



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

***Thursday, 16 January 2020 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 related reports are attached. Decisions taken will become effective at the end of the working day on Friday 24 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

January 2020

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

Note: Date of next meeting: 13 February 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 - Various Locations: Proposed New Disabled Persons Parking Places (Pages 1 - 10)

Forward Plan Ref: 2019/147

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

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

Provision of Disabled Persons' Parking Places is reviewed when requested by members of the public with specific proposals assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

The report presents objections received to a statutory consultation to remove, amend and introduce disabled persons parking places (DPPPs) at various locations in Oxford put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision of such parking places.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed removal and provision of Disabled Persons' Parking Places as advertised with the exception of the proposal to remove the parking place at Kingston Road pending a further assessment regarding its use.

5. Banbury: Noral Way - Proposed Waiting Restrictions (Pages 11 - 18)

Forward Plan Ref: 2019/193

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

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

The report presents responses received to a statutory consultation to introduce and amend waiting restrictions on Noral Way, Banbury put forward because of concerns raised over obstruction and danger to road users posed by current parking in the road as a result of increased use of the road by goods vehicles.

The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions on Noral Way as advertised.

6. Steventon -Hanney Road: Proposed Zebra Crossing & Traffic Calming (Pages 19 - 26)

Forward Plan Ref: 2019/175

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

Report by the Interim Director for Community Operations (**CMDE6**).

The report presents responses to a statutory consultation to introduce a zebra crossing and speed cushions on the Hanney Road at Steventon. put forward to address concerns raised over the safety of pedestrians crossing Hanney Road between Barnett Road, St Michaels Primary School and the wider village.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a zebra crossing and traffic calming measures on Hanney Road, Steventon.

7. Didcot: Great Western Park South - Proposed 20mph Speed Limit (Pages 27 - 32)

Forward Plan Ref: 2019/129

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

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

The report considers responses received to a statutory consultation to introduce a 20mph speed limit on the residential road at Great Western Park (south) whilst those roads served by Larch Drive from its junction with Diamond Drive are proposed to be subject to a 30mph speed limit put forward because and as part of the approved residential development at Great Western Park and, if approved, funded by it.

The Cabinet Member for the Environment is RECOMMENDED to approve the

20mph speed limit on the residential road at Great Western Park (south), whilst those roads served by Larch Drive from its junction with Diamond Drive are proposed to be subject to a 30mph speed limit as advertised.

8. Warborough - A329 Thame Road: Proposed Waiting Restrictions
(Pages 33 - 64)

Forward Plan Ref: 2019/176

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

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

The report presents responses received to a statutory consultation to introduce and amend waiting restrictions on Thame Road, Warborough put forward because of the residential development of adjacent land with the yellow lines showing the proposals as advertised noting that double yellow lines are also proposed to supplement the existing School Keep Clear markings.

Seventy-two responses were received. 59 objections which included Thames Valley Police, Warborough Parish Council, St Laurence C of E Primary school, Warborough and Shillingford pre-school and fifty-five local residents. There were also 8 expressions of support and 5 neither objecting nor supporting but nevertheless raising concerns.

Therefore, noting the level of responses received against the proposed restriction officers felt it would be more appropriate to consider less extensive restrictions and are now proposing that double yellow lines be provided on the A329 only in the immediate vicinity of the access to the new residential development, between the red lines marked A and B on Annex 1 to the report and School Keep Clear markings also to be changed from an advisory to an enforceable restriction.

That now forms the basis of the following revised recommendation to the Cabinet Member for Environment ***that double yellow lines be provided on the A329 only in the immediate vicinity of the access to the new residential development, between the red lines marked A and B on Annex 1 to the report and School Keep Clear markings also to be changed from an advisory to an enforceable restriction.***

9. Chilton - Chilton Fields Residential Development: Proposed 20mph and 30mph Speed Limits and Waiting Restrictions (Pages 65 - 74)

Forward Plan Ref: 2019/179

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

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

The report presents responses received to a statutory consultation to introduce a 20mph and 30mph speed limit and waiting restrictions at Chilton Fields and the access road to the A4185 put forward because and as part of the Chilton Fields residential development and, if approved, funded by it.

The Cabinet Member for Environment is RECOMMENDED to approve the introduction of 20mph and 30 mph speed limits and waiting restrictions at Chilton Fields and the access road to the A4185 as advertised.

10. A415 Between Abingdon and Marcham: Proposed 50mph Speed Limit (Pages 75 - 82)

Forward Plan Ref: 2019/145

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

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

The report presents responses received to a statutory consultation to introduce a 50mph speed limit on the A415 between Abingdon and Marcham put forward at the of County Councillor Richard Webber and, if approved, to be funded by the Councillor Priority Fund.

The Cabinet Member for Environment is RECOMMENDED to approve the 50mph speed limit on the A415 between Abingdon and Marcham as advertised.

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Division(s): Several City Divisions

CABINET MEMBