove the parking bay at the laundry business at 121 Botley Road. I think this will be really damaging to that business in particular and these types of service play an important role to the community in general. Many elderly and disabled people I know use that service and providing side street parking is completely inadequate (how on earth will people even know of the availability of a single space on Duke Street and Earl Street?), furthermore it's very difficult to turn around on those streets in particular. Provision for disabled people needs to be directly outside as laundry is incredibly heavy especially when wet.</p> <p><u>Q4 Comments</u> - No comments.</p>
(60) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - Support Speed Limit - Support</p>	<p><u>Q3 Comments</u> - It is totally unrealistic to remove the existing parking outside of shops between Alexandra Road and Oatlands Road. So, please maintain the existing lay-by as this is very convenient This is essential to enable parking 3 times a week for people who attend service at the "Church of</p>

CMDE4

	<p>Crossings - Support Side Roads - Support Cycle Prov.- Support Bus Stops - Support</p>	<p>Pentecost International, Elim Church" to the West of Helen Road. The very limited parking spaces for visitors mean that the churchgoers normally come in a couple of vans and several cars. During the services (i.e. normally Tuesdays, Fridays and Sunday) these vehicles are normally parked either on that lay-by, or on the existing sections of double yellow lines mainly on Helen Road and Alexandra Road. They also use some spaces technically dedicated for the residents' permit holders. Hence please reconsider that proposal.</p> <p><u>Q4 Comments</u> - Toucan crossing near Waitrose is an excellent idea.</p>
<p>(61) Local Resident, (Oxford)</p>	<p>Parking - Object Bus Lanes - Concerns Speed Limit - Concerns</p> <p>Crossings - Concerns Side Roads - Concerns Cycle Prov.- Concerns Bus Stops - Concerns</p>	<p><u>Q3 Comments</u> - I would like to object to the removal of the parking outside the Laundry on Botley Road. The additional parking you are proposing is not fit for purpose.</p> <p>This entire scheme seems like using a hammer to crack a nut- The Botley Road is only busy between 8am until 9am then 5pm until 6pm. Why the need for 24/7 bus lane? It is such a lot of money that you're proposing to waste.</p> <p>What you're proposing is highly damaging to those businesses of whom probably rely on their customer parking- in particular the launderette</p> <p><u>Q4 Comments</u> - As mentioned in my comments above.....a hammer to crack a nut.</p>
<p>(62) Local Resident, (Oxford)</p>	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I am against the removal of the parking outside the businesses between Duke St and Earl St. I think this will be incredibly damaging with little, if any gain to ease congestion. Why not create a design that won't damage these local businesses?</p> <p><u>Q4 Comments</u> - No opinion- a waste of money.</p>
<p>(63) Local Resident,</p>	<p>Parking - Object Bus Lanes - Support</p>	<p><u>Q3 Comments</u> - I don't see why we need spaces for non-residents placed in residential and non-</p>

CMDE4

(Oxford)	<p>Speed Limit - Concerns</p> <p>Crossings - Support</p> <p>Side Roads - Concerns</p> <p>Cycle Prov.- Concerns</p> <p>Bus Stops - Support</p>	<p>commercial areas. There are plenty of parking spaces in nearby shopping areas for people who want to come for those reasons and there is the car park next to the park for people who come for that. There are not enough parking spaces for residents as it is, especially if we want to acquire an electric car and need to be near our home to charge it. It is already difficult to park near our own home - we have no drive - and it would become impossible if some of the spaces were blocked out for other people.</p> <p>I agree with the speed limit being reduced to 20mph but think it should be extended a little further to just beyond Waitrose as this is where there can be a problem.</p> <p><u>Q4 Comments</u> - I don't believe that calming measures are needed at the end of Harley Road. It is short and full of cars, and people speed up in the middle not the end. It is already difficult turning in and out of Harley Road because of the volume of traffic and the fact that there is a feeder lane for Waitrose where we need to turn in when coming from the west. Putting an obstacle there will just make it more tricky.</p> <p>I am also concerned about the cycle route where pedestrians cross it, especially by Waitrose. The cyclists travel very fast and it's difficult to see them coming when there is a tree in the way. We need pedestrian crossings across cycle routes to avoid someone getting seriously hurt by a high-speed cyclist.</p>
(64) Local Resident, (Oxford)	<p>Parking - Object</p> <p>Bus Lanes - Concerns</p> <p>Speed Limit - Concerns</p> <p>Crossings - No opinion</p> <p>Side Roads - Concerns</p> <p>Cycle Prov.- No opinion</p> <p>Bus Stops - Concerns</p>	<p><u>Q3 Comments</u> - We live on Earl Street. There are parking issues despite the fact that we have a ten space area for Earl Street Residents on the road.</p> <p>Issues about finding any space occur during the day, at weekends and also in the evening as the take-away's customers and employees take up spaces. During the day patrons for the launderette and the other shops use the resident parking spaces and also the three bays outside the shops. Loss of the bays would force them to park in Earl Street with a loss of spaces for residents.</p> <p>The widening of Botley Road will adversely affect the view as one turns out onto the main road. Additionally, turning out of and into the retail parks and Earl street will be made more difficult and dangerous as currently only one line of traffic has to be taken into consideration whereas it will be two hence more often than not it will be slower. Slower not least as one will have to factor in the third lane for cyclists.</p>

CMDE4

		<p><u>Q4 Comments</u> - No comments.</p>
<p>(65) Local Resident, (Oxford)</p>	<p>Parking - Concerns Bus Lanes - No opinion Speed Limit - Concerns</p> <p>Crossings - Concerns Side Roads - Concerns Cycle Prov.- Concerns Bus Stops - Concerns</p>	<p><u>Q3 Comments</u> - Generally very happy that improvements are being considered. However, I have concerns on specific aspects of implementation and lack of ambition in supporting residents and active transport.</p> <p>Traffic improvements should focus on improving provision for walking and cycling as first priority. Public transport (buses) and essential delivery vehicles should be second order priority, resident essential vehicles travelling out of oxford should be third order priority and through car traffic should be lowest priority and ideally should be banned from the park and ride onwards. The plans should be much more ambitious on achieving this.</p> <p>I welcome the removal of parking bays on the main road (Botley Road) but am concerned that public parking is being moved from the main road to residential side streets, where there is already extremely limited residents parking. This will just lead to cars racing down side streets, passing a metre from resident's windows, looking for spaces that will already be taken (since residents don' have sufficient parking at the moment).</p> <p>None of the shops require parking as they provide local services (takeaway, hairdresser, laundrette, print refills) to which people can walk or cycle. There is sufficient parking nearby in supermarket carpark and large 'out of town shed' shop carparks.</p> <p>Speed limits should be extended out past entrances to ALL residential side streets (Harley, Riverside, Duke, Earl). Evidence cited by RoSPA and BMJ clearly show the link between traffic SPEED (not just volume).</p> <p>Signage and street painting should clearly indicate we are all part of the same low speed residential ZONE. Speed limits should be fully enforced with revenue generating cameras. A 'premature' end to the zone will encourage speeding up of traffic just at the point where our streets meet the main road, where we need to cross the road to join the cycle lane into town or to the local school.</p> <p>We are all part of the same community. Please do not deprioritise the safety of children living in these streets who we want to encourage to walk and cycle around the neighbourhood.</p> <p><u>Q4 Comments</u> - I am concerned there will still be limited signalised crossing at the main junction by</p>

CMDE4

		<p>Botley road and A420 to allow bike and pedestrians to cross safely in all directions, including across A420. Also there is zero provision for safe pedestrian crossing at the junction with ferry hinksey road, where pedestrians wishing to continue their journey into/out of oxford on the south side of the road will have to take a chance with the traffic lights. Crossings should be installed to link to the timing of the road traffic lights. A much better vision for this junction and for pedestrian provision on ferry hinksey road is needed if Osney Mead is to be developed in the future.</p> <p>Support improvements for cyclists but these need to go further. Active travel should be the priority including children. Cycle lanes should benefit from raised tables at junctions to make sure drivers give priority to cyclists. It is incredibly disappointing that Skanska is not consistently including this proven measure to prioritise safety of vulnerable road users.</p> <p>Support bus stop improvements but concerned about mixing pedestrian and cycling traffic. Please do better on segregation and prioritise space for these users over other traffic.</p>
(66) Local Group, (Oxford)	<p>Parking - Support Bus Lanes - Support Speed Limit - Support</p> <p>Crossings - Concerns Side Roads - Concerns Cycle Prov.- Concerns Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - The continuity of cycle paths must be maintained along the whole route. We therefore support the removal of car parking on the Botley Road and adding in short term parking in the residential streets. We support the creation of short-term parking spaces in the side streets. We are pleased to see that you have extended the 20mph to Binsey Lane, though we would like to see this extend even further, at least to Waitrose, but preferably to Seacourt Park and Ride.</p> <p><u>Q4 Comments</u> - Junction with the Eynsham Road. This junction design is not safe for cycle riders and needs change. It is likely that funding will be found for the B4044 cycle path, which means that the numbers of cycle riders will increase as the new safe route will induce demand. The current design proposal for Eynsham Road will provide neither safety nor convenience for riders nor be attractive to potential cyclists. The junction needs either a signalled crossing or a roundabout with a segregated cycle path.</p> <p>Junction with the A420 (Macdonald's Junction) Following the inquest into the death of Claudia Comberty the Oxfordshire Coroner wrote to the county council asking for improvement. The design has no safe pedestrian crossing from the inbound bus stop to the Seacourt Retail Park and vice-versa. The 'off-carriageway segregated path' could 'begin' further to the west, adjusting the corner radius from the A420. We would suggest a two stage Toucan crossing. Cycle riders could be 7+m ahead of the bus</p>

CMDE4

		<p>and arrive at the bus stop ahead of the bus On-carriageway cycle lanes We agree with the Oxfordshire Cycling Design Standards that 'Stepped cycle tracks' should be used on roads with >5,000 annual average daily traffic.</p> <p>We remain concerned about on-carriageway cycle lanes. We wish to see better delineation, using a physical barrier, as in Oxfordshire's standards. Cycle lanes need to have a different colour surface so drivers of motor vehicles see that the space is protected. We also has specific concerns about access to Old Botley and how this is managed in these proposals. Development of the industrial estates in North Hinksey lane has led to growing levels of traffic that are causing serious problems for local people due to parking and inadequate pavements. We request that the pedestrian and cycle protection being discussed for the Botley Rd. be extended to Old Botley, in particular the provision of 50 m of pavement along the west side of 'Old Botley'.</p>
(67) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - Converting existing residents parking spaces with (limiting waiting to 1 hour) as listed in order 1(b) will make parking in these streets even more difficult than it currently is. The people in these streets(including me), often has to park a few streets away as there isn't enough parking place for residents in these streets. Any created new space should be resident's only parking place.</p> <p><u>Q4 Comments</u> - No comments.</p>
(68) Local Resident, (Oxford)	<p>Parking - Concerns Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - Object Side Roads - Object Cycle Prov.- Object Bus Stops - Concerns</p>	<p><u>Q3 Comments</u> - If the parking bays are removed, where will loading and unloading for the shops take place? Won't vehicles parked on/at the kerbside be a hazard? Or is it hoped the shops will close?</p> <p><u>Q4 Comments</u> - The crossing on West Way has only just been converted to a straight-through crossing "for safety reasons" after being a staggered crossing for many years. Are you really going to convert it back again?</p> <p>If part this plan is to make it safer for pedestrians, why is there no safe crossing provision at the A34/A420 slip road - we no longer even have safety railings?</p>

		<p>The treatments to side road entrances are a nuisance in other parts of Oxford - they create ambiguity between road-users and pavement-users, and in the dark angle motor vehicle headlamps in to the eyes of any driver/pedestrian opposite, obscuring their vision. They won't help the gutter drainage which is already a problem on Elms Road. The one currently at Prestwich Place is poorly arranged, it is easy to stumble into the bus lane if there is a pedestrian already on it moving in the opposite direction, so I hope the new ones will be better -? The advanced stop and give way lines aren't going to be very useful on some of the side roads, as motorists' views are going to be obstructed by the buildings.</p> <p>Unsegregated cycle and pedestrian areas are very unpleasant for pedestrians. I no longer use the stretch of pavement by Minns Estate/McDonalds because the cyclists show little regard for the safety of pedestrians, passing them closely at speed. It is worse at night when they come towards you with blindingly bright and/or flashing lights. I am saddened that the other side of the road will be made the same. I fear for my safety, and that of my wife, as we both regularly walk into Oxford.</p> <p>The pavement outside the Seacourt Bridge pub on West Way appears to be proposed as an unsegregated cycle path - it's currently barely wide enough for the bus stop queue. I've seen plenty of 'encounters' between cyclists and pedestrians/bus users at the bus stop by Minns Estate to know this is going to be rubbish.</p> <p>Moving the bus stop outside Waitrose is going to mean shoppers will have to walk back to the shop, crossing the already hazardous entrance to the car park, or is pedestrian access to the car park going to be improved?</p>
(69) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - No opinion Side Roads - No opinion Cycle Prov.- No opinion Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I object to the removal of the much needed parking to the outside of the Launderette at 121 Botley Road, Oxford. The proposed side street parking is nowhere near good enough especially for the disabled and elderly of whom use this facility.</p> <p><u>Q4 Comments</u> - No comments.</p>
(70) Local Resident, (Oxford)	<p>Parking - Object Bus Lanes - No opinion Speed Limit - No opinion</p>	<p><u>Q3 Comments</u> - I understand from local Press that there are plans in place to remove the parking bay outside of the Launderette on the Botley Road, Oxford.</p>

	<p>Crossings - Object Side Roads - Object Cycle Prov.- Object Bus Stops - Object</p>	<p>I would like to place on Objection to these Plans.</p> <p>I use the parking bay outside of this Launderette on a regular basis for my heavy-duty, family laundry. Other than the bay outside of the Launderette, there is limited (if any) parking on the nearby roads and, if the parking bays were to be removed, then apparently the nearest parking is Earl Street or Duke Street which is too far for me to carry this heavy laundry.</p> <p>The Launderette is a vital, local public service which must be important to more people than just me -I simply can't understand why the Council would consider removing the parking when a wider road wouldn't improve the public road. Buses aren't an option when considering such a service.</p> <p>Please take this serious Objection into consideration when making your final decision.</p> <p><u>Q4 Comments</u> - No comments.</p>
(71) Local Resident, (Oxford)	<p>Parking - Concerns Bus Lanes - No opinion Speed Limit - No opinion</p> <p>Crossings - Concerns Side Roads - Concerns Cycle Prov.- Object Bus Stops - No opinion</p>	<p><u>Q3 Comments</u> - I think parking outside the laundrette should not be removed. I could not get my king sized duvets here on the bus.</p> <p><u>Q4 Comments</u> - I walk from Botley into town for work most days, and occasionally catch the bus. I was disappointed that the measures proposed do not seem to tackle any of the things that I find difficult. Most challenging is getting across the road that leads to the roundabout for the A34/A420. I regularly encounter traffic in the lane to turn right into Botley actually doing a 180 degree and heading out of Oxford, which means there is no time in the light sequence when this part of the road is guaranteed car free. Because of the congestion lorries regularly get stuck where you would cross, meaning it takes several rounds of the lights to get all the way across. There is a similar issue crossing the the park and ride junction where there is no pause for pedestrians and I regularly stand here for many minutes. I never walk on the other side as it is too difficult to cross the wider junctions, e.g. Lamarsh Road. I do not find the proposed raising of the end of the side roads helpful as a pedestrian. I see it is proposed to make the stretch of pavement outside Seacourt Inn shared with cyclists. I generally feel very unsafe walking in shared spaces, and always avoid them if possible. This particular bit of pavement seems far too narrow - it's not really any wider than the roof of the bus stop. Finally, the crossing at Elms Parade has only just been changed from staggered to straight through. Changing it</p>

		back would seem an appalling waste of money.
--	--	--

ANNEX 7b – Email Responses

RESPONDENT	VIEW	COMMENTS
<p>Page 50</p> <p>(72) Oxford Bus Company</p>	Object	<p>We object to:</p> <p><i>The narrow footway opposite Ferry Hinkley Road</i></p> <p>We cannot see that any change has been made to this</p> <p><i>Egress arrangements from Seacourt Park and Ride</i></p> <p>We objected to the left-turn lane being made left- and right- turn. We think this will delay buses exiting the park and ride site. This has not been changed in the revised design.</p> <p><i>Access and egress arrangements to Westminster Way</i></p> <p>We expressed concerns that the buses entering and exiting Westminster Way may be delayed by high volumes of cyclists and requested that this junction arrangement be subject of close monitoring.</p> <p><i>Moving the bus stop from Mill Street to West Oxford Community Centre.</i></p> <p>We understand the rationale here and are no longer concerned about this.</p> <p><i>The narrow traffic lanes at Osney Bridge.</i></p> <p>We remain concerned that the width of the traffic lanes at Osney Bridge will cause delays with the risk of buses' wing mirrors colliding as they pass each other. On meeting, bus drivers will have to choose between either stopping and not moving at all, or else encroaching on the cycle lanes. To some extent this encroachment does already happen and is not well understood by other road users especially those using bicycles who (not unreasonably) expect that the cycle lane should be reserved for cyclists only. Although this phase of the work does not include the Osney Bridge section, we are being asked to support the scheme with this principle on the plans still.</p> <p>Bus journey times</p> <p>Although there is a short length of new outbound bus lane which will provide a degree of priority for buses, the overall changes to bus journey times as modelled will not improve significantly. We have been advised that the County Council is also considering possible use of intelligent traffic lights, and that the effect of these, plus the changes proposed in the separate "Connecting Oxford" scheme, may combine to give an overall improvement in journey times. That may be so, however we are responding to the formal plans before us. We</p>

CMDE4

		<p>have to consider the impact of this scheme being taken forward, and then no further work carried out on intelligent traffic lights or on Connecting Oxford. Our assessment is that the disruption caused by building the scheme would greatly outweigh any benefits for bus passengers. Conversely, we do not have the detailed information to judge whether intelligent traffic lights or the Connecting Oxford scheme would require this scheme. Our expectation is that controls on lights at Frideswide Square and Thames Street would benefit Botley Road without the need for this scheme that we are consulted on. Also, any scheme which reduces car traffic travelling into Oxford as a whole is likely to improve journey times on Botley Road by reducing congestion throughout the city and therefore does not depend on this scheme that we are consulted on now.</p> <p>Timing of the scheme construction</p> <p>The potential for Oxford Flood Alleviation Scheme (OFAS) works to clash with this scheme presents the risk that it is almost impossible to get into Oxford from both the South and West. To be clear, there is the chance that both Botley Road and Kennington Road are either closed or restricted at the same time. Given that this scheme appears to offer modest benefits only, it seems prudent to prioritise OFAS.</p>
<p>Page 51</p> <p>(73) Cycling UK Rep</p>	<p>Object</p>	<p>Connecting Oxford/reduced motor vehicle flow.</p> <p>This scheme has been designed for current traffic volumes. With reduced motor traffic flows expected from Connecting Oxford, these plans need flexibility to adapt/alter to a newer design which reflects the new reduced traffic levels from Connecting Oxford i.e. transfer motor vehicle space to active travel space with minimal cost.</p> <p>The out (west) bound approach to the Seacourt traffic lights is a likely location for reducing road allocation to motor vehicles once Connecting Oxford is implemented.</p> <p>Better highway space allocation is required, walking/cycling still seems to get "what is left over", we need better ambition than this.</p> <p>Budget.</p> <p>If the budget is coming short,</p> <ul style="list-style-type: none"> • Aim for designing for the currently worse sections get improved properly (for the remainder, some sections currently are not that bad other than for a lack of maintenance). • Avoid marginal gains for high cost. <p>The need for consistent provision throughout.</p> <p>The cycle provision keeps altering between on road to off road provision. Design for consistently segregated provision, off the road.</p> <p>Some sections seem to have on road provision when the same section/width could be off road and the same</p>

		<p>width. I don't see the logic in this.</p> <p>Side road entry treatments (SRET) These need a design for a turning motor vehicle driver to feel/appear to be crossing a cycle track/footway, not cycles/pedestrians crossing a side road. Ref Waltham Forest example in the CoHSAT submission. Kerb radii need to be tight to ensure slowly (and so safely) turning vehicles. Access to Headington kerb radii designs are not tight enough for this</p> <p>Colour/surface. Where colour is required, all road users recognises green as a cycle facility colour, and by and large respect that space. Using a buff colour loses the advantage of the space being respected. To most people, buff is just another colour, as used full width across High St, and full width/length in Cornmarket and Queen St/Bonn Square.</p> <p>Detailed design details To avoid a repetition of Access to Headington poor design - there needs to be a meaningful dialogue with stake holders at all stages of design process (not just consultation on the final design) and implementation (to prevent engineers implementing the design poorly).</p> <p>The 20mph speed limit. The 20 limit needs to extend further west, beyond Waitrose</p> <p>If there is provision on the road. If cycle provision is on road, ensure no vehicle incursion to the cycle lane is possible. Wands, armadillos or better physical items need to be installed.</p> <p>Eynsham Road junction.</p> <ul style="list-style-type: none"> • For a Highway Authority seeking to promote cycling's modal share, the current proposed design is unacceptable. • As a confident cyclist, I'd say not so bad. But you not designing for a confident cyclist. You are designing for those who currently refuse to cycle as they feel the roads are not safe for cycling. You need to be designing for unaccompanied 12 year olds cycling to school, adults returning to using a bicycle after many years off the bike. They will need something safer/that is perceived to be safer than what is proposed. • There will be more cycle users once B4044 path is built, so this junction needs to cater for this
--	--	---

		<p>demand.</p> <ul style="list-style-type: none"> This junction probably needs a Dutch roundabout (segregated provision) or signalled crossings or some other form of segregation. The proposed right turn cycle lane is probably OK for a confident cyclist, but not the returning adult/12 year old cycle user referred above. Both ends of this cycle track are the problem: <ol style="list-style-type: none"> At the start there is no provision as to how you cross the left vehicle lane access it. At the end the right turn design at the turn is not good enough - <ul style="list-style-type: none"> the protective kerb makes for a tight space/turn for cycles, and will be difficult for tandems/trailers/cycles with tagalongs to negotiate it puts cycles/motor vehicles side by side before heading into what narrows to a 1 car wide funnel at the start of the of the Eynsham Road. the protective cerb I'd say is at risk of being damaged by repeated over running by vehicles turning right from the Eynsham Rd to Cumnor Hill. To avoid this, regular vehicle drivers are then more likely to encroach on the cycle track on the west bound side of the road. <p>La Marsh Road and Wickes side turnings.</p> <p>The drawings show the cycle track as re-joining the road just prior to both these junctions - why? The cycle track should continue to be an off road cycle track across these side turnings using appropriate side entry treatments. Sending cycle users onto the road just when some motor traffic wants to turn left doesn't make sense. This scheme is surely about improving conditions for cycle users, not motor vehicle drivers.</p>
(74) Cycling UK Rep	Object	<p>I am supportive of the 20mph proposals</p> <p>I think it good that the 20mph city centre limit is proposed to be extended to Binsey Lane, though it needs to extend further, at least to Waitrose, but preferably to Seacourt Park and Ride. A lower speed limit could enable a smoother flow of general traffic and therefore a reduction in congestion. Especially pass the 'retail sheds'.</p> <p>I am supportive of the North Hinksey Lane changes, whilst not approving the shared-use of the footway.</p> <p>Objection:</p> <p>Highest priority. Junction with the Eynsham Road</p> <p>This junction design is not safe for cycle riders. This is a top priority-ask for change. We are look forward to the funding to be found for the B4044 cycle path, when that happens the numbers of cycle riders will potentially increase as a new, safe route may induce demand. The Eynsham Road junction will therefore be handling more cycle riders, from Witney, Farmoor and Eynsham, into the city and vice versa. The proposed</p>

		<p>junction design is too dangerous as it is proposed, and is an accident waiting to happen. The junction needs either a signalled crossing, with a safe segregated path for cycling, or a roundabout with a segregated cycle path.</p> <p>Safe cycling at junctions, in the UK, is at an early stage both in trial and in practice. The current design proposal for Eynsham Road will neither provide safety nor convenience for riders nor be attractive to potential cyclists.</p> <p>Design of the Side Road Entry Treatments (SRETs) There are inconsistencies across the city in how SRETs have been constructed. There are very few examples that come up to the standards of continuity and smoothness that have been seen and reported from Waltham Forest.</p> <p>The tops of the SRET must be at the same level as the pavement and cycle path, should be direct (i.e. they should not deviate into the side street), there needs to be a substantial ramp to slow motor vehicles, and the kerb radii need to be tight to minimise deviation for pedestrian and cyclist. These are critical components of the scheme that will make the difference between pedestrians and cyclists being safe, or not.</p> <p>The officers have said that the design of the SRETs will be undertaken at the detailed design stage which is during the implementation. The conceptual design of SRETs is a fundamental aspect of the scheme and I would value being able to contribute to those designs as they develop, to avoid the problems that have arisen in the Access to Headington scheme.</p> <p>On-carriageway cycle lanes and shared-use paths Oxfordshire Cycling Design Standards define that 'Stepped cycle tracks' should be used on roads with >5,000 AADT. On-carriageway cycle lanes are inappropriate on roads like this. With just a painted white line, motor vehicle drivers make closer passes as they perceive that cycle riders are in a protected space.</p> <p>Clear segregation is needed. If there is no choice, then the design needs to be thought through very carefully so that the lanes are not encroached by motor vehicles. The width of the cycle lane could be physically maximised if the carriageway for general traffic is minimised and visually maximised where an additional kerb enables Double Yellow line markings to be painted on the carriageway and not the cycle path/lane.</p> <p>I wish to see better delineation, a physical barrier as in Oxfordshire's own standards.</p>
--	--	---

		<p>I can find no merit in cycle lanes not being a different colour surface, so that drivers of motor vehicles can read that the space is protected.</p> <p>I object in principle to shared-use paths. These can all-to-easily put pedestrians and cycle riders in conflict. I recognise though that there may be little choice in (some) of the areas that you have identified although it may be possible that you can get further space through the minimisation of the carriageway.</p> <p>Maximise the amount of stepped paths for cycling It is difficult to understand why a stepped track cannot be used, for instance, in the sections from <u>Binsey Lane</u> to the river bridge east of <u>Ferry Hinksey Road</u>. This could be used on both sides of the road, instead of a mandatory on-road provision.</p> <p>This appears to be especially inconsistent with the project aims. This proposal is for a <u>relocation</u> of the kerb along much of this section and a shrinking of the footway. Adding an additional kerb, during the substantial works required for relocation, could be made <u>with minimal additional cost</u> (a County 'Maintenance' officer has expressed this response previously).</p> <p>Driveways The present position of the cycle path, inboard of the footpath, was affected specifically to avoid cyclists having to ride 'up and down' by an additional 4 or 5 metres(!) as they traverse the north side of the wide section of Botley Road (south side may also suffer from this, the drawings are not clear).</p> <p>A careful design needs to be <u>implemented to avoid the cycle path undulating to any extent</u>. A steeper ramp for access to resident's drives is necessary and careful consideration of heights and gradients. The design should be mindful of the arguments in MfS1, 6.3.28.</p> <p>'Waitrose cycle path' The path is too narrow for one cyclist to safely pass another and should be 2m</p> <p>Bridge(s) Osney Bridge, spanning the Thames, and west to Abbey Road, the Cycle lane is exceptionally narrow and improvement for the comfort of people cycling is urgently required. I am not convinced that the general traffic lanes are as narrow as possible. A solution, along the lines of the bridge near Frideswides Church, is needed.</p> <p>Actions following the consultation</p>
--	--	--

CMDE4

		<ol style="list-style-type: none"> 1. An appropriate before and after measurement of the use of the road by all road users, so that it is possible to measure the impacts of the changes, is necessary to ensure continuous quality improvement and as suggested by Cllr Bartington's motion to County. 2. An <u>healthy streets audit</u> before and after the scheme is necessary so that there is a good objective measure of the differences to the street environment that the changes have created. 3. I agree with recommendations that you set up an <u>active travel and healthy streets stakeholder group</u> to advise you during the implementation phase. The Access to Headington stakeholder group had too many different voices and the active travel input was diminished as a result.
(75) Cyclox	Object	<p>Highest priority. Junction with the Eynsham Road</p> <p>The last consultation did not give details about plans for this junction. Now we see it we have to say that this junction design is not safe for cycle riders. This is our top priority ask for change. We are expecting the funding to be found for the B4044 cycle path, and when that happens the numbers of people cycling will increase as the new safe route will induce demand. The Eynsham Road junction will therefore be handling many more cycle riders, coming in the direction from Witney, Farmoor and Eynsham into the city. The current design proposal for Eynsham Road will provide neither safety nor convenience for riders nor be attractive to potential cyclists.</p> <p>We realise that safe cycling as junctions, in the UK, is at an early stage both in trial and in practice. The junction needs either a signalled crossing or a roundabout with a segregated cycle path.</p> <ol style="list-style-type: none"> 1. Junction with the A420 <p>We ask that the McDonalds Junction is substantially improved from the proposed design. Following the inquest into the death of Claudia Comberti the Oxfordshire Coroner wrote to OCC asking for improvement. There is no safe pedestrian crossing from the inbound bus stop to the Seacourt Retail Park and vice-versa. A two stage Toucan crossing here would make cycling safe and ease bus travel from the inbound traffic lights to the bus stop: Cycles could be 7+m ahead of the bus and arrive at the bus stop ahead of the bus rather than a bus driver trying to overtake cyclists in an advisory lane, prior to the stop, only for cycles to have to move into the traffic lane to overtake the stationary bus and thus delay traffic still further. We note that the 'off-carriageway segregated path' could 'begin' further to the west, adjusting the corner radius from the A420.</p> <ol style="list-style-type: none"> 2. Design of the Side Road Entry Treatments (SRETs) <p>There are inconsistencies across the city in how SRETs have been constructed and there are very few examples that come up to the standards that we have seen in Waltham Forest (Figure 1). The tops of the</p>

		<p>SRET must be at the same level as the pavement and cycle path, should be direct (ie they should not deviate into the side street), there needs to be a substantial ramp to slow motor vehicles, and the kerb radii need to be tight (or non-existent as in Figure 1). These are critical components of the scheme that will make the difference between pedestrians and cyclists being safe, or not.</p> <p>The officers have told us that the design of the SRETs will be undertake at the detailed design stage which is during the implementation. We believe that the conceptual design of SRETs is fundamental aspect of the scheme and we would really value being able to comment on those designs as they develop to avoid the problems that have arisen in the Access to Headington scheme.</p> <p>3. Pavements should be 2m wide as a minimum We are concerned that there are some pavements that are not a full 2m width. This allows for comfortable safe walking and passing, and paying particular attention to inclusive transport, for two people in wheelchairs to pass each other safely.</p> <p>4. On-carriageway cycle lanes We agree with the Oxfordshire Cycling Design Standards that ‘Stepped cycle tracks’ should be used on roads with >5,000 annual average daily traffic, and we object in principle to on-carriageway cycle lanes. With just a painted white line, motor vehicle drivers make closer passes as they perceive that cycle riders are in protected space. Clear segregation is needed. If there is no choice, then the design needs to be thought through carefully so that the lanes are not encroached by motor vehicles. The width of the cycle lane could be physically maximised if the carriageway for general traffic is minimised and visually maximised where an additional kerb enables double yellow line markings to be painted on the carriageway and not the cycle path/lane. We wish to see better delineation, the physical barrier, as in Oxfordshire’s standards. We find it difficult to understand why a stepped track cannot be used, for instance, in the sections from Binsey Lane to the river bridge east of Ferry Hinksey Road.</p> <p>We also wish to see that the cycle lanes have a different colour surface so drivers of motor vehicles see that the space is protected. If you are intending to use colour on the bus lanes, could you use the funds instead colour the cycle lanes?</p> <p>We would like to be involved with you in helping to design the on-carriageway cycle lanes that avoids these problems.</p> <p>5. Shared-use paths</p>
--	--	--

		<p>We also object in principle to shared use paths. These put pedestrians and cycle riders in conflict. We recognise though that there may be little choice in the areas that you have identified unless you can get further space through the minimisation of the carriageway. The particular section of shared use path by the Minns Business Park behind the bus stop, is a particular worry to us as cycle riders and pedestrians will be jostling for very limited space there. At that point there are a number of traffic lanes which, when Connecting Oxford is implemented, will not be needed.</p> <p>Actions following the consultation</p> <ol style="list-style-type: none"> 1. We are keen to see appropriate before and after measurement of the use of the road by all road users so that it is possible to see the impacts of the changes, to ensure continuous quality improvement. 2. We want to see an healthy streets audit before and after the scheme so that there is a good objective measure of the differences to the street environment that the changes have made. 3. We recommend that you set up an <u>active travel and healthy streets stakeholder group</u> to advise you during the implementation phase. We feel that the Access to Headington stakeholder group had so many different voices that the active travel input was diminished as a result.
(76) Resident, (unknown)	Object	<p>I have just read the article in Oxford Times regarding the £9m revamp in Botley road which will result in the removal of parking bays outside some key services and shops. I want to register my objection to this as I am very aware that this may result in significant loss of business to the people concerned - specifically James Griffiths who owns the Launderette.</p>
(77) Local Resident, (Oxford, Alexandra Road)	Object	<p>I object strongly to the removal of the three parking lay bays between Earl Street and Alexandra Road described in Order 1. (WEST OXFORD & OSNEY MEAD) (CONTROLLED PARKING ZONE & WAITING RESTRICTIONS) (VARIATION NO. **) ORDER 20**</p> <ul style="list-style-type: none"> • Removal of the parking bay in front of the launderette will mean that I am no longer able to use the launderette; I am over 60 years old, and physically unable to carry a load of washing on foot. • I object to removal of the parking bay in front of Country Grains and Warlands cycle shop because this will have a damaging effect on the ability of the businesses there, and these businesses are an important amenity for residents in this area. • In addition, these parking bays are useful to local residents on the frequent occasions when there are no residents parking bays available in side roads. I do not consider that the amendments to parking proposed in Alexandra Road will compensate for this loss of amenity. <p>BOTLEY ROAD & WEST WAY (OXFORD & NORTH HINKSEY) PROPOSED PEDESTRIAN & CYCLE CROSSINGS, TRAFFIC CALMING AND CYCLE TRACKS & LANES</p> <ul style="list-style-type: none"> • I support the proposals under A. New and amended signalled crossings. • I object to the proposals under B. Side Road Entry Treatments: i have lived in this area for 20 years

CMDE4

		and I do not believe that there is any hazard in need of traffic calming measures at these road junctions. I would propose however that road markings should be kept clearly painted.
(78) Local Resident, (Oxford, Earl Street)	Object	<p>I strongly object to this proposal.</p> <p>We have 36 houses in Earl Street so potentially 36 cars.</p> <p>Because we are one of the narrowest street in this area we can only park on one side of the street.</p> <p>We only have parking for 18 cars.</p> <p>The car park at the top end of Earl St cannot be counted. It does NOT come under the CPZ as it is private.</p> <p>Because it is private it is NOT enforced.</p> <p>I would question how this new regime will be enforced. We never see a warden before 9am or after 5pm or at weekends, in fact we very rarely see any enforcement officer in Earl Street.</p> <p>The residents of Earl and Duke Streets pay £60 per year for the privilege of parking their car between the railway station and Earl Street. It is a fact that there are more cars belonging to residents than available parking spaces.</p> <p>We actually need more parking spaces rather than less.</p> <p>Why is it that whatever is done in this city, that it is the residents who suffer??</p>
(79) Resident, (unknown)	Object	<p>In-built confusion at shared space sites:</p> <p>Shared space in such short narrow sections does not work. It does not take into account that for modes of transport that require effort there is a reluctance to slow down. Cyclist will not take as much care as they should, pedestrians will not look out for cyclists. This will result in accidents. Totally predictable accidents.</p> <p>I recommend a two way cycle path the entire length of the improvement scheme area. This will allow cyclists to feel confident that they will not get in the way of pedestrians or other cyclists. A one-way segregated lane does not allow cyclists to overtake each other resulting in frustration for faster cyclists and anxiety for slower cyclists. This will result in cyclists using the bus lanes.</p> <p>The scheme does not take account of desire lines. There is no crossing on the north side of Botley Rd at the junction with the A420. Why not? Pedestrians will have to look behind them to see if it safe to cross. This is discriminatory against old, infirm, disabled and very young. Put a proper crossing in, please.</p> <p>The Thames river path crosses the Botley Rd at Osney Bridge. Anyone that stands and watches what walkers, runners and cyclists do at that point will know that they try to cross the road at the apex of the Bridge as they can see in both directions. There should be a formal crossing point there.</p> <p>Likewise, there should be formal crossings both east-west and north-south at the Botley Rd and Ferry Hinksey Rd junction. People walking in to the city centre want to cross Ferry Hinksey Rd without looking over their</p>

CMDE4

		<p>shoulder and children walking from West Oxford Community Primary school to the community centre attempt to cross the road by the bridge as the crossing is located too far to the east.</p> <p>The second iteration of the proposals are disappointing as very little has changed despite being extensively criticised.</p> <p>I am particularly worried about the lack of pedestrian crossing facilities at the Botley Road / A420 and Botley Rd / Ferry Hinksey Rd junctions and the insistence of having shared spaces by bus stops. These areas are accidents waiting to happen.</p> <p>I would also like to point out that the movement of parking spaces onto side roads is not necessary as there are plenty of spaces available in nearby supermarkets and out of town shopping sheds' car parks. Also, I think the 20mph zone should be extended further out of town towards Botley. Earl St, Duke St, Lamarsh Road, etc are part of the west oxford community and the Botley road street design should reflect that.</p>
<div>Page 60</div> <div>(80) Local Resident, (Oxford, Duke Street)</div>	Object	<p>I am sorry to say that I consider this project a colossal waste of public funds. These are all tiny little tweaks that will make no fundamental differences to cyclists and will, as best as I can tell, make walking on the Botley Rd even less pleasant, despite a massive injection of funds. Why the money isn't being spent on something substantive, such as providing safe passage under the railway bridge for cyclist and pedestrians, or, as is tragically all the more apparently necessary in light of recent events, building the proposed cycle route along the Eynsham road itself, I can't even begin to understand. I am particularly mystified as to the perceived benefit of adding road humps across the side roads (on one of which I live and cycle). What precisely is the problem these are going to solve?</p> <p>All that aside, can you possibly clarify for me where it is you expect people to catch east-bound buses, especially people who may well be carrying shopping from the Waitrose, which many people objected to on the grounds of the traffic it had the potential to generate?</p>
(81) Local Resident, (Oxford, Earl Street)	Object	<p>I am extremely concerned by the proposal to remove parking spaces for residents of Earl Street. Parking is already at a premium on the street. I frequently struggle to find a parking space as it is. Although we have a car park at the end of the street it is not regulated and as a result it is filled with cars whose drivers use it for walking or bus access to the centre of town. In removing the existing bays on Botley Road you are going to exacerbate the problem for us in addition to removing bays on Earl Street for residents only. This is going to be unbelievably inconvenient for us. Unless you can arrange some usage of the (largely unused) car park outside Carpetright then we are going to have no other parking options within at least half a mile.</p>

CMDE4

(82) Resident, (unknown)	Object	<p>I'd like to formally object to the plans to introduce 1 hour no return bays (no permit allowed) on Duke Street and Earl Street.</p> <p>I live on Duke Street, and can rarely park my car on either. Daily, I have to drive east to Riverside Road, or further, to park my car.</p> <p>I also have severe asthma, and fear for the increased traffic and fumes from people continually driving up and down a dead end street looking for parking.</p> <p>This plan is made even crazier when observing the abundance of unused parking outside of all the commercial buildings (DFS, Carpet Right etc) that are 90% unused 24/7.</p>
<div data-bbox="91 730 138 884" data-label="Page-Footer"> Page 61 </div> (83) Resident, (unknown)	Object	<p>As a resident on Botley Road, I am very concerned that you intend to do nothing to separate pedestrian traffic from bicycles. Congestion on these paths, especially during peak periods, has risen considerably in the 9 years I have lived here and is only set to get worse as development continues. Further the traffic is now in both directions at peak times, rather than the more traditional into town in the am, and out in the evening. Instead of recovering the footpaths for the pedestrians you are taking more space from them! There will be pedestrian/bicycle collisions because of this.</p> <p>Now I am no longer a cyclist, I feel it is far too dangerous to the west of Oxford, but I certainly approve of encouraging cycle use. If I were a parent I would not be happy to send my children out on their bikes to school, saving the trip in the car to drop them off, health benefits etc. Your proposals do nothing to fix this issue.</p> <p>Your proposals are very bus centric. I'm not sure by which principal all other road users should have their space marginalised to benefit some bus company and a few intermittent buses (the prohibitive cost of the buses on this route is another issue!</p> <p>I would of thought the priority should be pedestrians, cyclists, buses, motorcycles, and finally cars. I would propose converting the Bus lanes to cycle lanes, accommodating buses in other ways. If your interested I have several ideas, so please ask.</p>
(84) Local Resident, (Oxford, Earl Street)	Object	<ul style="list-style-type: none"> • On Earl St there are c.38 residences - however, there is only on-street parking availability for about 18 medium sized vehicles, therefore we really cannot afford to lose any spaces • There is already increased pressure on the available spaces as a number of households actually have 2 vehicles [perhaps the council needs to alter this policy and allocate only a single permit per household as two seems unfair to those who can't even find a space for their only vehicle!] • Since we moved to the street three years ago, there has been (on average) at least one building works being carried on at any time. The result of which is that there is invariably a skip on the street, which occupies at least two parking spaces (usually for many months) further reducing parking availability • There is also concern about increased traffic coming onto the street as a result of the proposed

CMDE4

		changes. With the Botley Rd frequently congested with vehicles to the point of virtual standstill (especially on weekends due to the Westgate Centre) the vehicle emissions to which residents are exposed has noticeably increased. We can often detect the smell of fumes coming into our houses on these occasions. Any increase in traffic coming onto our street will only serve to exacerbate an already concerning health issue.
(85) Local Resident, (Oxford, Earl Street)	Object	As you consider options for Botley Road improvements, I ask you to ensure that Earl Street and Duke Street do not lose resident parking spaces. We already have fewer spaces than we need for everyone to park our vehicles, so we frequently need to park elsewhere. Losing any spaces will make this already inconvenient situation worse.
(86) Resident, (unknown)	Object	I think it is unfair to local sole traders and business owners as well as to the customers who are using this parking very frequently and repeatedly to take benefits from these shops. I would urge the decision-makers to please reconsider the decision and or at least think about the replacement parking within a similar distance so that these businesses keep running and shall bear less damage to their livelihood as compared to what can cause a shutdown for them in result of parking taken off as there is not much foot traffic.
(87) Resident, (unknown)	Object	<p>This is a total lack of consideration to myself and above all my customers that use this as a drop off point to deliver and collect laundry. Some of my customers are disabled and are very limited in how far they can walk. I also speak on behalf of the shopkeepers at the 119 and 117 Botley Road.</p> <p>The offer of a spaces (one on Duke Street and one on Earl Street) is totally unacceptable- have you ever tried driving down these roads? Once you turn in you can't get out- there is no turning points at all.</p> <p>With regard to the bays on Earl Street and Duke Street that the Council are proposing- these are clearly far inferior to what we have now. I personally tried to find a space on Earl Street the other evening and couldn't- I literally had to reverse all the way back up the road to exit.</p> <p>These spaces being suggested by the Council on these two roads, like I have said over and over again are dead ends- If you pull into Earl Street and find the space is taken, you'll need to reverse out and try your luck on Duke Street (hopefully not clipping too many wing mirrors as you do or colliding with a cyclist in you new cycle lane).</p> <p>It's also just not good enough or practical for customers offering them spaces dotted here and there that aren't visible to passing trade.</p>

		The photo taken today of where cars are informally parking opposite the launderette (three cars and a van today), where they are parking is exactly where I am suggesting formal parking be provided (people are using it anyway so I don't understand the issue) At least 5 spaces could be created here- eg: 1 disabled space and 4 x normal spaces and this people wishing to park would then make good use of the new crossing. This would be an increase to what we have at the moment so people wouldn't be hindering the cycle lane as they do now by way of overflow and squeezing into the bay. This option could in fact increase trade.
(88) Local Resident, Oxford, Henry Road)	Object	<p>I object strongly to the removal of the three parking lay bays between Earl Street and Alexandra Road described in Order 1. (WEST OXFORD & OSNEY MEAD) (CONTROLLED PARKING ZONE & WAITING RESTRICTIONS) (VARIATION NO. **) ORDER 20**</p> <ul style="list-style-type: none"> • Removal of the parking bay in front of the launderette will mean that I am no longer able to use the launderette; I am over 60 years old, and physically unable to carry a load of washing on foot. • I object to removal of the parking bay in front of Country Grains and Warlands cycle shop because this will have a damaging effect on the ability of the businesses there, and these businesses are an important amenity for residents in this area. • In addition, these parking bays are useful to local residents on the frequent occasions when there are no residents parking bays available in side roads. I do not consider that the amendments to parking proposed in Alexandra Road will compensate for this loss of amenity. <p>BOTLEY ROAD & WEST WAY (OXFORD & NORTH HINKSEY) PROPOSED PEDESTRIAN & CYCLE CROSSINGS, TRAFFIC CALMING AND CYCLE TRACKS & LANES</p> <ul style="list-style-type: none"> • I support the proposals under A. New and amended signalled crossings. • I object to the proposals under B. Side Road Entry Treatments: i have lived in this area for 20 years and I do not believe that there is any hazard in need of traffic calming measures at these road junctions. I would propose however that road markings should be kept clearly painted.
(89) Resident, (unknown)	Object	I object to having the parking space at the laundrette removed as my laundry is heavy and need to park outside the laundrette.
(90) Resident, (unknown)	Object	<p>I am a Botley resident and a regular user of the Botley Road laundrette, which is a convenient local business serving those of us who don't have washing machine/drying facilities at home. It wouldn't be so convenient if there wasn't parking outside the premises as carrying washing via the bus or walking is not an option as too heavy and too far.</p> <p>Local businesses are suffering in Oxford due to either high premises charges or Councils causing businesses to close due to no trade because of non parking facilities.</p> <p>Think of the local traders it is important for local communities.</p>

<p>91) Local Resident, (Oxford, Cope Close)</p>	<p>Object</p>	<p>Plan 1 of 5 Support the extension of the bus lane on the northwest side of West Way.</p> <p>Plan 2 of 5 Why is the pelican crossing outside Elms Parade being converted back to a staggered crossing? The developer of the West Way Shopping Centre has only in the past few months completed the conversion from a staggered crossing to a straight across one. If this is being converted back to reduce delays to traffic why did the County give permission for the change?</p> <p>I note the minor change to the kerb line on the south side of West Way to move the cycle facility onto the carriageway. There are no other changes being proposed and I cannot see therefore how any extra capacity will be created at the West Way/Westminster Way junction to cater for the increased traffic from the West Way Shopping Centre development. Can you confirm that there is increased capacity and if so how it is being achieved?</p> <p>I object to the extension of the bus lane on the north side of West Way that will join the two sections either side of the Seacourt access road. Traffic going ahead at the A420 Slip Road/West Way junction will during heavy traffic periods tail back to the access to the retail park and often beyond it. At this point there is just the one general traffic lane and the bus lane. Traffic wishing to turn left at the traffic signals is trapped in this queue and adds to the general congestion. If the bus lane were to be shortened to the point where three lanes can be accommodated, i.e. two general traffic lanes and a bus lane, left turning traffic could get to the junction quicker and thus reduce queue lengths and the pollution emitted from stationary traffic. The bus lane itself is never occupied by more than four buses and this alteration would not restrict bus access to the remaining bus lane. With the current layout drivers wishing to turn left at the traffic signals are faced with the option of sitting in the queue or by-passing it by either entering the bus lane for a short distance or driving through the retail park. The additional queue lengths, that the current layout generate, affect the ability of traffic exiting Westminster Way to access West Way.</p> <p>I am still unclear as to why the kerb line on the northwest corner of the A420 Slip Road/West Way junction is shown as being altered. Traffic permitted to use this lane was at one time only permitted to proceed ahead. Has this restriction been removed?</p> <p>The approach to the A420 Slip Road/West Way junction replicates the present situation. Currently, during heavy traffic periods, drivers wishing to turn right into North Hinksey Lane will overtake the queue of traffic that is in the ahead lane by driving in the westbound lane. This results in conflicts with vehicles turning out of North Hinksey Lane or travelling westward from the traffic signals. I strongly recommend, in my letter of 25</p>
---	---------------	--

		<p>June, that a small traffic island be installed within the hatched area to prevent this overtaking movement. Has this been considered and if so what reason was it discounted?</p> <p>Plan 3 of 5 Why does the yellow box marking only protect the A420 Slip Road/West Way junction inbound? During heavy traffic periods queues for the West Way/Westminster Way junction tail back into this junction which can have a knock on effect for traffic turning right from the slip road. This queuing is likely to become more frequent once the development of the West Way shopping area is complete.</p> <p>Plan 4 of 5 I object to the removal of the bus stop outside Waitrose. Bus passengers going to or from Waitrose using this stop have an access from the rear of footway, by the bus stop, into Waitrose. With the relocation those passengers will need to cross the traffic entering and exiting Waitrose. This is an unnecessary increase in risk for those pedestrians.</p> <p>Plan 5 of 5 What is the logic behind moving the bus stop on the north side of the road further west? It looks as though the entry taper to the bus stop affects the entry/exit to the West Oxford Community Centre. At times when more than one bus stops at the stop the entry/exit will be blocked.</p>
(92) Local Resident, (Oxford, Duke Street)	Object	<p>As residents of Duke Street We should like to object most strongly to the possibility of losing parking spaces along the road. There is not enough spaces at the moment for all residents to park. The space at the top at least gives residents and short stay the opportunity to park. The new idea would take two places away. We pay for parking and there is a shortage already. We get plenty of wardens down too.</p>
(93) Resident, (unknown)	Object	<p>I was concerned to learn that the council are proposing removing some resident parking spaces from Earl Street. I think the street struggles as it is; if I return after 6pm I often cannot find anywhere to park in spite of having paid for a resident's permit. This tells me that all the spaces we currently have are being used by residents. In addition, because the street seems to be subject to a lot of building development we often lose the few spaces there are to builders vans. As the street is closed off at one end we also suffer from cars turning down here, discovering there is no exit, and then backing all the way back up the street - which puts pedestrians on the narrow pavements at risk. I fear that if part of the street starts being used for business parking our problems will only worsen.</p> <p>I do think this has to be re-considered. There is a huge parking lot just beyond us, only a few hundred yards</p>

CMDE4

		from the shops that front the parking bay. It always appears to be empty. Why could not some spaces be taken from there?
(94) Resident, (unknown)	Object	<p>However, we should like to object strongly to that part of the proposal which would remove the parking bay outside the shops on our side of the Botley Road and replace it by taking residence parking permit spaces from our street.</p> <p>There are some 40 houses in Duke Street, and barely half that number of parking spaces for those who require them. The six extra spaces outside Marlborough Court at the bottom of the street are often used by residents there for their extra cars even though they have adequate parking space outside their houses. Parking is already a nightmare. This proposal would make it much worse, and, as the street is a cul de sac, it would result in more non-resident cars having to back out or turn more dangerously at the end.</p>
(95) Resident, (unknown)	Object	<p>(1) the removal of parking laybys between Earl Street and Alexandra Road is absolutely terrible. It will destroy the local businesses. This must not be allowed to happen.</p> <p>(2) Regarding the change of parking restrictions in the side roads (Alexandra Road, Duke Street, Earl Street, Harley Road, Oatlands Road and Riverside Road. This will have a drastic effect on residents. There is already a huge pressure on parking places. We live in Riverside Road and often can find nowhere to park our one car on our Road. The proposed changes will make the situation worse.</p> <p>(3) The effect for cyclists and pedestrians has not been properly considered. We are not happy about the new arrangements on the north side of Botley Road between Waitrose and Binsey lane. This area is frequently flooded and you need to address this issue here before proposing pedestrian/cyclist changes. It will also be unsafe for the elderly residents who live in these houses to have fast moving cyclists going right outside their front gates.</p> <p>(4) Having raised entry points to the side roads does not appear to offer any particular advantage. Has a cost-benefit analysis been carried out?</p>
(96) Local Resident, (Oxford, Earl Street)	Object	<p>We already have a shortage of spaces on the road, despite having a car park at the top (for residents' only) a lot of people who don't live on the street park there leaving a shortage for actual residents. It is particularly bad in the evenings so if these spaces at the end are no longer available (when the majority of the shops are closed anyway) we will really struggle - a lot of us have young children and getting home in the dark with tired kids and shopping bags and then having to park three or four roads away is completely impractical.</p>

CMDE4

		<p>Earl Street is a no through road, and we continuously get people driving down looking for somewhere to turn around (there isn't anywhere so people either do a 13 point turn or reverse back up the road, often knocking wing mirrors of the parked cars). This will be exacerbated if the spaces at the top are used solely for shoppers.</p>
<p>(97) Local Resident, (Oxford, Duke Street)</p>	<p>Object</p>	<p>No thought whatsoever has been given to the problems such a reduction of parking spaces will create for disabled people. I live alone and I have weekly visits from a range of carers. I have a Carers Parking Permit which enables carers to stay for three hours – though they are usually only with me for one hour. A major problem for them is finding a parking space in the first place. They can sometimes find one in the layby at the top of Duke Street. An elderly disabled woman in the next street – Earl Street – needs carers <u>four times</u> a day. She cannot even get out of her wheelchair.</p> <p>We need <u>more</u> parking spaces in this area – not less. I hope you will consider the needs of disabled people in your deliberations. Our lives are difficult enough as it is.</p>
<p>(98) Local Resident, (Oxford, Earl Street)</p>	<p>Object</p>	<p>Parking space on the street for residents is limited already. Earl Street has around 38 residences with only on-street parking availability for about 18 cars and a number of households actually have 2 vehicles; this considered, perhaps the council should consider a single permit per household only policy?</p> <p>The other major factor in my objection is due to the traffic on Botley Road. The council is surely aware that the Botley Road is already an incredibly congested road and these proposals will only add to the problems. Congestion is not just at peak times (morning and evening commutes) but at most times during the day and over weekend. I have walked home along Botley Road between 9 pm and 10 pm on weekday evenings and the traffic is at a standstill. This is not an ideal situation for residents or emergency vehicles, let alone people who use the road heading west.</p> <p>Part of the issue is of course the necessary works that need to take place (this year has been cabling and hopefully soon, the resurfacing of the roads will be taken into consideration?) but the abominable traffic congestion on the weekend is caused by what can only be called poor planning of the Westgate Centre and the availability of parking.</p> <p>Adding public spaces on the artery roads (i.e., Earl Street and the others like it) will encourage more non-</p>

CMDE4

		residents to try their luck at parking in these spaces. Adding a time limit will increase traffic movement (people arriving and then having to depart a short time later) on an already narrow street; it will increase vehicle emissions (which, all residents have noticed and are concerned about); and, increase the accident risks to pedestrians and cyclists (Earl Street is a dead-end street but not for cyclists, who can access the cycle paths to King George's Field and beyond to North Hinksey).
(99) Local Resident, (Oxford, Cowley Road)	Object	Though I don't drive I can see how important the parking bay is for the launderette and the other small businesses beside it. For some people being able to park there while they bring their clothes to wash is important, especially older, disabled and customers with young children. Parking is important for small businesses because they rely not just on customers within walking distance but on customers from further afield too. Also when deliveries or repairs to the shops there are needed it's important for those people to be able to park outside!
(100) Resident, (unknown)	Object	I have health issues which means that I am unable to carry bags of wet laundry and my tiny apartment means I cannot accommodate these facilities The other launderettes in Oxford do not have parking either so this one is the only one left that those of us with health issues can access.
(101) Local Resident, (Oxford, Abbey Road)	Object	There are eleven local business premises involved. Deliveries, passing trade and short stay parking for nearby residents cannot be covered by using the side roads, please take note that all the side roads are narrow cul de sacs. Some of the delivery vehicles especially the larger ones will cause havoc manoeuvring out of the side roads back onto Botley road, providing they are able to park, having to cope with residential permit parking, double lines, and some roads parking on one side only. Consider if Fire and Rescue, Ambulance or Police need quick access. You must appreciate that a lot of these businesses would not exist or be viable without the parking bay access for deliveries and custom.
(102) Resident, (unknown)	Object	I am disabled and use that bay as it is directly outside that business. I struggle to walk let alone, whilst I'm carrying my bags of laundry.

CMDE4

		The parking being suggested, even across the road would be too far for me I'm afraid to say.
(103) Resident, (unknown)	Object	Please don't take the parking bay away outside the laundrette. When you arrive and leave you are fully laden and there isn't anywhere else to park. Anyone at anytime can need to use this type of facility, it's not bound by class but by circumstances, so please don't take away a facility that would affect the laundrette and other small businesses that struggle to stay open in these challenging economic times.
(104) Resident, (unknown)	Object	I recognise that you are trying to compensate for the loss of parking outside the laundrette on Botley rd, however Duke St already has very limited parking – on only one side of the road. The other proposed streets either all have parking on both sides of the road or they have a residents car park. I feel there is sufficient parking in the area for the loss of spaces on Botley road already – the council could strike a deal with the big, mostly empty, car park owners outside the carpet and furniture shops adjacent to Earl Street, or they could talk to Waitrose and extend use of their carpark to these shops. Duke Street already offers two parking bays with 2-hour parking open to residents and non-residents. This is sufficient for a small side street with limited parking, which residents already pay for through their parking permits. The road will become congested with non-residents looking for spaces and residents will be punished by even further lack of parking on an already over congested street.
(105) Local Resident, (Oxford, Bridge Street)	Object	I object to the proposal to lose parking bays at various spots along the Botley road ... I see little benefit in doing this when the bottle neck at the railway bridge which continues up to and including the Westgate car park cannot be resolved or helped with this...all it will do is make the current carpark known as the Botley Road be able to hold more cars for longer. The few bays there are benefit the few local small businesses that remain and I am disappointed that Oxford is being turned into some sort of non-residential city where residents are not considered or valued but we are expected to adhere and maintain the rules you have in place for us.
(106) Resident, unknown	Object	I think that's is very unfair and not justified, all on the families and customers of that business, this laundrette provides a very good service for the whole community of Botley road and beyond it will be devastating for the business as well as the customers and residents.
(107) Local Resident, (Oxford, Riverside Road)	Object	Toucan crossings The crossing near Waitrose (and most others in Phase 1) are to be Toucan crossings. I understand that such crossings enable cyclists to cross without dismounting. Why is that necessary? The cycle lanes on each side of Botley Road run in opposite directions and so there seems little advantage or need to provide this feature

		<p>for cyclists. Cyclists can still cross by wheeling their bikes across a zebra or pelican crossing and they would reduce the speed of cyclists crossing alongside pedestrians. Toucan crossings also provide either less space for pedestrians or require more space along the length of the road and so Toucans are a poor use of the limited road space.</p> <p>Bus Stop outside Waitrose (eastbound buses) In the previous phase of consultations there were objections to this because the new location offered no benefit for buses. There are also disbenefits for shoppers, some private frontagers and bus users. The current plans still propose the bus stop in the new location. There is no evidence that the June 2019 commitment has been undertaken.</p> <p>Bus Stop opposite Waitrose (westbound buses) It appears that the bus stop for west bound travel is being retained at its current location. However, passengers boarding or alighting would have to cross a 'shared space' to get to a pedestrian route to the east or west along the south side of Botley Road. We have some experience of so-called 'shared spaces'. Initially the east bound cycle route outside Waitrose passed between the bus stop and the road/bus. Passengers need to use that area not only when boarding/alighting but also to look along the road on which buses are approaching to decide whether it is one they need to hail it or not. There are several points along the Botley Road (going west on the south side for example) where the cycle route crosses the pedestrian route. The bus stop (westbound) at Minns appears to be a 'shared space', too. Very few cyclists seem to have bells these days, and many of them wear dark clothing at night and/or have no lights. They can be travelling much faster than pedestrians and are likely to approach without warning from behind and pass very close to pedestrians even when separate routes are designated for cyclists and pedestrians. Consequently, shared spaces are to be avoided and must also be clearly designated by using different colours or surface finishes on the ground. (I note that the colours chosen on the latest plans to distinguish separate cycling routes from shared spaces are much harder to differentiate than the colours used on the original plans and hope that more easily distinguishable colours will be used on the site in practice.)</p> <p>Vehicular Access into/out of Riverside Road Raised junction entry treatment I am in principal in favour of a 'speed hump' but foresee a potential problem. Currently when waiting to turn on to the Botley Road it's necessary to wait short of the junction to leave the cycle lane clear. How will the position of the 'speed hump' affect that – waiting with, say, front wheels on the hump would not be advisable and if it's necessary wait further back into Riverside Road then sight lines into Botley Road could be adversely affected.</p>
--	--	--

		<p>Location of Toucan Crossing</p> <p>There is a further problem with the location of the proposed Toucan crossing. Currently there is a short right-turn lane for east bound traffic to enter Riverside Road. This is much shorter than the right turn lane that was available before Waitrose was built (that was a hangover from the period when the previous retail developments were on the site). Previously eastbound traffic could 'merge' into the right turn lane. The current length means that right-turning vehicles (from the west) must turn sharply to enter the lane and immediately turn sharply to the left to straighten up before turning sharply right once again to enter Riverside Road. The new crossing location has led to the point of entry into the right-turn lane being moved further east and so a vehicle cannot start to enter that lane until the front of the vehicle is past the entrance to Riverside Road. The length of this lane is also being substantially reduced. Even with our fairly small car (Citroen C3 Picasso) I'm not certain that there is sufficient room for the triple turn manoeuvre described above. Putting the Toucan crossing west of this right turn lane also means that right-turning vehicles are more likely to hold up traffic compared with the current layout (with the crossing to the east of the right -turn lane) and so that is a further reason to retain the current crossing location.</p> <p>Parking changes in Riverside Road</p> <p>Two permit holders only spaces are marked as being changed to a shared public/permit holders only use (conditions as set out on the plans). Is any change proposed to the existing shared public/permit holders only parking bay along on the west side of Riverside Road near the junction with Botley Road? (There is also a dedicated Co-Wheels Car Club Bay on the east side of Alexandra Road near the Botley Road Junction, is that being retained?)</p> <p>Extension of 20 mph speed limit westward</p> <p>This is a good idea but given the complexity of features and interactions between different users in the section from Binsey Lane to Duke Street why not extend the 20 mph limit further west at least as far as the west side of the Waitrose Goods Delivery entrance.</p> <p>Crossing Ferry Hinksey Road (FHR) at Botley Road Junction</p> <p>Currently there is no provision for pedestrians crossing FHR when walking along the south side of the Botley Road. The first set of consultation plans included a pedestrian refuge for that crossing but no other assistance. The latest plans appear to include this new refuge. Can you please confirm that this is still to be provided and whether any other assistance for crossing pedestrians will be considered here?</p>
(108) Local Resident, (Oxford, Riverside Road)	Object	<p>1. Proper Consultation has not been carried out: Draft notices displayed locally and posted to local residents conflict with the draft notices on the website.</p>

		<p>Therefore, it is not clear which are the correct notices. No notices have been displayed near the bus stops, allowing bus users who are not local residents the opportunity to comment.</p> <p>2. Closure of Binsey Lane Eastbound Bus Stop This will make the use of the bus journey less attractive and increase car use for the following reasons: The stop is near Waitrose Supermarket and those who currently shop and use the bus will be use their cars. The next nearest bus stop, opposite Lamarsh Road, is a fare stage for Stagecoach Buses and an increased bus fare is charged for travelling in the City Centre. The alternative bus stop at Osney Lane is more than a 5 min walk from Binsey Lane bus stop.</p> <p>3. Removal of Parking Bays on Botley Road The removal of parking bays on the Botley Road will have an adverse impact to the local businesses on the Botley Road. This will have a negative impact upon the local community.</p> <p>4. Design of Side Road Junctions for Pedestrians For the busier side roads, the facilities for pedestrians to safely cross are not adequate. This is particularly the case for the more vulnerable pedestrians, such as elderly, disabled, young etc This certainly does not promote walking a suitable option. The following junctions designs should be improved:</p> <p>Ferry Hinksey Road – busiest junction on the Botley Road and the current pedestrian crossing is not used as it is in the wrong place! A fully pedestrian crossing should be provided at the current traffic lights. Lamarsh Road, Entrance to Wickes and North Hinksey Lane. These junctions can get very busy and it is difficult to safely cross. Traffic islands should be provided to allow pedestrians to cross in two stages. Without these a pedestrian needs to check that no cars are using the junction by looking both left/right, behind and in front to establish that it is safe to cross. When these junctions are busy this very difficult to do, due to the volume of traffic.</p>
(109) Local Resident, (Oxford, Duke Street)	Object	<p>Please do let me know how these spaces in particular will be monitored. Are you planning on have wardens patrol each of these streets and then move the cars on between the hours of 8.00am - 6.30pm, Monday to Saturday?</p> <p>What if people are doing their washing and drying at the local launderette - what happens if it takes longer than an hour? The launderette and other businesses will most definitely suffer if people cannot park.</p>

CMDE4

		<p>This is an absolutely ridiculous application and one that should be halted immediately. The impact is too great on the residents and local businesses, all of whom you seem to be marching out of town.</p> <p>I do not understand how taking away these existing parking bays will assist the flow of the Botley Road.</p> <p>Sadly the Council see fit alongside Mace to allow 261 academic units, 123 bed hotel, 140 private bed units and 425,000 mixed use facilities to be built at North Parade and do not take into account the flow (rather congestion) of the additional traffic this will cause. I certainly do not think taking away existing parking bays will help in any way!</p>
(110) Local Resident, (Oxford, Duke Street)	Object	<p>As a long time resident of the street I am often at a total loss when trying to park on the street. We have one small car used only for long distance travel. To propose, without any plan to alleviate these problems will put an even greater pressure on the residents of this and other streets. I understand the reason for the proposed changes, but this should not be simply solved by making parking on Duke Street even harder. Often we are required to park in places where we risk fines, this is a stressful situation, that I would dearly love to avoid and think that being pressured into do so is troubling.</p>
(111) Resident, (unknown)	Object	<p>I use the laundrette in Botley Road, Oxford. It is a very reasonable service. And I shall carry on, whatever happens.</p> <p>Currently the parking availability in front is not sufficient for those businesses. In my view the current parking arrangement could and should be improved, out with so - called through traffic demand.</p> <p>The road widening is pointless. Just looking at the current road configuration between the Railway station and say " Wicks "has several restrictions. Some quite limiting. Well that's just geography. We put up with them. If the council is short of something to do, or money to spend, why not improve the railway bridge.</p> <p>The purported alleviation of one " problem " - in front of the laundrette - will have little or no bearing on " presumed " improvement for more general traffic handling and flow. Bottle necks have a tendency to move. And, on another front, the access to and egress from Waitrose - nearby - is an " interesting " one over which the council can ponder. Or is it that Waitrose has clout.</p> <p>Generally; Oxford Council should consider more deeply what it is doing to the city itself. Contrary to popular opinion - possibly - the incoming / outgoing roads are destroying it. Traffic should be discouraged,</p>

CMDE4

		not encouraged. Cambridge is much " nicer "; and cleaner.
(112) North Hinksey Parish Council	Concerns	<ul style="list-style-type: none"> • Junction with the Eynsham Road. This junction design is not safe for cycle riders and needs change. It is likely that funding will be found for the B4044 cycle path, which means that the numbers of cycle riders will increase as the new safe route will induce demand. The current design proposal for Eynsham Road will provide neither safety nor convenience for riders nor be attractive to potential cyclists. The junction needs either a signalled crossing or a roundabout with a segregated cycle path. • Junction with the A420 (Macdonald's Junction) Following the inquest into the death of Claudia Comberti the Oxfordshire Coroner wrote to the county council asking for improvement. The design has no safe pedestrian crossing from the inbound bus stop to the Seacourt Retail Park and vice-versa. The 'off-carriageway segregated path' could 'begin' further to the west, adjusting the corner radius from the A420. We would suggest a two stage Toucan crossing. Cycle riders could be 7+m ahead of the bus and arrive at the bus stop ahead of the bus On-carriageway cycle lanes We agree with the Oxfordshire Cycling Design Standards that 'Stepped cycle tracks' should be used on roads with >5,000 annual average daily traffic. • We remain concerned about on-carriageway cycle lanes. We wish to see better delineation, using a physical barrier, as in Oxfordshire's standards. Cycle lanes need to have a different colour surface, so drivers of motor vehicles see that the space is protected. <p>We also have specific concerns about access to Old Botley and how this is managed in these proposals. Development of the industrial estates in North Hinksey lane has led to growing levels of traffic that are causing serious problems for local people due to parking and inadequate pavements. We request that the pedestrian and cycle protection being discussed for the Botley Rd. be extended to Old Botley, in particular the provision of 50 m of pavement along the west side of 'Old Botley'.</p>
(113) OCC Public Health	Concerns	<p>We strongly support the extension of the 20mph speed limit zone to Binsey Lane as an effective way to improve safety and the general experience of pedestrians, cyclists and local residents and would welcome further extensions along this corridor. A wide body of evidence suggests that this will not only reduce accidents but also reduce the severity of accidents - pedestrians hit by a car at 30mph are five times more likely to die than those hit at 20mph (<i>Public Health Wales 2018 - Position Statement on lowering the default speed limit to 20mph</i>). Such measures will also be disproportionately beneficial to more vulnerable groups, such as children and older people. By reducing traffic speed, noise and air pollution will also be reduced, thereby helping to create an environment that not only encourages more active modes but also increases the likelihood of greater community interaction. The introduction of 20mph zones supports corporate priorities for healthy place shaping, creating strong and healthy communities and increasing walking and cycling rates.</p>

		<p>Where the pedestrian footway and in some cases cycleway extend across side junctions, we support the inclusion of raised side entry treatments but only where give-way lines for traffic coming from the side-roads are also set back. Given the emerging body of evidence that 'physical measures to reduce speed' can increase air pollution, the design of side entry treatments must be carefully considered – see section 1.5 of NICE Guideline NG70 - Air pollution: outdoor air quality and health. We recommend that investigation is carried out to determine whether more gently graded 'sinusoidal' humps reduce both noise and air pollution.</p> <p>Whilst we strongly support the overarching aim of improving conditions for bus, cycle and pedestrian movements, we are concerned that the scheme does not fully exploit the traffic reduction opportunities that Connecting Oxford might bring. As a decision on whether to proceed with Connecting Oxford is due early in the new year, we recommend that consideration is given to delaying the implementation of this scheme until the final outcome is known. Should Connecting Oxford or a similar scheme be approved, our concern is that the existing proposals will lock in higher levels of vehicle capacity thereby continuing to induce vehicle demand. Fundamentally, designing a scheme around existing traffic flows means highway space that could otherwise be used to create even better facilities for pedestrians, cyclists and improved public realm for the local community will remain dominated by motorised traffic.</p>
(114) Oxford Pedestrian Associations	Concerns	<p>OxPA welcomes the side entry treatments on the streets included in this proposal, and also that they are on desire lines and not placed around corners; this will improve convenience and ability for wheelchair users to use the routes.</p> <p>OxPA welcomes the proposed 20mph limit on Botley Road.</p> <p>We give a cautious welcome to the new crossings, although our preference would always be for raised zebra crossings, which give true priority to walkers and wheelchair users. Toucan crossings are better than pelican crossings, and a crossing is needed outside Waitrose, but to genuinely give walkers true 'priority' zebras need to be put in place.</p> <p>Our major concerns are (1) the issue of pavement widths; we understand the County minimum is 1.5-2m which needs to be treated as a minimum, not as standard. The minimum means people and wheelchairs can pass one another moving in straight lines in single file, which is not how pedestrians like to move, we, like drivers, tend to be side by side where possible (and sometimes people need a hand or arm to hold as they walk); and (2) that air quality and traffic noise (detrimental impacts) are not mentioned in the document, and they are what make walking on Botley Road so very unpleasant at present; and (3) that the road width</p>

CMDE4

		remains the same as at present (and is even widened alongside the houses, with walkers given the part that is presently or until recently an unofficial car parking place for residents), whilst vulnerable road users are left to divide what is left. OxPA would advocate the narrowing of the roadway to provide for the needs of cyclists.
	Concerns	<p>We support the extension of the 20mph zone westwards. It would be better if it were extended further, perhaps to the Seacourt Park and Ride, but extension to Binsey Lane does cover the worst pinch points and the narrowest section of roadway.</p> <p>The new plans appear to <i>remove</i> sections of cycle track that were in the original consultation. In particular there no longer appears to be an eastbound cycle track across the Eynsham Rd junction.</p> <p>The parking changes seem good. Parking needs to be removed anywhere it would block the footpaths or cycle lanes, or where it would result in the latter being in the "door zone". (Note that Highways England's "CD 195: Designing for cycle traffic" requires an extra 0.5m of width for cycle lanes or tracks adjacent to obstacles higher than 60cm.) It also needs to be clear to drivers that parking on the off-carriageway cycle tracks (or footpaths) is not allowed, and this needs to be enforceable. Given the state of parking enforcement elsewhere in Oxford, our preference would be for this to be done using bollards or other physical infrastructure wherever possible.</p> <p>The pedestrian crossings have been improved slightly but are still too few. Unsignalized crossings that require pedestrians to cross four lanes of motor traffic are dangerous — or simply inaccessible — to a range of people.</p> <p>We are unhappy that the "minor side road entry" design in the original consultation appears to have been abandoned. If the new design follows the design of the red-brick raised humps elsewhere in Oxford, these offer a kind of "confused priority", with the risk of some people walking thinking, they have priority and some people driving thinking they have priority... We urge reconsideration of fully blended/Copenhagen crossings on all the smaller side-roads on Botley Rd. It is also essential that people cycling have clear priority over motor traffic at entries such as Poplar Rd, where they do not appear to on the current plans.</p> <p>The problems with the original design remain</p> <p>The scheme remains predicated on motor traffic volumes which are unsustainable: it doesn't seem to take the effects of Connecting Oxford into account, or the climate emergency, or the pressing need to reduce air pollution.</p>

		<p>The design still prioritises private motor traffic and buses over walking and cycling, most notably in the allocation of space. There needs to be a commitment, through Connecting Oxford or otherwise, to reducing motor traffic volumes enough to make the bus lanes unnecessary, freeing up space for adequate width footpaths and cycle tracks, bus stops, and loading access, and avoiding pedestrians having to cross four lanes of motor traffic. There is still no commitment to colouring the cycle tracks, which would be the biggest single cycling safely improvement. We reiterate that if road colouring is too expensive to do both, the cycle lanes and tracks should be coloured, and the bus lanes left uncoloured: to reverse that is to prioritise helping drivers avoid fines over the <i>safety</i> of people cycling and people walking.</p> <p>The cycle tracks remain too narrow, at 1.5m in width. It is unsafe to have such narrow tracks directly adjacent to motor traffic, especially if that is in narrow 3 metre lanes. This is a problem even for some of the sections of "off-carriageway segregated cycle route", as much of this appears to have no actual separation from the carriageway other than a short kerb. There are still significant sections of "shared space" at bus stop bypasses and crossings, which are the locations most likely to see conflicts between people walking and cycling. This should be avoided wherever possible, if necessary, by using short stretches of under-width cycle track (potentially as narrow as 1.2 metres, if well away from motor traffic).</p> <p>It is hard to know how pedestrian-friendly the major junctions will be without knowing the light timings (though precedent suggests these will be optimised for motor traffic throughput rather than pedestrian safety or convenience). But these junctions as designed are likely to be quite terrifying for people cycling. Bicycles should never be turning alongside motor traffic at 30mph. The worst problems could be avoided by incorporating separate cycling times into the signalling, or by using a Dutch-style roundabout design with cycle traffic crossing motor traffic at right angles.</p>
(116) Oxfordshire Cycling Network	Concerns	<p>Traffic improvements</p> <p>We support removal of parking on Botley Road – Poor parking and door-opening can push cyclists into traffic. But at least as dangerous is parking <u>in</u> cycle lanes, which provides a dangerous obstacle for people on bikes to overtake. Parking restrictions must be clear. The best solution is a separate cycling lane to the <u>left</u> of any parked cars.</p> <p>We support the extension of the 20mph speed limit to Binsey Lane. We would support a further extension of this at least to Waitrose and ideally to Seacourt P&R which would have further benefits in safety and motor</p>

		<p>traffic reduction.</p> <p>Safety Improvements</p> <p>Our biggest safety concerns have not been fully addressed and we call your attention to them. Both Junctions and Lanes/Tracks can be improved.</p> <ol style="list-style-type: none"> 1. The junction with Eynsham Road needs a safer design, in particular a safe way for cyclists heading West towards on the B4044 to get across the West Way traffic when it does not feel safe to pull out between multiple moving vehicles. Possibly this involves more protected space or a signalled crossing. 2. We have some concerns about the A420 junction Eastbound. The phases of the lights may be important here to avoid cyclists being hit by motor traffic. 3. Side Road Entry Treatments: best practice is now beyond “flat top road humps” and Oxford should adopt the ‘blended crossing’ approach. This has a continuous flat footway and cycleway across the sideroad, tight radii and is designed to emphasise the entry to a neighbourhood where motor traffic is expected to travel slowly and carefully. (We have seen great examples in Waltham Forest). 4. Cycle lanes/tracks should be better segregated. While most collisions occur at junctions, segregation of linear routes will give a stronger feeling of safety and confidence. <ol style="list-style-type: none"> a. For many of the stepped tracks, there is sufficient space to make them fully segregated, separated by a ‘hard’ barrier such as a kerb/verge. This adds significant safety (e.g. I have almost been hit by a motorist veering while looking at their mobile phone). b. For other stepped tracks, they could have ‘soft’ segregation with ‘wands’, ‘armadillos’ or similar. This provides some direct safety and makes it much less likely that a cycle track is blocked by a vehicle. c. East of Binsey Lane, a stepped track could be used instead of advisory lanes at least to Ferry Hinksey Road. d. Coloured surfaces can be used to clarify purpose and separation, as it is in other cities where cycling is a priority. e. Yellow or Red lines for parking restrictions should be marked in the main carriageway, not the cycle lane to emphasise that the cycle lane is not a parking place. <p>Cycling and Walking</p> <p>We support space for walking as well as for cycling and are concerned that in some places the pavement narrows under the 2 metres that we’d normally regard as a minimum width. Given the Council’s priorities, if there is a trade-off, the space should come from the motor carriageway to enable a 2m wide footway as well as an adequate cycle track.</p>
--	--	---

CMDE4

		We object to shared-use paths for cyclists and pedestrians in most cases. Actual conflict is rare, but it creates unease and reduces cycling level of service. In many cases in these plans (e.g. Minns Ind. Estate bus stop) shared use could be avoided by reallocating space from the main carriageway to walking and cycling.
(117) Local County Councillor (Jericho Division)	Concerns	<p>As far as the proposed removal of some residents' parking spaces is concerned, I believe that in many or all the side streets off Botley Road there are already several one-hour or shared spaces, close to the Botley Rd end and therefore well-placed for the businesses.</p> <p>Please can you monitor how well used these are? I'm not convinced that we need still more. Meanwhile, residents would be inconvenienced by the loss of some of their spaces.</p> <p>If you do decide to go ahead with the plan to try to help the local businesses in this way, please can you change the hours of operation of the new one-hour spaces? If residents come home late and park in one of these spaces, as they would be allowed to do, they may struggle to move their cars before 9 am the next morning. If the shared spaces operated from 9 am to 6 pm, they would have until 10 am to move their cars. They would also be able to park there from 5 pm, I think?</p> <p>I hope you can try to improve the entrance to Waitrose, e.g. with raised entry treatment, with better facilities for pedestrians and with the removal of the strange, unneeded kerbs which form a trip hazard beside 108 Botley Rd.</p> <p>We also need side entry treatment for the very busy entrance to West Oxford Community Centre.</p> <p>The change in the plans I would most like to see is the extension of the 20 mph much further west. A child was knocked down and badly injured on the pedestrian crossing near Osney Court a few years ago. We badly need slower speeds to improve safety and quality of life in this busy residential area.</p>
(118) Resident, (unknown)	Concerns	In fact, judging by the updated plans for the Botley Road that were released the other week, it would appear that we're moving in exactly the opposite direction. Those plans are being presented as "major bus, cycle and pedestrian improvements", but they're really just a few more stretches of bus lane and a doomed-to-fail attempt to get pedestrians and cyclists to share the same pavement. And some paint on the road, which my own experience has shown to be ineffective at protecting people.
(119) Coalition for Healthy Streets	Concerns	<p>Proposals we support</p> <p><i>The following proposals will improve the cycling experience of existing cyclists.</i></p>

		<ul style="list-style-type: none"> • Removal of parking from Botley Road The continuity of cycle paths must be maintained along the whole route. We therefore strongly support the removal of car parking on the Botley Road and adding in short term parking in the residential streets. There is good evidence that reducing motor traffic and increasing footfall and cycle movement results in more thriving streets. We support the creation of short-term parking spaces in the side streets. • 20mph speed limit We are pleased to see that you have extended the 20mph to Binsey Lane, though we would like to see this extend even further, at least to Waitrose, but preferably to Seacourt Park and Ride. <p>Issues <i>We wish to see the following issues addressed within the development of the design. We would prefer to see funding spent on a few high-quality developments rather than some high cost changes that might be of more marginal benefit, such as moving bus stops (with the exception of the Waitrose bus stop).</i></p> <p>1. Junction with the Eynsham Road This junction design is not safe for cycle riders. This is our top priority ask for change. We are expecting the funding to be found for the B4044 cycle path, and when that happens the numbers of cycle riders will increase as the new safe route will induce demand. The Eynsham Road junction will therefore be handling many more cycle riders, coming in the direction from Witney, Farmoor and Eynsham into the city. The current design proposal for Eynsham Road will provide neither safety nor convenience for riders nor be attractive to potential cyclists.</p> <p>2. Junction with the A420 (McDonald's Junction) We also have concerns about the A420 junction. Following the inquest into the death of Claudia Comberti the Oxfordshire Coroner wrote to the county council asking for improvement. The design has no safe pedestrian crossing from the inbound bus stop to the Seacourt Retail Park and vice-versa. We note that the 'off-carriageway segregated path' could 'begin' further to the west, adjusting the corner radius from the A420.</p> <p>➤ <i>We would suggest a two stage Toucan crossing. Cycle riders could be 7+m ahead of the bus and arrive at the bus stop ahead of the bus.</i></p> <p>2. Width of pavements We are concerned that there are some pavements that are below 2m width. This allows for comfortable safe walking and passing, and paying particular attention to inclusive transport, for two people in wheelchairs to pass each other safely.</p>
--	--	---

		<p>➤ <i>Pavements should be 2m wide as a minimum</i></p> <p>3. On-carriageway cycle lanes We agree with the Oxfordshire Cycling Design Standards that 'Stepped cycle tracks' should be used on roads with >5,000 annual average daily traffic, and we object in principle to on-carriageway cycle lanes. With just a painted white line, motor vehicle drivers make closer passes as they perceive that cycle riders are in protected space. Lines of paint can confuse pedestrians, cyclists, and drivers. The width of the cycle lane could be physically maximised if the carriageway for general traffic is minimised and visually maximised where an additional kerb enables Double Yellow line markings to be painted on the carriageway and not the cycle path/lane. We find it difficult to understand why a stepped track cannot be used, for instance, in the sections from Binsey Lane to the river bridge east of Ferry Hinksey Road.</p> <ul style="list-style-type: none"> ➤ <i>We wish to see better delineation, using a physical barrier, as in Oxfordshire's standards.</i> ➤ <i>Cycle lanes need to have a different colour surface so drivers of motor vehicles see that the space is protected. If you are intending to use colour on the bus lanes, could you use the funds instead to colour the cycle lanes?</i> ➤ <i>We would like to work with you on ways to ensure that the on-carriageway cycle lanes are not encroached into by motor vehicles.</i> <p>4. Shared-use paths We also object on principle to shared use paths. These put pedestrians and cycle riders in conflict. We support the requirement to reduce carriageway, not pavement in the areas that you have identified. The particular section of shared use path by the Minns Industrial Estate, behind the bus stop, is a particular worry to us as cycle riders and pedestrians will be jostling for very limited space there. At that point there are a number of traffic lanes which, when Connecting Oxford is implemented, will not be needed.</p> <ul style="list-style-type: none"> ➤ <i>More space should be taken away from the general traffic to avoid shared use paths</i> <p>5. Design of the Side Road Entry Treatments (SRETs)</p> <p>There are inconsistencies across the city in how SRETs have been constructed and there are very few examples that come up to the standards that we have seen in Waltham Forest. The tops of the SRET must be at the same level as the pavement and cycle path, should be direct (ie they should not deviate into the side street), there needs to be a</p>
--	--	--

CMDE4

		<p>substantial ramp to slow motor vehicles, and the kerb radii need to be tight. These are critical components of the scheme that will make the difference between pedestrians and cyclists being safe, or not.</p> <p>The officers have told us that the design of the SRETs will be undertaken at the detailed design stage which is during the implementation.</p>
<p>(120) Local Resident, Oxford, Duke Street)</p>	Concerns	<p>Parking on Duke Street is severely limited and to replace some resident parking bays with 1 hour parking bays seems unfair and unnecessary. Botley Road - has a number of retail shops are just few minutes away and there are countless parking spots. Especially by Hobby Craft etc.</p> <p>Plus residents on Duke Street (and Earl Street I think) - cannot park on both sides of the road so already there is limited parking. I don't think it makes sense.</p> <p>I do however appreciate that for road widening you may want to scrap the free parking spot. I wonder does a laundrette, hairdresser and weird electric store (plus a thai takeaway) warrant having free parking bays? And if it does - then couldn't the council come to some arrangement with one of the local retail outlets to get a few parking spaces.</p>
<p>(121) Resident, (unknown)</p>	Concerns	<p>I am particularly concerned about the provision of on-road cycle lanes without any physical segregation as these don't seem to comply with Oxfordshire Cycle Design Standards which it would be good to use as they are there to ensure safety for cyclists. Cycle lanes without segregation don't give cyclists enough safety on busy roads. In particular if the cycle lanes are not wide enough. In the city most cycle lanes on roads aren't even as wide as a cycle handlebars, mostly being a lot less than the absolute minimum 1.5m and never being the generally acceptable minimum of 2m.</p> <p>Junctions are always places where cyclists are particularly at risk and for that reason the Farmoor Road junction needs to be planned very carefully for the increased number of cyclists who will use it when there is a cycle route along the Farmoor road to Eynsham.</p>

CMDE4

(122) Resident, (unknown)	Concerns	Not sure why new bus lanes are needed but if it gets the traffic running then fine. However, pity to lose the laybys. They serve a useful purpose for short stops for people to drop off or pick up things. I don't have a car so rely on a good bus service and the stop at Waitrose definitely needs to be made safer.
(123) Highways England	No objection	Concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the A34 and in particular for this consultation the A34 Botley Interchange. We have reviewed this consultation and its supporting documentation. From the information provided we have no objection in principle, however, to ensure that there is no adverse impacts to the A34 from your proposals we wish to continue to be consulted as the proposals develop. It is not clear from the information provided if any modelling have been done to demonstrate the impacts of the proposed arrangements on West Way. We would be interested to understand how, for example, the removal of eastbound right turn pocket(s) on West Way would impact on traffic flows.
(124) Thames Valley Police	No objection	In principle I have no objection. In relation to extending the 20-mph speed limit on Botley road. If I can just remind the Authority of the following. <u>The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</u> I am assuming that speed monitoring has already taken place at the location and current mean speeds support this extension.
(125) Oxford University Estates Transport	Support	The University: Plan 1 <input type="checkbox"/> Supports the reduction from dual to single vehicle lanes on West Way between Eynsham Road and Church Way. <input type="checkbox"/> Is pleased to see the provision of on-road cycle lanes on West Way but asks whether these could be protected from traffic by some form of kerb or light segregation? <input type="checkbox"/> Asks why the existing pedestrian refuge is not retained in the central hatched area between Elms Parade and the Seacourt Pub? There is a significant crossing demand to reach the bus stops in this location on the direct desire line rather than having to detour to the signal crossing or the pedestrian island to the West. <input type="checkbox"/> Observes that the proposed changes to the Eynsham Road / West Way junction should improve bus and cycle priority. However, the junction still has a very large area of highway space even under the revised proposals and we ask whether there is scope to further tighten junction geometry to slow vehicle speeds (particularly on the SE side of the Eynsham Road), reduce crossing pedestrian crossing distance and

		<p>improve cycle safety.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Welcomes the floating bus stop and entry treatment across the Poplar Road junction <p>Plan 2</p> <ul style="list-style-type: none"> <input type="checkbox"/> It is disappointing to see that the signalised crossing of West Way near Elms Road and Botley School is now proposed to be a staggered crossing. This crossing has heavy pedestrian flows during school term-time (Botley School has over 400 pupils) and it is unreasonable to expect a large number of children to wait between queues of traffic and be exposed to additional pollution whilst they are crossing the road. The team requests that pedestrians are given the priority they deserve at this location by providing an all-in-one crossing. <input type="checkbox"/> Welcomes the new Advanced Stop Line (ASL) facilities in all arms of the Westminster Way / West Way junction but suggests a central ASL feeder lane is provided on the Southern arm. Without feeder lanes, ASLs are hard to reach in queuing traffic <input type="checkbox"/> Supports the entry treatment across the mouth of the Seacourt Tower retail park and continuation of the cycle lane and asks if the cycle lane could also form part of the elevated entry treatment to provide further protection for cyclists. <input type="checkbox"/> We note that when the bus lane lights at the A420 junction are red, eastbound buses sometimes move out of the bus lane into the main vehicle lanes to take advantage of the green phase in the main traffic flow at the A420 junction. This sudden movement can pose a danger to cyclists, so we ask if a kerbed island could be introduced into a section of the proposed white hatching to physically prevent this manoeuvre. <p>Plan 3</p> <ul style="list-style-type: none"> <input type="checkbox"/> Supports the proposed dedicated bike lane to separate cyclists from the Eastbound bus lane at the junction with the A420 and the continuation of the cycle lane through the junction <input type="checkbox"/> Asks if a new signal phase could be added to the traffic turning left from the A420 into the Park & Ride bus lane? At present as this is not signal controlled, traffic headed for the Park & Ride emerging from the uncontrolled left-hand lane of the A420 often blocks the bus lane in the morning peak hour. If this continues, queuing traffic may block access to the proposed off-road cycle lane. <input type="checkbox"/> Suggests that a raised junction entry-treatment is installed across the junction mouth of the Minns Business Park access road. <input type="checkbox"/> If possible, could a green advance start phase be provided for Eastbound cyclists in the signals at the Seacourt Park & Ride junction? This would enable cyclists to get out ahead of the traffic turning left into Seacourt Park & Ride, similar to the existing facility on the High Street. <p>Plan 5</p>
--	--	---

		<p><input type="checkbox"/> Supports the removal of on-street parking bays between Duke Street and Earl Street and Riverside Road and Harley Road. These are currently a potential hazard due to their existing inadequate width which pushes parked cars into the cycle lane.</p> <p><input type="checkbox"/> Supports the proposed Toucan to allow improved access to the bus stops and Waitrose for pedestrians and cyclists</p> <p>Plan 6</p> <p><input type="checkbox"/> Supports the removal of on-street parking bays between Oatlands Road and Alexandra Road</p> <p><input type="checkbox"/> Supports mandatory cycle lanes but asks if the on-road cycle lanes could be physically segregated from vehicle traffic kerbs where access to driveways is not required? It would seem that physical segregation is possible on most of this section. This would enable less confident cyclists to feel safer using this key corridor.</p> <p><input type="checkbox"/> Welcomes the provision of a pedestrian refuge on the Southern junction arm of Ferry Hinksey Road and asks will this junction include the addition of a pedestrian phase on the Southern arm and could a feeder lane be provided to the ASL?</p> <p>Plan 7</p> <p><input type="checkbox"/> Support the relocation of the Eastbound bus stop as a lay-by.</p> <p><input type="checkbox"/> Welcomes the provision of mandatory cycle lanes Eastwards to Abbey Road but notes that the cycle lanes are very narrow at Osney Bridge and suggests that instead the cycle lanes are removed entirely and replaced with cycle logos as at Folly Bridge for this short pinch-point to enable cyclists to take the primary position.</p> <p><input type="checkbox"/> In the long-term the University supports construction of a separate bridge deck for pedestrians at Osney Bridge so that the existing footway could be converted to kerb segregated cycle lanes, like the excellent facility at Frideswide Bridge.</p>
(126) Local Resident, (Oxford, Henry Road)	Support	<p>I fully support the intention of making the road safer for cyclists and pedestrians (as well as the intention in other plans to reduce the flow of vehicles along the Botley Rd).</p> <p>I have read the Cyclox submission and would like to endorse all the points they make. I frequently use the Eynsham Rd/Botley Road junction on my bicycle and agree with them that the plan needs improvement there, especially as I hope the bike path to Eynsham will happen before too long.</p> <p>The only other points I would make, which I know are outside the scope of the plan as it stands now, is that the whole idea of making the road more cycle-friendly, and thus encouraging people out of their cars, will not be really successful unless and until there are improvements to the Binsey Lane to Frideswide Sq section, most notably under and near the railway bridge. I also believe that it is worth looking seriously at having a bike path from Botley into town running on the south side, parallel to the Botley Rd and taking advantage of</p>

CMDE4

		the green spaces. This could be very popular, especially if it was reasonably accessible to cyclists coming in from the Eynsham Rd as well as for people living in Botley, Hinksey and Cumnor.
(127) Local Resident, (Oxford, Shirelake Close)	Comments	<p>Recently I contacted Highways England to enquire why there could not be direct access to the Seacourt Park and Ride from the roundabout above the A34. They said that they could not add any further entrances to the roundabout. It probably would make little difference if the traffic coming off the roundabout went directly into the P & R - as there is already a lane dedicated for that. The main problem is the traffic coming out of Oxford and turning right to go onto the A34 roundabout.</p> <p>Since I am against any unnecessary development and parking on the floodplain, there could be another solution - namely putting the Park and Ride on the shoppers (South) side of Botley Road and building housing above it. As the various stores go bust during the next few years, this would seem a golden opportunity to do something to alleviate the housing crisis. It would also allow another mode of transport from the P & R directly into Osney Mead and hopefully (if the bridge goes the right way) into Oxpens/Westgate (Gondola lift or tram?). First we need to find out who owns that land and suggest to the City Council that there is a better longterm solution to their financial and housing problem.</p> <p>When it comes to improving matters for cyclists along the Botley Road, my answer is to put some money into ensuring that the cycle tracks from Osney Mead going Westwards do not flood - as they did last week. That automatically puts cyclists onto the much more dangerous position of having to cycle along the Botley Road (although fortunately some bits are on safer pavements) Parallel routes for cyclists are safer than on the Botley Road.</p>
(128) Resident, (unknown)	Comments	<p>I noticed on my way to work today that the wedge-shaped curb blocks used to separate the cycle lane on Donnington Bridge Road have worked perfectly for over 20 years.</p> <p>I don't see any reason why they shouldn't be used on Botley Road to segregate the cycle lane on the road in each direction - that would be a no-brainer surely? The blocks really don't take up much space. And it would make a huge different to the way cyclists feel!</p>
(129) Oxford City Council	Comments	<p>On the north side of Botley Road, Plan 3 indicates a proposed short section of off-carriageway un-segregated cycle route approaching the junction access to Seacourt P&R. The plans indicate the continuation of this off road provision beyond this junction but a raised junction entry treatment is not proposed in this location.</p> <p>Plan 3 appears to suggest that cyclists wishing to access Seacourt Park and Ride from the east (City direction) can use the advanced stop line or the crossing beyond the access junction. The existing crossing is</p>

		<p>straight whereas the proposed appears to be staggered. This makes it less useful and is very unhelpful for cyclists wishing to cross. This crossing should be a Toucan crossing. The turn from Botley road across the junction is no good for less confident cyclists as they have to cross moving traffic to access the turning lane. Hence a toucan crossing is essential.</p> <p>We note that Plan 4 indicates a new section of on-carriageway mandatory cycle lane on the south side of Botley Road to the east of the access road to Wickes/ Aldi. The plan appears to show the removal of the existing off-carriageway segregated cycle route in this location. The benefit of the proposed short section of on-carriageway cycle lane is unclear given the absence of any further on-carriageway cycle lanes approaching this. Furthermore, the removal of the existing off-carriageway segregated route in this location will put more vulnerable cyclists at risk of conflict if they are encouraged to continue their journey on carriageway at this point.</p> <p>We note the new outbound section of bus lane that is proposed to the west of Lamarsh Road (Plan 4). The provision of this involves the loss of a large section of the existing right-hand turn lane. This lane not only provides access to the retail parks to the south of Botley Road but also to residents of Lamarsh Road and Brook Grove. Have the impacts of the removal of a large section of this right-hand turn lane been modelled on the predicted in-bound traffic delays, particularly during the weekend peaks?</p> <p>We note that Plan 6 indicates the provision of a new toucan crossing to replace the existing refuge. This crossing is not on the desire line for pedestrians wishing to access Waitrose. Furthermore, the plans do not indicate whether pedestrians and cyclists are given priority over vehicles accessing Waitrose. This junction should have a raised junction entry treatment like the other junctions and signage should be provided to ensure priority is given to pedestrians and cyclists. Would it be worth considering a further extension to the west of the proposed 20mph zone from Binsey Lane that it covers the entrance to Waitrose thus providing further protection for vulnerable road users in this area?</p>
(130) Local Resident, (Oxford)	Object	<p>As local residents who regularly walk, cycle, use local buses, and drive and park our own car in this area, we are generally supportive of improvements to bus, cycle and pedestrian infrastructure on the Botley Road, and particularly welcome the proposed pedestrian crossing outside Waitrose.</p> <p>However, we share the widely reported concerns expressed by Cllr Colin Cook about the parking proposals. In particular, we consider that (i) it will be detrimental to small local businesses (which we should be doing everything we can to support) to remove convenient short-term parking from the Botley Road, and (ii) there is</p>

CMDE4

		<p>already insufficient residents' permit parking in the side-roads, and removing spaces from residents' parking to create replacement short-term parking strikes the wrong balance. In Oatlands Road the existing short-term parking spaces are often empty when the residents' parking is full.</p>
<p>(131) Local Resident, (Oxford, Earl Street)</p>	<p>Object</p>	<p>I wish to object to the removal of the parking bay outside the launderette and the reduction of one residents parking place in Earl Street. I live in Earl St and parking is very difficult especially if I return home late in the evening. I also think we should encourage the small individual businesses along the Botley Rd. They need areas to park to service their buildings. The launderette is a good asset which is used by those further afield who need to drive.</p> <p>The volume of traffic is not going to be affected - sadly no one thought of traffic flow or flooding when the allowed the development of the large shopping area near the Aldi/Wickes are.</p>
<p>(132) OXTRAG</p>	<p>Object</p>	<p>There are two local features which would put cyclists at risk:</p> <p>Firstly, the bridge west of Abbey Rd junction is too narrow for adequate cycle lanes to be included. On the north side of the bridge a new footbridge should be provided. Then the eastbound cycle lane could use the existing north footway and pedestrians could use the new bridge, as is the situation at the next river bridge to the west.</p> <p>Ideally there should also be a new footbridge on the south side of the existing bridge, however we appreciate that there might not be enough space to fit one in without land-acquisition, and the approach levels are lower which would make such a bridge more expensive.</p> <p>We made this point during the previous consultation.</p> <p>Secondly, we are concerned about the North Hinksey Lane junction. Moving the westbound bus stop so close to the junction would increase the risk of a collision between a westbound cyclist using the uncontrolled humped crossing and a vehicle turning into North Hinksey Lane.</p> <p>OXTRAG has concerns about one general feature, namely the proposed floating bus stops. There needs to be adequate space for waiting, boarding and alighting, however from the small-scale plans, apparently there might not be, and that would be of particular concern for people who use wheelchairs or are visually-impaired. The speed of approaching cyclists will have to be restricted by appropriate measures.</p>

133) Resident, (unknown)	Object	<p>I'm particularly excited to hear that you're considering adding an extra structure to Osney Bridge. However, I'm incredibly saddened by overall plans for the Botley Road. I do all my commuting and shopping by bike. I cycle many tens of miles every week on the streets of Oxford. Let me assure you: this scheme will not get people on their bikes or on their feet.</p> <p>This scheme will do nothing for to achieve the walking and cycling goals set in LTP4, and it makes me wonder which magical solution the councils will come up with to actually achieve those goals. Designs for Access to Headington and the Botley Road won't move the needle, and I doubt whether anything different will happen to the Banbury and Woodstock roads. Councillors and planners keep on saying how wonderful initiatives like Waltham Forest are, and yet schemes like A2H and the Botley Road look nothing like it.</p> <p>I'm sorry to be so bluntly honest. It saddens me to be the bad cop, but someone has to spell out the truth so it won't be a surprise that this will all turn out to be a waste of time and money.</p> <p>One particular thing that I must most strongly object to (again), is that critical design elements like curb radii and surface height are seen as "details" which will be worked out in the final stages. These are critical components of the scheme that will make the difference between pedestrians and cyclists being safe, or not. Such "details" make the difference between cars entering/leaving side streets intuitively granting priority to pedestrians and cyclists (as intended), or killing them when turning left. It will make the difference between a cycle path being used, or not being used.</p> <p>The key difference is: clear segregation. And it doesn't take much space: a tiny ramp and a bit of colour is all that's needed! Such critical design language has been adopted by councils all over the UK (Cambridge Kerb, anyone?), and should have been adopted in "Cycling City" Oxford. Leaving such "details" till last means that these critically important things simply won't happen, because time and money will have run out. At that stage, there might be just about enough money left to paint a line between the cycle lane and the pavement, or a line of paint to "segregate" cyclists and cars. Lines of paint didn't protect John Howes and Claudia Comberti. Lines of paint confuse pedestrians, cyclists, and drivers.</p> <p>The fact that these things are seen as "details" in this scheme makes very obvious that the design didn't have pedestrians and cyclists in mind; focus is still on the users of the ever-growing centre tarmac section.</p> <p>I'll stop here (I'm sure someone else will say something sensible about the lethally dangerous design of the Eynsham Road junction). If you've read all the way to here: thank you very much for your time, I really</p>
-----------------------------	--------	---

CMDE4

		appreciate it. If there's anything I can do to help, please let me know. Sustainable modes of transport are very close to my heart.
(134) Christchurch	Support	<p>Christ Church has extensive land holdings and ownership in the area, with a variety of occupiers and commercial and residential tenants, including at Binsey, Osney, the Botley Road itself and adjoining residential roads. In view of this we have considered the proposals and set down our comments –</p> <ul style="list-style-type: none"> • We are pleased to have been given the opportunity to comment. • We agree and support in principle proposals and plans to improve traffic and inherently cyclists and pedestrian safety. • It is noted that some of the Phase 1 works taking place at the entrance to Binsey Lane will affect access albeit road closures will be limited to evenings and nights. We ask that the Council note and ensure that full access to the village needs to be and will be maintained throughout the works.
(135) Local Residents, (Oxford)	Support	<p>As residents in the vicinity of the proposed widening of Botley Road, we are writing to express that we are broadly sympathetic with this project. While others may object to the removal of on-street parking, we would like it on record that some are happy that the proposals prioritise green, low-carbon forms of transport and the safety of those who opt to walk/cycle in this area.</p> <p>Botley, particularly at the Osney end, is served by good bus-links both into the city centre and out to the park and ride, and residents should be dissuaded from private vehicle usage -- including the removal of resident parking bays. As daily cyclists on the Botley Road, we know how unsafe and off-putting the current state of traffic management can be, and that changes must be made to encourage more people to use this mode of transport.</p> <p>Thus we hope that, while others may complain regarding aspects of these works, you also take note of the opinions of residents who realise that Oxford, and the wider community, must respond to the changing nature both of this city's infrastructure and the climate crisis we face. We only hope that these works are the start of a broader movement that ultimately remove all private vehicles from inside the ring road.</p>
(136) Local Resident, (Oxford, Harley Road)	Object	The plans look pretty good, except for the extension of the 20mph zone. While I thoroughly support extending the zone, I am very concerned about it stopping right by Binsey Lane and very near the Waitrose. This area is

CMDE4

		<p>already quite complicated with reduced visibility due to bus stops, bus lanes and bike lanes, as well as a pedestrian crossing island in the middle of the road. A lot of people cross the road at that point to get to Waitrose or their bus stop. It seems very dangerous to stop the 20mph zone right there, and still in the midst of a highly residential area.</p> <p>I therefore strongly object to the current proposal and would like to suggest that the 20mph zone is extended west to just past Earl Street - away from the mainly residential area and clear of Waitrose and bus stops.</p>
<p>(137) Local Resident, (Oxford, Harley Road)</p>	Comments	<p>I am delighted to see the upcoming improvements which will be made to Botley Road. However, there is one improvement which is likely to result in a serious increased risk to pedestrians, completely unnecessarily. But with a small adjustment to the plan, it would make Botley Road significantly safer.</p> <p>At present, you are proposing that the 20mph zone coming out of Oxford continues only until 10m west of Binsey Lane. But just metres further to the West is the new junction with Waitrose, where many pedestrians already find it very difficult to cross and there is the complication of a filter lane. With the current proposals, cars coming out of Oxford will suddenly accelerate before the pedestrian crossing – making it much harder for pedestrians (particularly children) to judge the crossing safely. They'll also be accelerating just as the filter lane into Waitrose starts.</p> <p>However, if instead the 20mph zone is further extended west past Earl Street, it means all of the difficult / dangerous Waitrose junction and crossing is within the 20mph zone, making it much safer. It also means that the residential streets: Earl, Duke, Riverside, Harley, Osney Ct and Prestwich Pl, will be within the 20mph zone, which will also significantly increase the safety of turning in and out of the roads.</p> <p>I hope you agree both about the risks of the current proposal, as well as the solution which comes at zero cost, zero downsides while considerably increasing the safety and quality of life for residents.</p>
<p>(138) Local Resident, (Oxford)</p>	Comments	<p>I have looked through the proposals, I'm sure they will enhance the area to a degree. My main concern is the exit from Seacourt business and retail park on to the Botley road. Cars exiting the site and heading west currently have to negotiate five lanes of traffic, east bound cycle path, east bound bus lane, east bound traffic lane, west bound filter lane for traffic entering the Seacourt site and the west bound traffic.</p> <p>Whilst the plan does not significantly change the current layout I would urge anyone who is involved in the</p>

CMDE4

		<p>planning to come and try and exit the Seacourt retail park and head west at 5.30 on weekday evening and see how they get on. It's difficult enough in daylight, but in the dark and the rain with cyclists not using lights it's quite scary. There have been a number of accidents at this junction, particularly cyclists, I would strongly advise incorporating a safe passage for vehicles exiting the site and heading west in to any future plans. Adding a raised junction will only add a further challenge to an junction that already has enough challenge built in. Perhaps a hatched area for eastbound traffic would assist as a minimum?</p>
<p>(139) Local County Cllr, (North Hinksey Division)</p>	<p>Comments</p>	<p>From North Hinksey they reiterated that they want the pavement moved from the west side to the east side of the two way section by the old cottages. It is very narrow there and they are worried that this is the only funding that will ever be available.</p> <p>The Cumnor people are happy with the additional cycle crossing at Eynsham Road.</p> <p>The syncing of the traffic lights was supported by both councils. I haven't been able to talk to the school about the crossing but I have had feedback that disability vehicles cannot propel themselves over the raised section in the middle of the road at the moment. There doesn't seem to be enough detail on the staggered crossing to see if that is DDA compliant.. I will come back with the school's comments.</p> <p>I have been asked why the toucan crossing has be added and I can't remember the reason.</p> <p>The rest was generally approved.</p>

Division(s): Leys

CABINET MEMBER FOR ENVIRONMENT – 19 DECEMBER 2019

OXFORD: SAMPHIRE ROAD – PROPOSED WAITING RESTRICTIONS AND DISABLED PERSONS PARKING PLACE

Report by the Interim Director for Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve proposed no waiting at any time restrictions and a disabled persons parking place at Samphire Road, Oxford as advertised.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of 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 and amend waiting restrictions and disabled persons parking places (DPPP) at Samphire Road, Oxford.

Background

4. The above proposals as shown at Annex 1 have been put forward as a result of an improvement scheme for the road funded by Oxford City Council, who own and manage most of the adjacent residential premises. The scheme will create 19 on-street and 17 off-street parking places but require removal of two existing on-street DPPPs. However, a new on-street DPPP is being created on the highway very close to the location of one of the bays being removed and similarly a DPPP is also being provided on each of the off-road parking areas at the west end of the road very close to the other bay being removed.

Consultation

5. Formal consultation on the proposal was carried out between 17 October and 15 November 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 and the local County Councillor. Street notices were placed on site and letters sent to 39 properties in the immediate vicinity adjacent to the proposals.

6. Two objections were received from local residents as recorded at Annex 2. Copies of the full responses are available for inspection by County Councillors.
7. The objections – both from residents who hold disabled persons parking permits – were on the grounds that the proposals would reduce the amount of parking reserved for ‘blue badge’ holders noting that the demand for such places in the area was increasing. One response also citing concerns that the proposed double yellow line restrictions would not be respected by drivers.
8. In response to the above, the proposals – while reducing the number of on-street DPPP’s – also include two DPPP’s in the new off-street parking areas very close to the existing places and so there should, therefore, be no detrimental effect on existing blue badge holders and overall a net increase in DPPP provision. Requests for new on-street DPPP’s will be carefully assessed and accommodated where practical subject to statutory consultation.
9. The concerns on the lack of enforcement of waiting restrictions in the area will be referred to the parking enforcement contractor.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

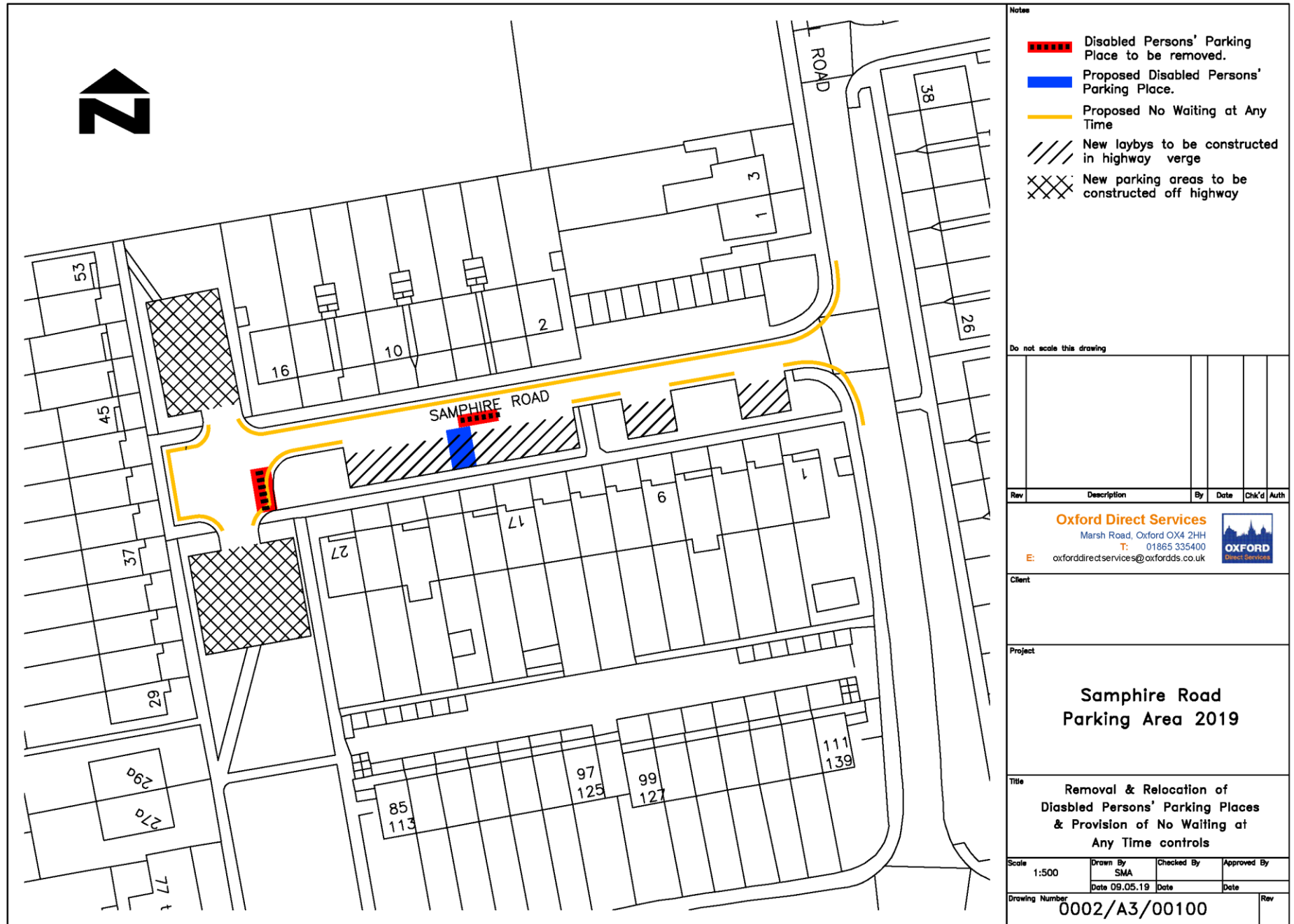
11. Funding for the proposed measures has been provided by Oxford City Council

JASON RUSSELL
Interim Director for Community Operations

Background papers: Plans of proposed waiting restrictions and disabled
 persons parking place
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

December 2019



RESPONDENT	SUMMARISED COMMENTS
(1) Local Resident, (Oxford)	<p>Object – I live on Samphire Road and use the DPPP west of no 27. Another resident uses the disabled bay outside number 19 Samphire Road 24/7. Being disabled I use the disabled bay adjacent to 27 Samphire Rd as the council would not put one outside my door.</p> <p>There are something like 15 cars parked here in the cul-de-sac, at nights and weekends. Hence the new parking bays on the two greens. If I lose my DPPP I will have to park on the main Harebell Road outside Pegasus school, 400 metres from my front door. Even when the new parking layout comes to be made, my parking bay will be nearly 25 metres from my door, I believe outside number 45 or 47.</p> <p>The new DPPP parking bay west of 27 Samphire Rd, will be used by another resident, who is disabled and promised a bay, as he parks on Field Avenue at the moment.</p> <p>If I may suggest, one way to resolve this would be to put the DPPP outside 16 Samphire Road. Any yellow lines in Samphire Road will be ignored by residents, as they are so rude, they even park in the DPPP, block all the other residents in and refuse to move their cars.</p>
(2) Local Resident, (Oxford)	<p>Object – I have some concerns regarding the proposal of restricted parking and where I am going to have to park my car. I have been a tenant on Samphire Road for many years and have always parked my car outside my home where the proposed restrictions are going to be put but am wondering where I am going to park my car in future.</p> <p>Also I am asking if you could put a blue badge holder parking bay outside 41 Samphire Road, I am stressing over where I am parking my vehicle because I have parked for many years either right outside my home or outside 39 and 37 Samphire Road.</p> <p>I am happy for the blue badge parking outside 19 Samphire Road because its safe parking for the resident right outside his home. I am asking if you can do the same outside my home also for blue badge parking.</p>

This page is intentionally left blank

CABINET MEMBER FOR ENVIRONMENT – 19 DECEMBER 2019

ARDLEY: B430 STATION ROAD – PROPOSED PUFFIN CROSSING

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a puffin crossing (a signalled crossing for pedestrians) on the B430 Station Road at Ardley.

Executive summary

2. Provision for pedestrians is reviewed when there are changes to the road layout as a result of 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. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and the Oxfordshire County Council Walking Design Standards.

Introduction

3. This report presents responses received to a statutory consultation to introduce a puffin crossing on the B430 Station Road.

Background

4. The above proposal as shown at Annex 1 has been put forward as a result of an adjacent residential development.

Consultation

5. Formal consultation on the proposal was carried out between 11 October and 8 November 2019. A notice was placed in the Bicester Advertiser newspaper and notices placed in the vicinity of the proposed crossing and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Ardley with Fewcott Parish Council and the local County Councillor. Letters were sent to 34 properties in the immediate vicinity adjacent to the proposals.
6. Five responses were received. 2 objections, 2 in support and 1 neither objecting nor supporting. 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. Thames Valley Police did not object to the proposal.
8. Ardley with Fewcott Parish Council support the proposal, noting that their preferred option of providing a pedestrian link on the east side of the B430 Station Road northwards to tie in with the existing footway and signalled crossing (thereby avoiding the need for the proposed crossing) was found not to be viable.
9. Two objections were received from members of the public, both local residents, citing concerns over the proximity of the proposed crossing to the existing signalled crossing approximately 75 metres to the north; the adverse visual impact of the proposed crossing and associated street lighting very close to the church; noise associated with lorries braking for the crossing; the limited use of the crossing given the relatively small scale of development (17 houses) and also safety taking account of the speed of traffic with the current 40mph speed limit in place. These responses also requested consideration of measures to avoid the need for the crossing including construction of a pedestrian link on the east side of the road northwards to connect to the existing footway and signalled crossing and a 30mph speed limit enforced by speed cameras and if these were not viable, measures to mitigate the impact of the crossing, including provision of street lighting minimising light pollution and crossing equipment and lighting that only switches on when pedestrians approach to use it.
10. Noting the above concerns, the scope for providing a pedestrian link on the east side of the B430 to tie into the existing pedestrian provision was exhaustively explored as part of the planning approval process but found not to be viable. Given that it is essential that occupants of the new residential development have a safe and convenient means of accessing the village on foot, a signalled crossing is considered the only viable means of achieving this. While not ruling out consideration of reducing the speed limit to 30mph at some point in the future, this would not achieve the required level of safety in the absence of a crossing. The signals and street lighting will be designed to minimise environmental impact while acknowledging that they must nevertheless be designed to the appropriate standards and also noting that it is not feasible at present to install equipment that only switches on when pedestrians wish to cross.
11. An expression of support was received from, a member of the public not resident in the village.

How the Project supports LTP4 Objectives

12. The proposals would help facilitate the safe movement of pedestrians.

Financial and Staff Implications (including Revenue)

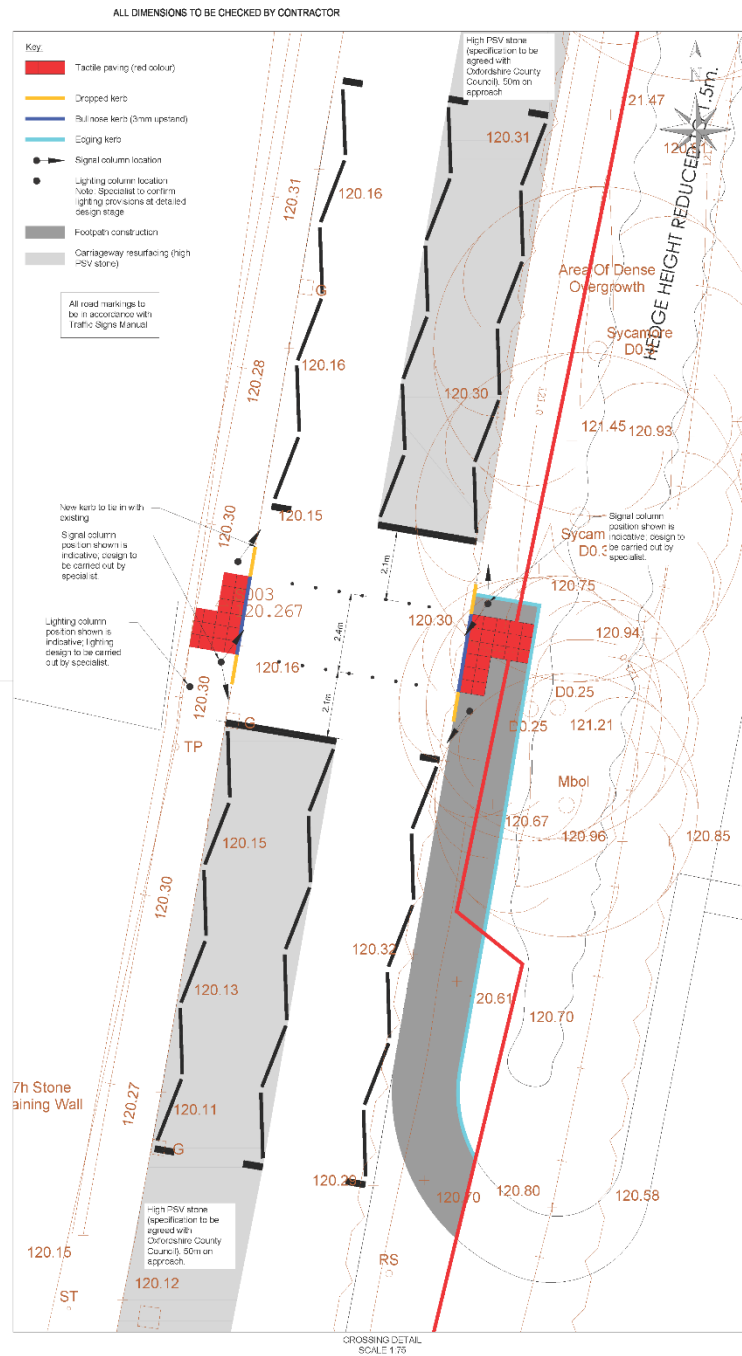
13. Funding for the proposed measures has been provided by the developers of land adjacent to the proposal.

JASON RUSSELL
Interim Director for Community Operations




Background papers: Plan of proposed puffin crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Adam Barrett 07919 175889

December 2019



© Copyright: This drawing and any design therein is the copyright of Couch Consulting Engineers (Midlands) Ltd and must not be reproduced or utilised without their written consent.

 NOTES: THIS IS A PRELIMINARY DESIGN OF STRUCTURE. PROJECTS TO BE SUBMITTED AS REQUESTED, AND MUST BE REDESIGNED TO REFLECT ANY CHANGES.					
P#	Revised following comments from Cedarhurst County Council			WD	10/01/18
R#	First Issue			WD	10/12/18
PD	AMENDMENT			BY	DATE
 PROJECT EXECUT ON CLASS: N/A <small>(If a change occurs to a building or structure, the owner must submit a new set of revised drawings to the Cedarhurst County Department of Planning)</small>					
TYPING OF TITLE					
<h1>PRELIMINARY</h1>					
COUCH Consulting Engineers Civil & Structural					
					
The Old Forge, many, ■ 14-18 St. Michaels, □ London Road, Cassel, Cambridge, STB 8H4 Tel: 01223 760 7772 Fax: 01223 760 778			Garston Centre, 18 18 Innovation Park, Duxford, Cambs CB22 6TF STB 6BF Tel: 01223 760 761 Fax: 01223 760 761		
CLIENT					
<h2>WATERLOO HOUSING GROUP</h2>					
PROJECT					
<h2>STATION ROAD, ARDLEY</h2>					
DRAWING TITLE					
<h2>S278 WORKS</h2>					
FIRSTED	SCALE	DATE	DRAWN	CHECKED	STATUS
A1	AS SHOWN	DEC 2018	WDI	CCE	
JOB NUMBER	DRAWING NO.				REV
7397	104				P1

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Ardley with Fewcott Parish Council	<p>Support – fully support this application for a pedestrian crossing as an integral part of the Rural Affordable housing scheme on Station Road.</p> <p>The Parish Council would have preferred to have a footpath on the same side of the road as the development but this was ruled out by OCC Highways.</p>
(3) Local Resident, (Ardley)	<p>Object - There is already a crossing within 200m of the proposed site, together with four lighting posts which runs 24 hours a day. To construct two crossing this close, with the addition of further lighting posts will affect the environment in which we live in two ways.</p> <ol style="list-style-type: none"> 1. By creating further light pollution. 2. By surrounding our ancient church with two sets of crossings, traffic lights and street lighting. <p>I would hope that this substantial work would be unnecessary given the small number of houses it will support - and I do speak as someone who occasionally uses the current crossing. It is worth noting that the requirement to use the present crossing is greatly diminished due to the Fox and Hounds Pub no longer trading - which was one of the primary reasons for building it.</p> <p>I do however understand the need for safe crossing and would ask that the following be taken into consideration.</p> <ol style="list-style-type: none"> 1. Would it be possible to construct the new crossing with a sensor which turns on the lights when the crossing is approached by a pedestrian? This seems to be in place in many other rural areas we visit and reduces the energy costs and light pollution. 2. If streetlights have to be constructed could they please be the low light pollution versions we can see used in Bicester, rather than the very bright light pollution versions we currently have.

	<p>3. Could the speed limit be reduced to 30mph? It seems unusual to have two crossings serving 17 houses in 200 metres and on a 40mph road. If it was 30mph could a lower cost alternative crossing be used?</p>
(4) Local Resident, (Ardley)	<p>Object – The reasons for our objection are below:</p> <ul style="list-style-type: none"> - The new crossing will be within 60 metres of the current pedestrian crossing outside The Fox and Hounds Pub. Surely having 2 crossings so close together will look very unsightly and cause a very cluttered landscape. - We don't believe the crossing will have adequate use to justify its place. Although we understand that the new housing development has some affordable properties within it, the residents will be unlikely to choose to live somewhere like Ardley unless they have a car. The village doesn't have lots of amenities and any that are available could be driven to. - If the residents were on foot/bicycle it would make much more sense for them to use the current crossing. As there is currently no footpath to this crossing on the main road, could a cycle/footpath not be created that runs behind the development and joins up to where the path starts for the current crossing? - The road is a main road and traffic travels very fast (much faster than the 40mph set speed limit) so it's not a nice road to walk along. - As a resident living on the road it is already difficult to turn onto and off of. Adding another complication to this will only cause it to be more problematic. - As cars do not adhere to the current speed limit (as we have stressed multiple times already) the new proposed splay for the crossing may not be long enough. Vehicles travelling at 50mph require a minimum of 85m to stop in wet conditions so if the crossing is not seen immediately, they may not physically be able to stop in time. - Lorries having to brake for an additional crossing will add to the traffic noise pollution. The B430 can at times be a very busy road which may make it tricky to cross, however the real problem is when it's not busy as that it when drivers are likely to be driving through the village way above the current speed limit of 40mph. If the speed limit was changed to 30mph and this was enforced with a speed camera, the new residents would be able to safely cross the road as in any other village or town. We are aware that this idea has previously been rejected by the council and that they are not keen to amend the speed limit until a fatality has occurred, but to us this seems like the most obvious solution. Adding more pedestrians walking along and vehicles turning on and off of the road with its current regular

CMDE6

	speeding visitors is quite frankly an accident waiting to happen. This would be our preference as it would also lessen the road noise and be less disruptive at busy periods than an additional crossing as during these times there are often queues anyway so it would not add to people's travel times.
(5) Resident, (Abingdon)	Support – <i>No comments.</i>

This page is intentionally left blank

CABINET MEMBER FOR ENVIRONMENT – 19 DECEMBER 2019

GROVE: OXFORD LANE – PROPOSED ZEBRA CROSSING

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a zebra crossing on Oxford Lane, Grove.

Executive summary

2. The provision for pedestrians is reviewed when there are changes to the road layout as a result of 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. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and the Oxfordshire County Council Walking Design Standards.

Introduction

3. This report presents responses received to a statutory consultation to introduce a zebra crossing on Oxford Lane Grove.

Background

4. This proposal as shown at Annex 1 has been put forward due to the School Crossing Patrol at this location being withdrawn and no candidates applying in the course of a recruitment to fill the post and also noting the significant number of pedestrians crossing here, particularly at school journey times, together with the increased traffic flows due to residential development in the village.

Consultation

5. Formal consultation on the proposal was carried out between 6 November and 6 December 2019. A notice was placed in the Oxfordshire Herald newspaper and notices placed in the vicinity of the proposed crossing and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Grove Parish Council and the local County Councillor. Letters were sent to 12 properties in the immediate vicinity adjacent to the proposals.
6. Fifty-nine responses were received. 2 objections, 55 (93%) expressions of support and 2 neither objecting nor supporting. 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. Thames Valley Police did not object to the proposal and the Vale of White Horse District Council responded with no comment.
8. County Councillor Jenny Hannaby, the local member, expressed strong support for the proposal noting the loss of the School Crossing Patrol and the increasing volume of traffic due to development in the village.
9. Grove C of E Primary School also support the proposal.
10. Two objections were received from local residents, citing concerns over the lack of need for the crossing and the risk of lack of compliance by drivers and noting instances of drivers failing to give way at the adjacent mini roundabout.
11. In response to the first concern, a significant number of pedestrians cross at the site of the proposed crossing especially at school journey times, as evidenced by the former provision of a school crossing patrol. In respect of concerns over driver compliance with the zebra crossing such crossings are widely used in the county and, while accepting that non-compliance by drivers with both zebra and signalled crossings is regrettably occasionally observed, such crossings nevertheless operate with good levels of safety while noting also that the layout of the proposed crossing fully complies with national guidance.
12. Fifty-four expressions of support were received from members of the public, all residents of the Grove and Wantage area.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the safe movement of pedestrians.

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided by the County Council's Capital 'Parish Funded Works' budget, by the Wantage & Grove County Councillors through their 'Councillor Priority Fund' and by Section 106 contribution.

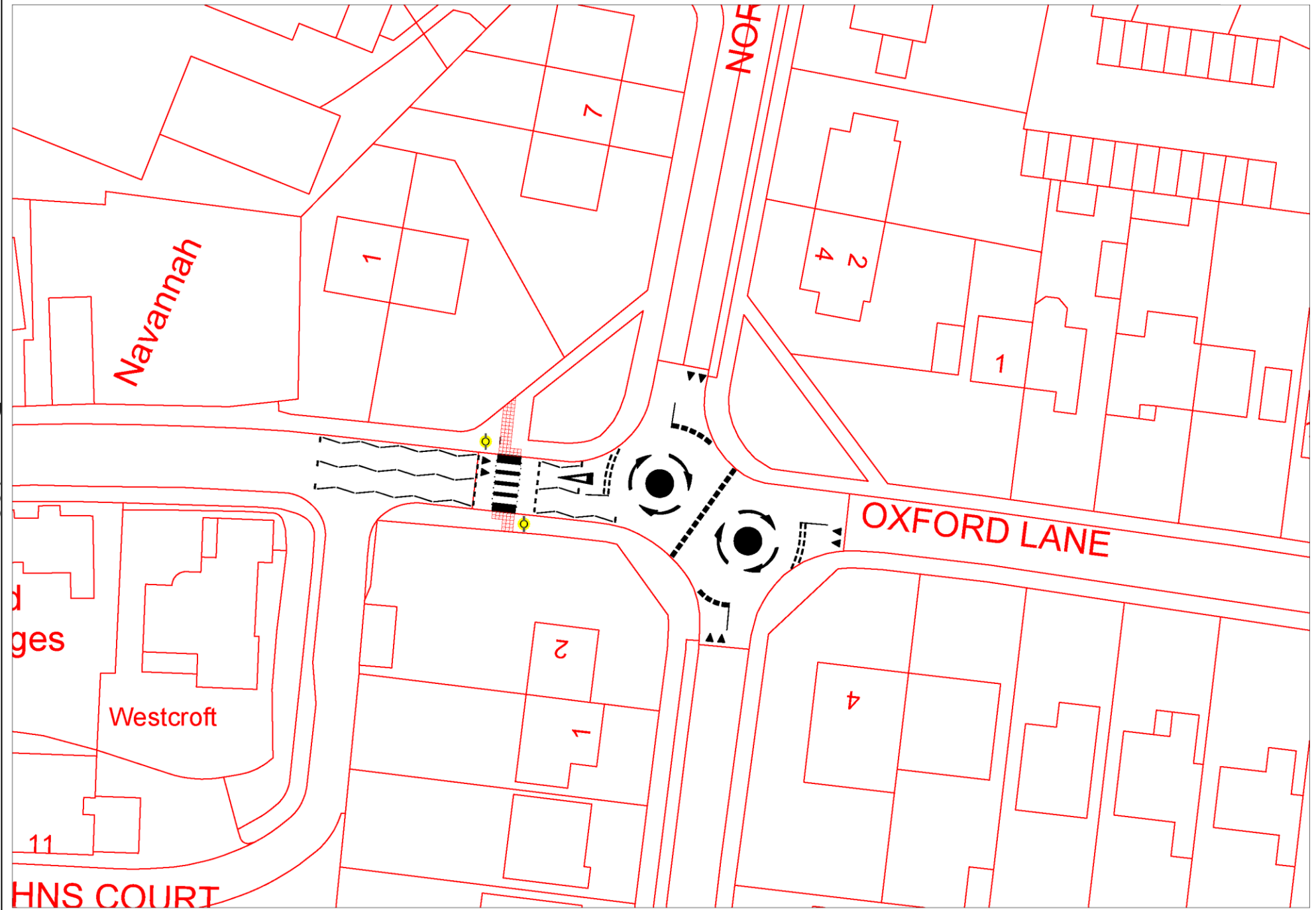
JASON RUSSELL

Interim Director for Community Operations

Background papers: Plan of proposed zebra crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Mark Francis 07730 926962

December 2019



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Development Management, (Vale of White Horse District Council)	No comment
(3) Local County Councillor, (Wantage & Grove Division)	<p>Support – I am pleased to support the cost with a five thousand pounds grant from my Cllr Priority Fund.</p> <p>Reasons for support. The loss of the traffic lady who officially helped the children and families cross this very busy road by the Church of England primary School. This road has increased in traffic since the major housing developments on Grove Air Field has started. Oxford Lane is also one of the major bus routes.</p> <p>Safety of our children and residents must be our priority. I urge the commencement of this crossing as soon as possible.</p>
(4) Local Resident, (Grove)	Object – I feel it is unnecessary as cars naturally slow down at that roundabout junction and will cause parking issues for the houses (including my own) which are close by.
(5) Local Resident, (Grove)	Object – An accident waiting to happen. We live in North Drive and at least 5 days out of 7 traffic coming from A338 down Oxford Lane never give way to us turning right - go speeding straight across as though it doesn't apply to them (All different times of the day) So imagine them having to brake suddenly if they see someone in the road on a crossing. Anyway, most Children are driven to the school blocking the paths and residents' driveways and parking dangerously.

(6) Local Residents, (Grove)	<p>Support – My wife and I are very much in favour of this proposal. It will certainly improve pedestrian safety and be particularly beneficial to the parents and pupils from Grove C of E Junior School in North Drive.</p> <p>We witness vehicles speeding in both directions along the road. Installation of the crossing will hopefully draw driver's attention to lower their speed and be more aware of the necessity to be more safety conscious.</p> <p>Are the two mini-roundabouts at the junction going to be raised to some degree? The majority of traffic at present proceeds directly over the roundabouts making no attempt to manoeuvre around them correctly. Raising of the roundabouts would go some way to slow the traffic approaching from the east to the proposed Zebra Crossing.</p> <p>There are traffic humps directly in front our house which ideally should slow the traffic down, but our experience is otherwise as the majority of vehicles ride roughshod over the humps at speed.</p> <p>We hope that the installation of a Zebra Crossing will encourage vehicles to slow down and result in Oxford Lane being a safer highway for pedestrians and motorists alike.</p>
(7) Local Resident, (Wantage)	<p>Support – <i>No comments</i></p>
(8) Local Resident, (Grove)	<p>Support – This crossing is much needed. The school is located the other side of the main route out of Grove, and as such the road is very busy, especially in the morning and afternoon, and there is currently no safe place for the children to cross unassisted (especially relevant now that there is no lollipop person!).</p>
(9) Local Resident, (Grove)	<p>Support – This is desperately needed to keep residents and school children safe.</p>
(10) Local Resident, (Grove)	<p>Support – After the loss of the school crossing patrol (lollipop lady), this will be a godsend to the families trying to cross Oxford Lane at rush hour - either to get to Grove c of e or going from the new estates to Millbrook school. The traffic on this road is very heavy and the cars parked along it make it very dangerous to navigate as a pedestrian.</p>

CMDE7

(11) Local Resident, (Grove)	Support – This zebra crossing is very much needed. Oxford Lane, Grove has an exceptional amount of traffic, both local, business, construction and buses. During peak times children and parents can be waiting five minutes plus for traffic to slow and allow them to cross. This is exacerbated during the darker and wetter winter evenings. The double roundabout in close proximity, does not help the ability to cross by foot, as vehicle traffic priority is unclear, and it often leads to vehicles entering the roundabout in a muddled order - in turn meaning pedestrians cannot predict vehicle movements.
(12) Local Resident, (Grove)	Support – This is an absolute necessity for our community, and I am amazed this has not been done already! Please put a zebra crossing here to enable our children to walk to school safely.
(13) Local Resident, (Grove)	Support – <i>No comments</i>
(14) Local Resident, (Wantage)	Support – <i>No comments</i>
(15) Local Resident, (Wantage)	Support – A school zebra crossing will be invaluable for the safety of our children and future children to the school.
(16) Local Resident, (Grove)	Support – An absolute must on this busy junction right next to the school as well as for the increased footfall due to the new developments being built.
(17) Local Resident, (Grove)	Support – Would make walking my child to and from school safer.
(18) Local Resident, (Wantage)	Support – Its needed for the safety of parents and children trying to cross this busy road
(19) Local Resident, (Grove)	Support – Will make my children's journeys to and from school much safer. Along with the safety of the general public

CMDE7

(20) Local Resident, (Grove)	Support – This is long overdue, but a zebra crossing isn't safe enough. There still needs to be a lollipop person helping the children cross the road.
(21) Local Resident, (Grove)	Support – My child crosses that road to attend school.
(22) Grove C of E Primary School	Support – The safety of our children should be a priority.
(23) Local Resident, (Wantage)	Support – It should be mandatory for every School to have a safe crossing for the children to, it baffles me why we haven't had one for so long!!
(24) Local Resident, unknown	Support – <i>No comments</i>
(25) Local Resident, (Wantage)	Support – <i>No comments</i>
(26) Local Resident, (Grove)	Support – <i>No comments</i>
(27) Local Resident, (Wantage)	<p>Support – This is a necessary addition on a very busy main road out of Grove. I have witnessed several near misses walking my own children to Grove C of E, whereby a car has stopped to let people cross the road the car behind will go to overtake the stationary car.</p> <p>With the addition of the new houses nearby there are also plenty of people walking from there to Millbrook school who also cross the road there.</p> <p>Most children live close to the school and the older children should be able to walk to school independently however given the busy road that most need to cross many parents are reluctant to let their children do so.</p>

CMDE7

(28) Local Resident, (Grove)	Support – I feel that this crossing is a must have for the primary school as the road is too fast for the older children who walk to and from school by themselves. An accident is waiting to happen.
(29) Local Resident, (Wantage)	Support – Safety!!
(30) Local Resident, (Grove)	Support – I have written in about this as I feel very strongly for the safety of our children, we need a safer way to get to school. A zebra crossing alone probably won't be sufficient but it's a step in the right direction.
(31) Local Resident, (Grove)	Support – <i>No comments</i>
(32) Local Resident, (Grove)	Support – I work at grove CE School and have seen too many near misses and dangerous situations. Please provide the crossing for the safety of our children and families.
(33) Local Resident, (Wantage)	Support – <i>No comments</i>
(34) Local Resident, (Wantage)	Support – <i>No comments</i>
(35) Local Resident, (Wantage)	Support – <i>No comments</i>
(36) Local Resident, (Grove)	Support – I support the proposed installation of the zebra crossing for several reasons; for the time taken to cross during busy periods and for the safety of pedestrians (namely older children who walk/cycle to school alone).
(37) Local Resident, (Grove)	Support – Child safety should be paramount. The zebra crossing will greatly improve pedestrian safety generally in the Oxford Rd area but particularly so for the children attending Grove C of E School and the local elderly residents too. Given the presence of the two mini-roundabouts and the speed bump, I do not believe the zebra will cause much

CMDE7

	additional delay to traffic, but it will definitely make crossing the road far safer. It's hard to believe that a crossing wasn't incorporated into planning when the school was originally commissioned.
(38) Local Resident, (Grove)	Support – Many children and adults cross the road at this location a zebra crossing would make it much safer for all.
(39) Local Resident, (Wantage)	Support – My daughters both attend Grove C of E school and the crossing in Oxford Lane is essential for the safe crossing to and from school especially now that Grove is growing in size due to all of the new homes and the resulting rise in number of cars on the road
(40) Local Resident, (Grove)	Support – This zebra crossing is essential for children in Grove crossing over to school.
(41) Local Resident, (Grove)	Support – I Believe, in the interest of safety, that it is essential for a crossing to be put by the school.
(42) Local Resident, (Wantage)	Support – I don't understand why a zebra crossing outside a primary school should even require 'consultation'. This should have been installed when the school was built. The road is extremely dangerous, with poor visibility one way and a double roundabout the other way.
(43) Local Resident, (Wantage)	Support – I strongly support the crossing. It is vital for the safety of the children of Grove C of E.
(44) Local Resident, (Grove)	Support – As a resident of Grove for the last 40 years I attended Grove C of E School back in the 80s and the crossing was terrible then it is well needed for the children safety and the parents as my child attends a school and we find it very difficult crossing the road because the traffic can be so fast and I'm scared of one of the children being hit or a car accident happening so please consider putting a cross in there it is well needed

(45) Local Resident, (Wantage)	Support – No comments
(46) Local Resident, (Grove)	Support – No comments
(47) Local Resident, (Grove)	<p>Support – I am the mother of three young children (six, four and two years old). Two of my children attend Grove C of E Primary School meaning I cross Oxford Lane at the proposed crossing site every day, with my two-year-old in a buggy and my four and six year old children walking.</p> <p>The installation of the proposed zebra crossing would make our journey to and from school significantly safer. Oxford Lane is often very busy and certainly will become even more so as more of the many new houses currently being built in Grove are completed and occupied. Currently when waiting to cross the road at the proposed zebra crossing site, I often find a car will stop to let us cross but that cars coming from the other direction, however, often don't. This can cause confusion and I have to keep a close eye that my children don't start crossing the road when a driver waves us across, as I first have to ensure traffic from the other direction is also going to stop. I believe the installation of a zebra crossing would greatly increase the likelihood that traffic from both directions would stop when people are waiting to cross. This would make pedestrians safer and I imagine also improve use of the road for motorists as it is clear where and when they should stop for pedestrians.</p> <p>I am very much looking forward to the installation of the zebra crossing.</p>
(48) Local Resident, (Grove)	Support – <i>No comments</i>
(49) Local Resident, (Grove)	Support – My children attend the grove c of e school and we definitely need a zebra crossing there for the safety of our children
(50) Local Resident, (Wantage)	Support – The crossing are good for the sake of the safety for the children

CMDE7

(51) Local Resident, (Grove)	Support – I have 3 children who have to cross this road 5 to 6 times a day.
(52) Local Resident, (Grove)	Support – <i>No comments</i>
(53) Local Resident, (Grove)	Support – My son goes to school on North drive and it can be very difficult to get across the road due to the traffic. It would be much safer with a crossing.
(54) Local Resident, (Wantage)	Support – We need a safe crossing for the children going to school. With a double roundabout there it's (in my personal view) even more dangerous for children to cross.
(55) Local Resident, (Grove)	Support – No comments
(56) Local Resident, (Grove, Wantage)	Support – I think this is essential for the safety of children going to school and all who live in that area.
(57) Local Resident, (Grove)	Support – I have concerns that it is a zebra crossing and not a crossing controlled by lights. This is based on the high number of near misses that happen at the crossing by Millbrook Shops currently. I think a crossing controlled by lights is more effective.
(58) Local Resident, (Grove)	Support – I feel that this crossing is a must have for the primary school as the road is too fast for the older children who walk to and from school by themselves. An accident is waiting to happen.
(59) Local Resident, (Grove)	Support – I am a parent of a child who attends (North Drive) Grove Cof E Primary School and the busyness of this road at school drop/pick up times is of great concern to me. Cars hurry by at great speed and with the mini-roundabouts it is hard for children to cross safely without adult help. We only live a few mins walk from the school but I cannot give my daughter the independence (she requests) to walk to school for fear of her safety crossing this road.

CMDE7

	<p>A zebra crossing would be warmly received by all parents at the school to aid our children in crossing this busy road. It would also assist the adults crossing this road as the sheer number of vehicles using this road has significantly increased in the past 2 years.</p>
--	---

Division(s): Wallingford

CABINET MEMBER FOR ENVIRONMENT – 19 DECEMBER 2019

LONG WITTENHAM: HIGH STREET – PROPOSED AMENDMENTS TO TRAFFIC CALMING BUILD OUTS

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed provision of cycle bypasses at the traffic calming build outs on the High Street at Long Wittenham.

Executive summary

2. The provision for traffic calming measures and pedal cyclists is reviewed in the context of wider traffic management schemes and 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. Specific proposals are assessed applying national regulations and guidance on the provision of traffic calming and cycle infrastructure and the Oxfordshire County Council Cycling Design Standards.

Introduction

3. This report presents responses received to a statutory consultation to provide cycle bypasses at the existing traffic calming build outs on the High Street at Long Wittenham.

Background

4. The above proposals as shown at Annex 1 have been put forward following an OCC audit and stakeholder liaison in 2012 to determine what shortcomings there were in the Science Vale area, identify those areas and propose solutions for improvement where possible. These ranged from small to large and from low to high cost and complexity.
5. Following feasibility and design phases the bypasses have been recommended as relatively small and low-cost solutions to improve the current situation and safety in this area but with high potential benefits. It has been a long term aspiration to improve this link for cyclists and bring it to the [Oxfordshire Cycling Design Standards](#) (ref. 3.1.3, table page 17). In November 2018 funding was allocated to complete the improvements as part of the Science Vale Cycling Network Project funded by Oxfordshire Local Enterprise Partnership.

Consultation

6. Consultation on the proposal was carried out between 28 August and 18 September 2019. Emails were sent to the statutory consultees including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Long Wittenham Parish Council, the local school and the local County Councillor. Local cycling groups such as: Cycling UK, Cyclox, Oxfordshire Cycling Network, Sustrans and HARBUG (Harwell Bike Users Group) were also included.
7. Eight responses were received. 2 objections, 4 in support and 2 neither objecting nor supporting. 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 but did note a concern that without adequate maintenance, such cycle bypasses became unattractive to cyclists due to the accumulation of debris and vegetation, thereby negating the benefit of their provision.
9. In response to the above concerns the design will have a humped bypass lane making it less likely to become cluttered with debris.
10. Long Wittenham Parish Council objected on the grounds that the width of the cycle provision – including both the advisory cycle lanes on the approach and the cycle bypasses – was inadequate and could present a hazard to cyclists, including encouraging cyclists to pass stationary traffic on its nearside and on re-joining the carriageway after passing through the build-out and a more general concern that the proposals were inconsistent with the Neighbourhood Development Plan – adopted jointly by the parish council and South Oxfordshire District Council – which includes a significant environmental enhancement to the village, including addressing traffic congestion at peak periods, taking account also of the planned relocation of the primary school and the provision of an off-carriageway route for pedal cyclists to avoid the High Street.
11. An objection was also received from a resident adjacent to one of the existing build outs stating that the proposals were unnecessary as pedal cyclists currently use adjacent dropped kerbs and the footway to bypass the feature, and noting more generally that parking at school journey times in particular was an effective traffic calming measure in itself, negating the need for any build-outs and also noting that the existing road humps presented a noise and in particular vibration problem for adjacent premises, which – due their being 300 years old - were, due to their foundations being much shallower than current standards, susceptible to damage particularly when larger vehicles travelled over the humps.

12. Noting the above concerns it is accepted that although the limited width of the road precludes cycle provision meeting current standards and also that there will be, in practice, times that the cycle lanes may not be passable due to traffic conditions, provision is considered to be an improvement and a relatively low cost measure that in no way jeopardises longer term improvements contained within the Neighbourhood Development Plan.
13. Noting the concerns over the existing road humps, the scheme was constructed in 1995 and research carried out by the Department for Transport on road humps concluded that they presented no realistic risk of structural damage to adjacent properties arising from ground borne vibrations.
14. Expressions of qualified support were received from HARBUG and the Oxfordshire Cycling Network, who though also noted concerns about the narrow width of the cycle provision, in particular the 0.8m width advisory cycle lanes on the approaches to the cycle bypasses and also the need to provide a cycle lane on the exit from the bypasses, together with measures to prevent parking in the immediate vicinity by providing waiting restrictions possibly also supplemented by kerbing to ensure compliance by drivers. Concerns were also expressed that without adequate maintenance the bypasses would be prone to the accumulation of debris etc.
15. The above concerns are noted but the limited road width and also the budget available preclude the provision of wider cycle lanes/bypasses or the physical segregation of the cycle lanes. The introduction of waiting restrictions will, however, be explored subject to funding and consultation.
16. Two expressions of support were received from local residents who, however, also noted that the benefits to cyclists would be modest and that a high standard cycle network is required to link Didcot with the nearby villages and existing cycle routes in the Didcot and Abingdon areas.

How the Project supports LTP4 Objectives

17. The proposals would help facilitate the safe movement of pedal cyclists

Financial and Staff Implications (including Revenue)

18. Funding for the proposed measures has been provided by Oxfordshire Local Growth Fund, which must be spent by March 2021.




JASON RUSSELL

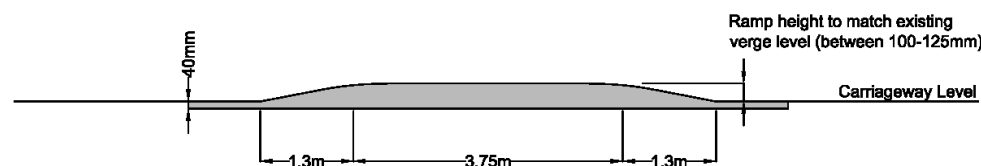
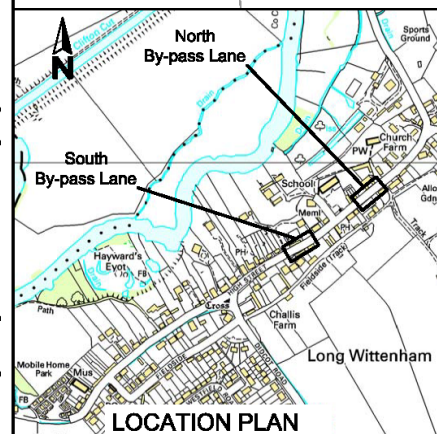
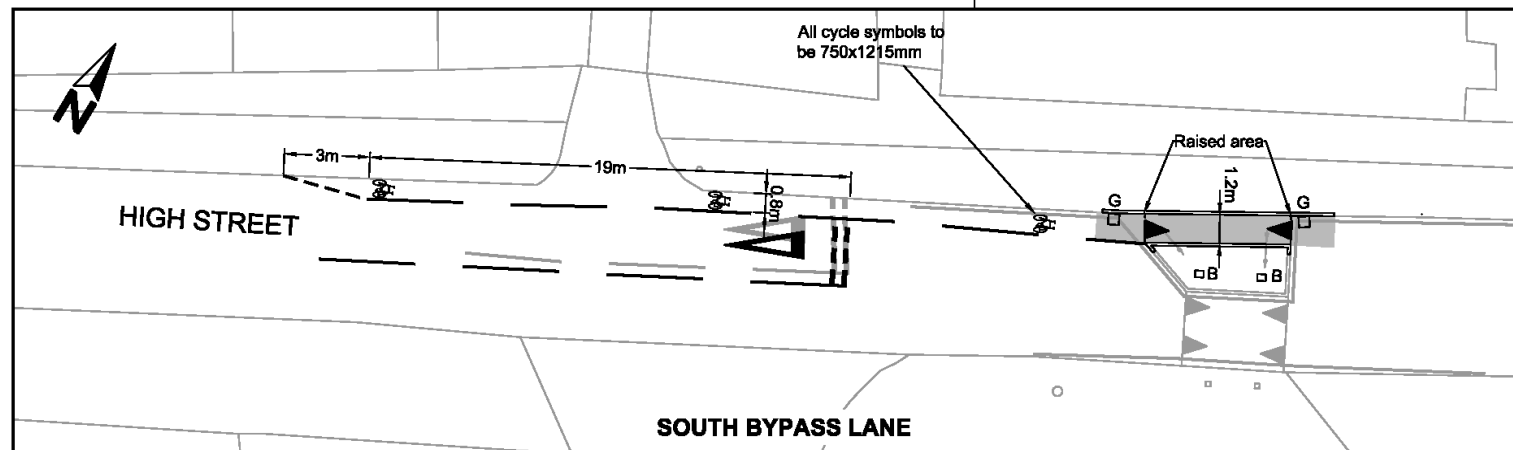
Interim Director for Community Operations

Background papers: Plan of proposed cycle bypasses and cycle lanes
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Joanna Mellon 07741 607539

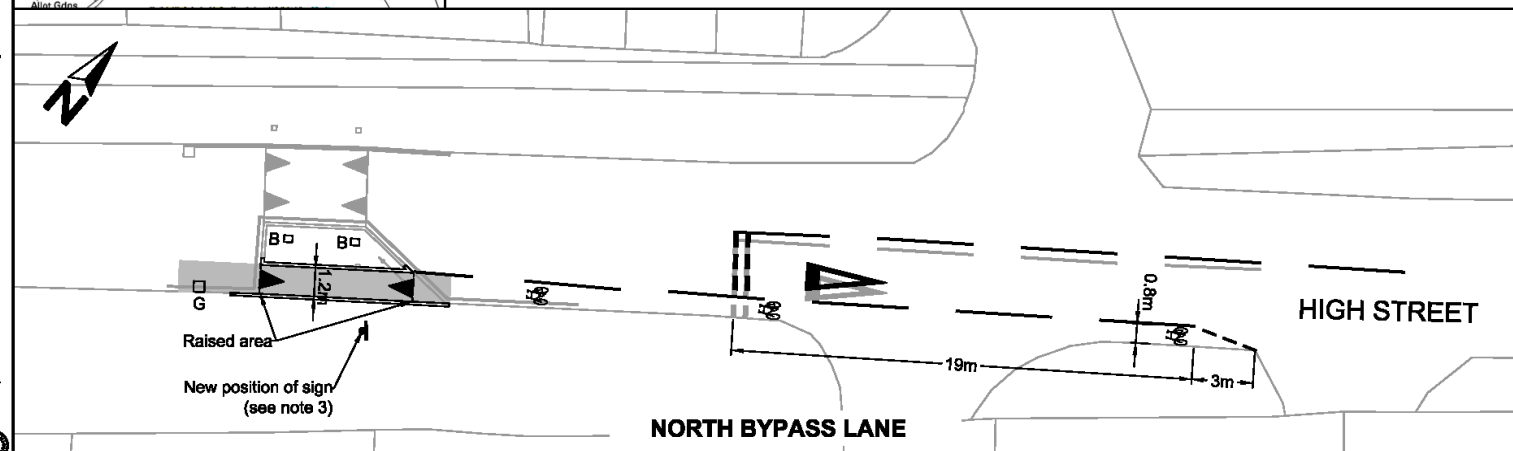
December 2019

Drawing No.	S-000579-DET-000-001	Revision	1		
Key:					
G <input type="checkbox"/>	Replace existing carriageway gullies with 'cycle friendly' gully gratings and frames.				
B <input type="checkbox"/>	Remove existing wooden barriers on buildouts and replace with new wooden bollards with weathered tops & reflective band.				
	New K1a Kerbing to HSD/1100/140 to match existing upstand. Verges behind new kerbs to be reinstated with topsoil as necessary and grass seeded .				
	AC 10 Close Surf 70/100 (Clause 912) 40mm deep surface course with regulating material where necessary.				
Notes:					
1. Ramped by-pass lanes to be 1.2m wide.					
2. Existing road markings to be repositioned to provide 0.8m wide cycle approach lanes or refreshed as necessary. New road markings required as shown.					
3. SEC to move illuminated sign from the north buildout to the verge, at the start of the works.					
Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076805					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	08.02.12	Amend resurfacing depth.			LMD
<div>OXFORDSHIRE COUNTY COUNCIL<div>Steve Howell Deputy Director of Environment & Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 615700 Fax: (01865) 241577</div></div>					
Project title SVUK CULHAM TO LONG WITTENHAM CYCLE ROUTE DETAILED DESIGN					
Drawing title HIGH STREET, LONG WITTENHAM CYCLE BY-PASS IN EXISTING BUILDOUTS					
Drawing Status					
Scale @ A3 1:200	Drawn by SRF	Checked by LMD	Approved by AJP		
	Date drawn 19.01.12	Date checked 03.02.12	Date approved 08.02.12		
Oxfordshire Project No. & File Ref S-000579					
Drawing No.	S-000579-DET-000-001	Revision	1		



CROSS SECTION OF RAISED CYCLE BY-PASS

Scale : NTS



NORTH BYPASS LANE

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle I have no objection providing these features are delivered with an element of future maintenance. Many like features throughout the County are not regularly maintained and have become overgrown by the verge, resulting in cyclists choosing not to use them. Garsington and Steventon just two examples that have suffered years of neglect.
(2) Long Wittenham Parish Council	Object – (see Annex 3 for detailed submission)
(3) South Oxfordshire District Council	No objection
(4) Local Resident, (Long Wittenham)	<p>Object – I wish to protest most strongly about this proposed new provision.</p> <p>There is really no need for this provision. For the last twenty years cyclists traveling north have always left the road at my south driveway entrance, continued along the pavement -by-passing the road hump, and returned to the road at the north driveway. There has never been any inconvenience.</p> <p>If the council have money to spend why not just remove the traffic calming obstruction altogether. It is not needed because the school drop-off and pick-up ensures there is only one lane left for motorists passing through. Thus creating its own traffic calming at the time when most children and pedestrians are about.</p> <p>Removing the road hump itself would also protect my house, As has been reported several times in the past, because we are only feet away from the bump, the house shakes when heavy vehicles bump across. A 300 year old listed building was not built to today's standards and has shallow foundations and as a result the timber structure moves causing ceilings to collapse and walls to crack. Please remove the bump even if you leave the chicane.</p> <p>Furthermore why did you, only last month, reinstall the bollards on the chicane that were knocked down a couple of</p>

CMDE8

	<p>years ago? One bollard at least will have to be removed. What a waste of money!</p> <p>Finally, if one is considering a cycle path to Clifton Hampden, why can't you use Feldside. It would separate the cars from the cycles and be well away from pedestrians.</p>
(5) Local Resident, (Long Wittenham)	<p>Support - Having led the LW / Clifton Hampden cycle lane group for a few years as part of our Parish Plan, I can say this proposal is a step forward. HOWEVER, it is really just the icing on the cake.</p> <p>There is a brilliant cycle network around Didcot and particularly Ladygrove, which is joined to LW by the cycle path that crosses the Appleford Rd and up past the Pendon museum to LW High St.</p> <p>Then there is the great cycle network around Culham and on to Abingdon or Benson.</p> <p>What we REALLY NEED is a safe cycle link that joins these two networks together along the side of the road between LW and Clifton Hampden. This is a really dangerous stretch of the road at the moment.</p> <p>If this can be progressed in addition to your proposals here, then great, but please don't spend your scarce resources on this (or similar) schemes if there is no money left for what is the real priority.</p>
(6) Local Group, (HARBUG)	<p>Support - This is a good idea to create cycle bypass lanes through the Long Wittenham traffic calming, I have two observations on the proposals:</p> <ul style="list-style-type: none"> • The 0.8m is narrow for a cycle lane especially since the whole carriageway is also narrow. Is there any scope for moving the kerb back to create more space for the cycle lane? • On the other side of build-outs there is no cycle lane to 'run out' Could this be re-assessed as on the south side, cars park in the space created by the build-out? This is especially the case during the school run, meaning the cycle bypass would be blocked and un-usable at the times when it is most needed. This is not so much a problem on the north side but in both cases cars do quickly 'nip around' the build-out and swerve in to avoid slowing down the oncoming traffic that has priority. Drivers are so focussed on getting around the build-out that they probably won't look for or notice cyclists on the inside. Could the cycle lane be extended on the other side of the build-outs with some kind of physical demarcation to protect cyclists and / or prevent parking in the cycle lane e.g. plastic posts, armadillos or kerbs?

(7) Local Group, (Oxfordshire Cycling Network)	<p>Support - I can add the following feedback, essentially agreeing with HarBUG.</p> <ul style="list-style-type: none"> • The cycle bypasses would be beneficial for cyclists through Long Wittenham traffic calming, allowing continued progress. • Our main concern is the 0.8m approach lane. This is far too narrow and would encourage close passing because many drivers will assume that the lane marks a safe passing distance. Either the lane needs to meet minimum width standards, 1.5m in the Oxfordshire standards, or it would be better not to have a lane and perhaps just have a cycle painted marker. • For the bypass, 1.2m is the width of the Cycle design Vehicle (HE IAN 195/16) so an extra little bit of width would be beneficial if possible. • Cycle bypasses of this type tend to collect autumn leaves and other debris. Is there a width or design that would enable more easy cleaning or make it self-cleaning? • Parking should be prohibited for a distance on either side of the build-out to ensure that cyclists are not blocked or required to make tight manoeuvres. • As this is on a NCN route, are you also consulting with Sustrans? They may have additional ideas. At very least, it would make sense to include NCN route confirmation signage.
(8) Local Resident, (Long Wittenham)	<p>Support – I am a resident of Long Wittenham, and a cyclist, and have seen the information about the proposed Cycle bypasses on Long Wittenham High Street.</p> <p>I am strongly in favour of these amendments, although until such time as there is a safe cycle route from Long Wittenham to Clifton Hampden, I do think this is not going to improve most journeys between the two significantly. Are you able to provide any information on the likelihood of a dedicated cycle path between the two villages? It would be good to know if this is being investigated or if we will still have to take our lives in our hands to make the journey. Having moved from West London just over four years ago, I can honestly say that cycling on roads in South Oxfordshire is terrifying. The traffic moves very fast on narrow roads, making it unsafe for cyclists to use the same roads.</p>



Long Wittenham Parish Council

RE: LOCAL Consultation – High Street (Long Wittenham) - Proposed Amendment to Existing Traffic Calming Features (SVCN route 8G)

Dear Christian,

Long Wittenham Parish Council discussed these proposals at our meeting on the 12th September. The PC are aware of several residents who made adverse comments on the proposals but we are not sure if these have been only made to us or forwarded to OCC.

The PC would normally be in favour of any additional practical provision for cyclists but we are very concerned about these proposals for several reasons.

The PC looked at your plans and the description above and found there is an immediate discrepancy in the width described. On the plans the new lanes are marked 0.8m and above you state approx 1.2m?

However the PC has also looked at OCC's own advice on the provision of cycle lanes and has found that these widths are both well below the recommended minimum width as set out in your own guidance documents.

Oxfordshire Cycling Design Standard Part 3 Cycle facility specifications. Mandatory and advisory on carriageway cycle lanes

Diagram 7: On-carriageway cycle lanes refers.

3.2.17 The widths of both mandatory and advisory cycle lanes are the same as for stepped cycle tracks: 1.5m to 2m with **1.8m being the recommended width.**

3.2.18 **Where the minimum width cannot be attained over the majority of its length, cycle lanes should not normally be provided.** Research by Parkin J & Meyers C, 2009 suggests cycle lanes can cause motorists to leave a smaller and in **the case of narrow lanes inadequate space when overtaking a cycle user.**

We are concerned that provision of substandard width lanes gives cyclists undue confidence and that vehicles will in fact give less room and put cyclists at increased risk as described in the research noted above.

Furthermore the provision of these lanes will encourage cyclists to pass by on the inside of any queuing traffic. At peak times for school drop off and collection there is often a long queue approaching the traffic calming and many of these cars are delivering children to

the school and play school in the village hall. There is a tendency for parents to allow children to exit the car whilst in the queue and so a cyclist on the inside could quite easily be seriously injured when a car door is unexpectedly opened while traffic is stationary in the queue.

The other serious concern of the PC is that if the cycle lane is provided along the kerb line that cyclists using the lane will then have to rejoin the traffic exactly at the most difficult and congested section of road. The first two photos show the typical state of traffic and to take out any road width for a cycle lane can only make this worse. Cyclists trying to merge back into the queuing and congested traffic will also be funnelled into the area between the traffic calming and school which is in constant use for parked cars at peak times. This conflict would increase the risks to cyclists emerging from the cycle lane.

Below are photos of the traffic congestion caused at peak times often leading to an element of "road rage"

Putting cyclists into the middle of this is only likely to increase tension.



You should also be aware that the PC and SODC has adopted a Neighbourhood Development Plan for Long Wittenham. In that NDP the PC has identified a number of physical improvements that the village supports.

One of the key issues for us is to reduce traffic congestion in the High Street. To do this we are well advance with plans to build a new school and play school on land away from the High Street and having moved the school, to then look at significant environmental improvements to the whole area. The NDP also promotes the possibility of an off carriageway cycle route. We plan to use CIL funds to carry out these improvements.

The PC therefore considers it would be premature to carry out any work in the High Street until these advanced plans can be completed and a review undertaken.

Attached for your information are comments from residents via the Long Wittenham website. The PC strongly agrees with the residents who have pointed out that these proposals would be further inappropriate urbanisation of our historic High Street in a conservation area.

The PC also looked carefully at your plans as it is not very clear how even the 0.8m substandard cycle lanes could be fitted in?

We note that there are two references to “bypass lanes”. We are extremely concerned about how these might be constructed. It would appear that you intend to widen the road (which would be essential even with the narrow cycle lanes) and that to do so you will have to close the road whilst work is underway. There would be no safe way of relocating the kerbs without a full road closure which would have an undue impact on the residents getting around the village versus the perceived minor improvements for cyclists. At the south location there is a telegraph pole close behind the kerb and this carries overhead power to the High Street. Relocating this would put put electricity off, a further serious inconvenience for High Street residents.

In summary The PC cannot support these proposals at the present time. They provide only substandard provision which we feel will increase the risk to cyclists, cause undue disruption and serious inconvenience to residents and are premature as we have more extensive plans following the relocation of our school as set out in the NDP.

We request that nothing is done until the school is relocated and at that point the PC would be very happy to review the whole area with OCC to make more appropriate provision for cyclists.

Should you wish to clarify any of our comments you can contact Stephen Brown, LW Parish Cllr on 01865 407589 or at longwitt@hotmail.com.

Alternatively you may like to attend our next Parish Council meeting on 10th October at 7.30pm.

Long Wittenham PC September 2019

This page is intentionally left blank

CABINET MEMBER FOR ENVIRONMENT – 19 DECEMBER 2019

SHILTON: HEN AND CHICK LANE & UNNAMED ROAD TO B4477 – PROPOSED 30MPH SPEED LIMIT

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the 30mph speed limit as advertised.

Executive summary

2. Speed limits are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce a 30mph speed limit on Hen and Chick Lane and the unnamed road to the B4477 at Shilton. It should be noted that a previous consultation on a proposed 40mph speed limit on these roads was carried out in May 2019 but the responses to this indicated that a 30mph was favoured by the local community.

Background

4. The above proposals as shown at Annex 1 have been put forward following a request from County Councillor Field-Johnson and County Councillor Handley and, if approved, would be funded by their Councillor Priority Fund.

Consultation

5. Formal consultation on the proposal was carried out between 2 October and 1 November 2019. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Shilton Parish Council, West Oxfordshire District Council and the local County Councillor.
6. Four responses were received. 1 objection, 2 in support and 1 response expressing neither support or objection. These are recorded at Annex 2 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 proposals on the grounds that a 30mph speed limit is not consistent with national guidance taking account of the character of the road (which is only partly built up) and also current speeds, leading drivers being unlikely to respect it and noting also that a 30mph limit here would set a serious and unwelcome precedent from a police perspective where current guidelines are ignored and, if the limit is approved, in turn could bring other 30mph limits into disrepute.
8. Noting the police response it is accepted that the proposal is not fully consistent with either the national guidance on setting local speed limits or Oxfordshire County Council speed limit policy. In considering their recommendation officers have taken account the comments from the police but also the strong concerns over safety here as reflected in the views of the local members funding the proposal (noting that the proposal itself lies within the Burford and Carterton North division) and also the comparatively limited scope of the proposal on a relatively lightly traffic unclassified road.
9. West Oxfordshire District Council have not objected.
10. Two expressions of support were received from members of the public; one of these however noted that without effective enforcement, there would be little value in introducing the limit, but also requested consideration of a 20mph speed limit in Shilton village itself.

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 speed limit has been provided from the respective Councillor Priority Fund.

JASON RUSSELL

Interim Director for Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Paul Wilson 07718 656915

December 2019

Drawing No.

Revision 0


Key

Proposed 30mph Speed Limit Extension

Existing 30mph Speed Limit

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078895

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director for Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
Oxford
OX1 1ND
Tel: 0345 310 11 11
Fax: (01865) 241577

Project title

PROPOSED SPEED LIMIT CHANGES

Drawing title

SHILTON
HEN N CHICK LANE

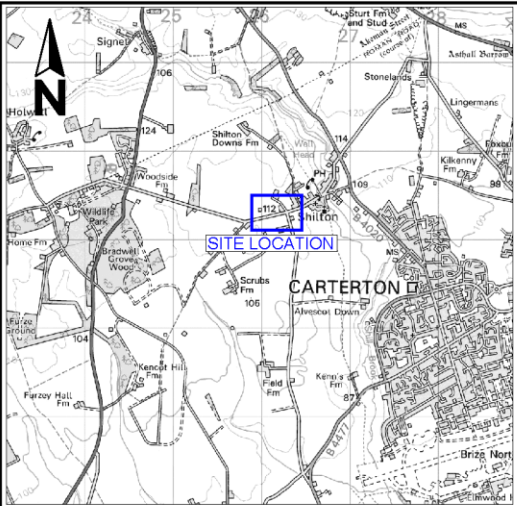
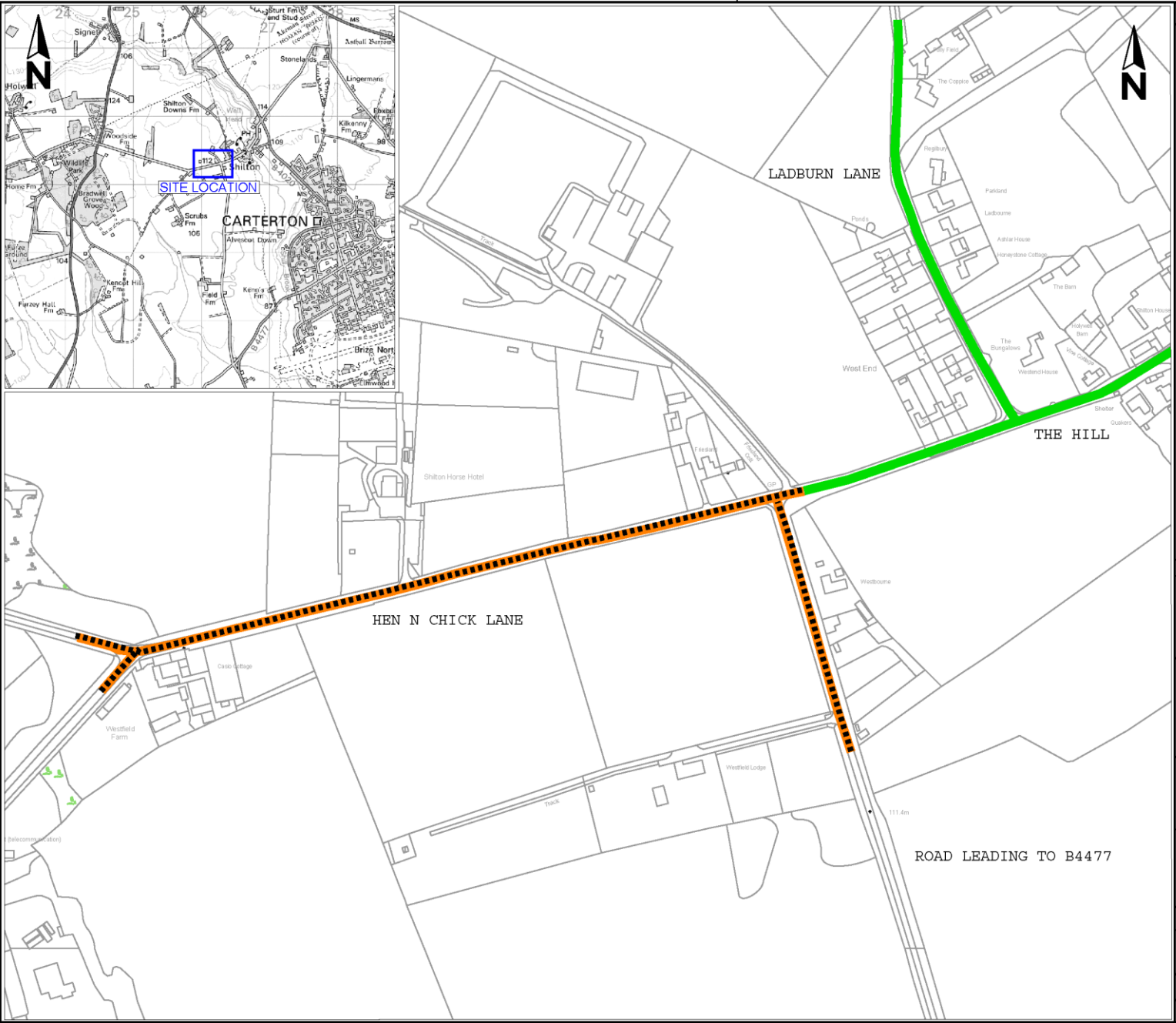
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 04/19	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object - As we stated at the informal stage Thames Valley Police are not opposed to speed limits being lowered provided they are appropriate applied within DfT criteria and road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment character enforcement, and driver perception. This location does NOT meet that criteria in our view.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self-compliance is the 85th percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. No speed data has been provided to support lowered limits in this context to my knowledge at this location?</p> <p>There is a proven link between road environment/character and drivers speed. This location and specifically the length towards the A361 is rural and will not offer significant built up and or changed character! The section to the south from the junction would be accepted as there are several and continual frontages.</p> <p>Drivers must respect the need for a speed limit. Consideration at this location in these circumstances can if applied as an example reduce the impact of speed limits in built up areas where few or single properties are being considered for 30mph limits. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action which would never be sufficient even if it were a priority collision site which it is not.</p> <p>I have visited the location again and am familiar with the roads in Shilton where there are no collisions recorded on our database in the last five-year period which is our recognised policy.</p> <p>The area does have several farm stable businesses and I have seen Horses and riders on the highway, but this does not set it apart from many other locations which retain national speed limit cover. If this were a specific concern, I would advocate consideration to appropriate warning signs rather than application of a lower speed limit which may be outside Dft guidelines in any case on this a two-lane narrow highway.</p> <p>We are surprised this section is under scrutiny for safety measures given its remote location and history. Application of</p>

CMDE9

	<p>a 30mph limit here would set a serious and unwelcome precedent where current guidelines are ignored and weakens the message in locations with collision history which should be the priority!</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 or reduced forward visibility.</p>
(2) West Oxfordshire District Council	No objection – No comments.
(3) Local Resident, (Shilton)	<p>Support - You need to consider reducing the speed limit through the village of Shilton along Bridge Street to say 20 mph because there are 2 “pinched” sections which are blind until you are upon them that are barely wide enough for vehicles to safely pass each other. The road has become a rat run.</p> <p>Vehicles frequently enter/ leave the village from/ to Hen n Chick Lane direction at speeds clearly well in excess of 30 mph so it seems likely that in practice the proposed new speed limits will have little if any practical effect unless speed checks are also implemented. It used to be safe for pedestrians to use Hen n Chick Lane - Not anymore!!!</p>
(4) Local Resident, (Abingdon)	Support – No comments.

This page is intentionally left blank

Division(s): Burford and Carterton North
--

CABINET MEMBER FOR ENVIRONMENT – 19 DECEMBER 2019

BURFORD – PRIORY LANE: PROPOSED AMENDED WAITING RESTRICTIONS AND PARKING PLACES

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve proposed amended no waiting at any time restrictions and parking places at Priory Lane as advertised.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of 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 amended waiting restrictions and parking places at Priory Lane, Burford.

Background

4. The above proposals as shown at Annex 1 have been put forward as a result of approved changes to vehicle access to adjacent land and comprise the removal of two car parking places adjacent to the existing coach parking and the removal of a length of double yellow line to provide an additional car parking space to the east of the access to the primary school.

Consultation

5. Formal consultation on the proposal was carried out between 16 October and 15 November 2019. A public notice was placed in the Witney & West Oxfordshire Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Burford Town Council and the local County Councillor. Street notices were placed on site and letters sent to 30 properties in the immediate vicinity adjacent to the proposals.

6. Twelve responses were received. 8 objections, 2 neither supporting nor objecting and 2 in support.
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.
9. Burford Town Council and Burford Chamber of Trade both objected to the proposal with the latter objection also including a petition signed by 53 businesses within the town (Annex 3). The grounds for objection were the loss of parking in an area already subject to significant parking demand by residents and customers of businesses in the town centre.
10. Objections were also received from six members of the public, all local residents, who were concerned about the loss of parking and citing concerns that although the proposals comprise the net loss of just one parking space, the newly created space is smaller than those being removed and would not be usable by larger cars. Concerns were also expressed that a vehicle parked in the new space could potentially - if drivers did not park here considerately and in compliance with the waiting restrictions - obstruct access to adjacent garages and also that the vehicles turning to and from the new vehicle access to The Old Rectory would present a hazard to pedestrians - including the many school children – using the footway. Wider concerns were also expressed about the current significant pressures on the street taking account of the demand for parking in the town centre, coach parking and also a local bus service stopping in the street.
11. In response to the above, it is accepted that the proposal does result in the loss of one car parking space but it should also be noted that the revised provision - at 5.3 metres in length - should be adequate for most cars and that vehicles parking here in accordance with the Highway Code would not present a difficulty for users of the adjacent garages.
12. The proposed new vehicle access for The Old Rectory is not considered to present a significant risk to pedestrians, noting that there are other vehicle accesses in the road which are not the source of any concern.
13. Two members of the public, including a local resident, expressed support
14. In summary, the proposal, if approved, while resulting in the loss of one car parking space will not very materially impact on parking availability in the vicinity or be to the detriment of road safety, noting the proposed new vehicle access for The Old Rectory has been granted planning consent by West Oxfordshire District Council.

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 by the developers of adjacent land.

JASON RUSSELL

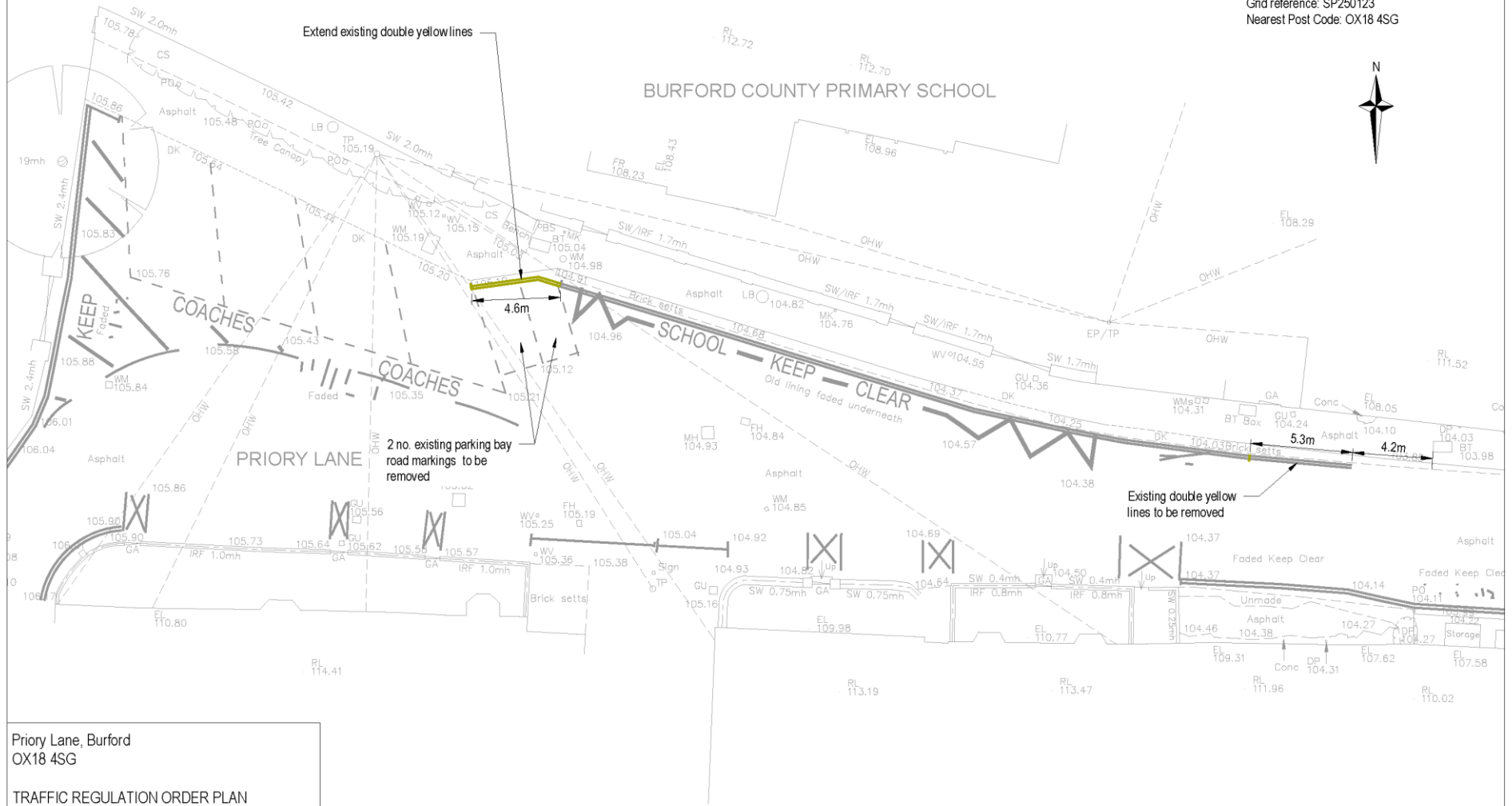
Interim Director for Community Operations

Background papers: Plans of proposed waiting restrictions and parking places
Consultation responses

Contact Officers: Hugh Potter 07766 998704

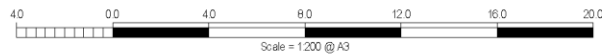
December 2019

Nearest Post Code: OX18 4SG



TRAFFIC REGULATION ORDER PLAN

Scale	1:200
Date	Sept 2019



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - I am familiar with the location which is very busy at material school times and with town visitors. The amendments may serve specific users although from our experience will require close supervision by WODC contractors in due course. Nothing on our history file re recent complaints or concern.
(2) Burford Town Council	Object – We strongly object to your proposal regarding the above. The loss of two car parking spaces when we are fighting to increase the Town's car parking capacity is not acceptable. The addition of one parallel, small car space in substitution for two 'nose in' spaces both capable of taking 4 x 4s is too high a price to pay.
(3) Burford Chamber of Trade	Object – wish to lodge our strong opposition to this scheme, in line with our previous objection to this change. Please also see attached a petition signed by 53 Burford businesses objecting to these changes (Annex 3).
(4) Local Resident, (Burford)	Object – Priory lane has suffered over the years with coach parking bays that do not reflect current guidelines. The lane has a total of four bays that do not cater for the manoeuvring of the current generation of coaches which results in coaches either being left on the school zig zag lines, double and even triple parked on occasions. Burford is a popular tourist destination and this results in more coaches than bays available, we have seen up to 13 coaches in the lane. You may say that this should be controlled by traffic wardens, but Burford does not have the benefit of a full time warden service and even when they are available they seem to turn a blind eye to the coach situation. The lane has over the last couple of years been designated a terminus and bus stop for the 233 Stagecoach bus. The bus stop is behind the coach bays so the bus has no alternative on occasions when the bays are in use but to double park in the road or most times on the school zig zags lines as long as this is not being used by coaches.

	<p>As a result traffic movements have on many occasions either restricted the lane or equally blocked it completely. Add to this the primary school movements on drop of and collection times and the situation becomes very dangerous and is waiting for an accident to happen.</p> <p>The proposal from Oxfordshire county council appears to have only considered the removal of the two bays not the overall issues that are long overdue a review.</p>
(5) Local Resident, (Burford)	<p>Object – As residents of Priory Lane we find parking difficult enough and with these proposed changes I can only see the problem getting worse. Whereas we understand the owners of The Old Rectory wish to make changes to the entrance of their property to facilitate private parking for themselves, this cannot come as a detriment to the rest of the residents on the street. The objections we have are as follows:</p> <p>The removal of the two parking spaces to the east of the coach park will take away two permanent spaces that are badly needed. Simply by removing a portion of DYLS outside no. 12 will only free up enough room for one more car, not two, and this is only if motorists use all the appropriate space in an orderly fashion, which they rarely do.</p> <p>By removal of the current DYLS outside no. 12, this will allow cars to park extremely close to our garage next to it (the easterly of the two garages). Even with the current situation we find it extremely frustrating to be continually faced with cars partially blocking the entrance to our garage despite the efforts of the traffic wardens. Often blue badge holders will unwittingly park thinking we have enough room to get our car out of the garage when we do not, this I can see only getting worse with the proposed situation of removing the DYLS.</p> <p>What we happen with the current bus stop? Where will it be placed?</p> <p>I'm sure you know that at school start and finish times the area is very busy with children coming and going. I imagine this would cause more difficulties with pedestrians using the street if vehicular access is needed right next to the school, in addition to the tight spaces needed by the coaches in the coach park.</p>
(6) Local Resident, (Burford)	<p>Object – Parking for residents in Priory Lane is already appalling, usually non-existent during daytime, so to lose the two bays near the Priory would be devastating. There is no reason to do so. Extra parking outside of number twelve would be horrendous for those of us living on this side of Priory Lane- the standard of parking here is already terrible, people attempt to squeeze into spaces too small for their cars and parking abilities, there is no way I would now leave my car there just to have it damaged yet again. Also, van owners seem to think it is acceptable to park on Priory Lane,</p>

	<p>blocking light and visibility from our homes, it is not acceptable for this to happen. Also, engines are left running outside of our homes, why should we have to put up with more of that?</p> <p>I am appalled by this proposition and cannot see any reason for such selfish changes. There is no way that increasing parking outside of number twelve is acceptable, it is an idiotic idea.</p>
(7) Local Resident, (Burford)	<p>Object – I have grave concerns over this whole planning application. I fully understand that you are only interested in the double yellow lines in Priory Lane but feel the points below need to be taken in to account.</p> <p>1. Where does it say in the local plan that it is acceptable to reduce the number of parking spaces in a town like Burford, that is already struggling for spaces, to allow a property that has an existing (safe) entrance less than 30 meters away, a new entrance?</p> <p>2. I cannot believe Highways have allowed a new entrance across a pavement that is used by school children 4 – 9 years old (twice a day). The elderly need to access vital busses and up to 10 – 15 coach loads of tourists, unfamiliar with Burford, use the pavement to disembark and board their coaches. There will be no clear vision until the vehicle has passed through the new proposed opening over the pavement and entered the highway. There are 8ft walls surrounding the proposed new entrance next to the school.</p> <p>3. The proposed new space is 4.2m whereas the current space is 4.65m - we are losing car parking space as the current spaces allow cars to park at right angles to the pavement. The new proposed space outside number 12 the car will have to park Parallel. There is also concern from the owner of the garage next to number 12 that it will make it very difficult to get in and out of their garage. If there was an application to build a garage next to number 12, with the new space being placed there, I very much doubt it would be allowed to be built so close to the end of a double yellow line.</p> <p>4. The double yellow lines in Priory Lane have allowed loading and unloading in Burford for over 30 years. There is a notice within Burford from Thames Valley Police which advised loading and unloading on the double yellow lines to avoid delivery drivers stopping on the zig zag lines or double parking on the High Street causing an obstruction. This entire application goes against the town policy of parking space removal, safety around a school entrance and the running of businesses within Burford.</p>
(8) Local Resident, (Burford)	<p>Object – oppose the changing of the DYLS in priory on the grounds of the loss of a parking space in the move. It is very clear currently we have two spaces and under the proposal we are going to be left with one actually a smaller</p>

	<p>than normal parking space.</p> <p>Corresponding length - Whoever has decided that a corresponding length will be provided has failed to see the current spaces work in right angle to the pavement and the proposed is parallel, so we are losing a space. Burford needs all the park spaces it has and more. I cannot see the benefit to Burford in the proposed move.</p>
(9) Local Resident, (Burford)	<p>Object – As residents of Priory Lane we find parking difficult enough and with these proposed changes I can only see the problem getting worse. Whereas we understand the owners of The Old Rectory wish to make changes to the entrance of their property to facilitate private parking for themselves, this cannot come as a detriment to the rest of the residents on the street. The objections we have are as follows:</p> <p>The removal of the two parking spaces to the east of the coach park will take away two permanent spaces that are badly needed. Simply by removing a portion of DYLS outside no. 12 will only free up enough room for one more car, not two, and this is only if motorists use all the appropriate space in an orderly fashion, which they rarely do.</p> <p>By removal of the current DYLS outside no. 12, this will allow cars to park extremely close to our garage next to it (the easterly of the two garages). Even with the current situation we find it extremely frustrating to be continually faced with cars partially blocking the entrance to our garage despite the efforts of the traffic wardens. Often blue badge holders will unwittingly park thinking we have enough room to get our car out of the garage when we do not, this we can see only getting worse with the proposed situation of removing the DYLS.</p> <p>What we happen with the current bus stop? Where will it be placed?</p> <p>I'm sure you know that at school start and finish times the area is very busy with children coming and going. I imagine this would cause more difficulties with pedestrians using the street if vehicular access is needed right next to the school, in addition to the tight spaces needed by the coaches in the coach park.</p>
(10) Local Resident, (Burford)	<p>Concerns – Living opposite to the intended new access to The Old Rectory we get to experience the considerable congestion, extraordinary manoeuvring and disruption that is already a feature of this part of Priory Lane, being the Town's drop-off point for tourist coaches and the Primary School.</p> <p>With little or no off-street parking available to residents, parking is considerably overheated. What parking provisions there are for residents are often blocked or used by visitors, drop-off's for the school or local businesses. Damage to</p>

CMDE10

	<p>vehicles on the Priory Lane as a result of tight manoeuvring when fully parked already is commonplace.</p> <p>This pressure on Priory Lane causes the narrow section leading towards Sheep Street to be used for day-time drop-off and visitor parking. This in itself causes blockages and jams as cars or vans travelling in opposing directions can neither pass each other or safely manoeuvre without lengthy reversing.</p> <p>The Priory already has two points of vehicular entrance. It is difficult to understand how a third can be justified particularly in the proposed position. The resultant alterations to DYL's and loss of two demarked parking spaces from their current location to allow for the access is viewed with our most grave concern as it will only worsen these conditions, put more pressure on the parking provisions for tourist coaches, the school and local residents.</p>
(11) Local Resident, (Burford)	Support – <i>No comments.</i>
(12) Resident, (Abingdon)	Support – <i>No comments.</i>

This page is intentionally left blank



Burford Chamber of Trade
c/o Gemma Finch (Chair)
The Angel at Burford
14 Witney Street
Burford

14th November 2019

Christian Mauz
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

Dear Mr Mauz

Re: Proposed Parking Restriction Amendments, Priory Lane, Burford

I write with reference to the above, and wish to lodge our strong opposition to this scheme, in line with our previous objection to this change.

Please also see attached a petition signed by 53 Burford businesses objecting to these changes.

Kind Regards

Gemma Finch
Chair

This page is intentionally left blank

W. H. H. H.

050

Harry Thompson

Receptor



JEAN MORIS

OXFORD RETAIL DATA

100

~~C. Buch~~ SUTTERLAND

52 HIGH STREET

Andréhneke

Best
[Signature]

Heaven & Earth.



Name PAUL MARSHALL

Business Elm of Burford
 Sign 

Name V. LO COOK

Business TEASDALE

Sign 

Name Sally Colles.

Business Bunkers of Burford
 Sign 

Name Alison Hughes

Business VIC

Sign 

Name Samantika Gole

Business VIC

Sign 

Name ANGELA PRESSED
 Business THREE FRENCH WENS
 Sign Angela PRESSED

Name Georgia Gibbs

Business Sahara

Sign Angela

Name Alison Denny

Business Taylor and Fletcher

Sign Alison Denny

Name James Skinner

Business Taylor and Fletcher

Sign J.S.

Name Country House Gift

Business Albourne Delford

Sign

Burford Chamber of trade petition to oppose the changing of the yellow line restrictions in Priory Lane Burford:

Name *Cam Asprey*

Business *Stich clothing Ltd*

Sign *Cam Asprey*

Name *MATTIEN HANLEY*

Business *AMANDA HANLEY BY DESIGN*

Sign *reedy*

Name *Tony Price*

Business *Honey cott.*

Sign


Name *Rebecca Kelly*

Business *Golden Pheasant inn*

Sign *R Kelly*

Name *Dani Bryant*

Business *Mermaid*

Sign 

Burford Chamber of trade petition to oppose the changing of the yellow line restrictions in Priory Lane Burford:

Name

~~Tom~~ Marshall

Business

THE SPOWERY

Sign

Tom Marshall

Name

Emt Martin

Business

Burford Horse Hotel

Sign

Name

Johnston

Business

Wadsworths Stone

Sign



Name

Fiona Hazel

Business

Joules

Sign



Name



Business

The Bull at Burford

Sign Kari Coles

Burford Chamber of trade petition to oppose the changing of the yellow line restrictions in Priory Lane Burford:

Name Lynn Hemming

Business Burford News

Sign 

Name Simone Patterson

Business Burford Post Office

Sign S. Patterson

Name Grah. Sullivan

Business MSA

Sign 

Name 

Business W. J. Castle

Sign 

Name Nicola Dowsett

Business EARLY ONE AT WYSPON LANE

Sign 

Name
Van Wilby
Business
Early on at Wysoom Hall
Sign
Van Wilby

Name
Bethany Jones
Business
The Highway Inn
Sign
Bethany Jones

Name
Jenise Smith
Business
Jenise Smith
Sign
Jenise Smith

Name
J.F. Leun J.F. Leun
Business
Burford Woodcraft
Sign
J.F. Leun

Name
R.H. Leun
Business
Burford Woodcraft
Sign
R.H. Leun

Burford Chamber of trade petition to oppose the changing of the yellow line restrictions in Priority Lane Burford:

Name

Abie Bailey

Business

Hywood & Co

Sign

A Bailey

Name

S. HARPER

Business Charles chivard

Sign



Name

Megan. Stanley

Business

La Balle

Sign



Name

ALEVA

Business

Leavleys Chromist

Sign

ALEVA

Name

Leavleys John

Business

Maadketter's

Sign



Name Ann Kimmis

Business Jackson Stays

Sign 

Name LYDIA KNIGHT

Business Jackson Stays

Sign 

Name Paul Beck

Business Antiques at the Cottage

Sign 

Name STEPHANIE McNEIL

Business Huggins

Sign 


Name ~~Stephanie D. Terwater~~

Business Blue Ryder

Sign 

Burford Chamber of trade petition to oppose the changing of the yellow line restrictions in Priory Lane Burford:

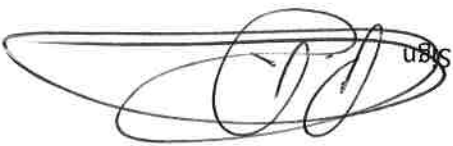
Name *Keith Pearson*

Business *CPV18*
Sign 

Name *ORV15 · BURFORD*
Business *MORCWA*

Sign

Name *R. DAVIDSON*

Business *ORV15*
Sign 

Name *LIM CROFTS*

Business *WELMID*

Sign 

Name *WELMID*

Business *8. J. J. J.*

Sign *8. J. J. J.*

Burford Chamber of trade petition to oppose the changing of the yellow line restrictions in Priory Lane Burford:

Name Peter Chrison

Business Mid-courtes Co-operative

Sign 

Name

Business

Sign

Name

Business

Sign

Name

Business

Sign Name

Business

Sign

This page is intentionally left blank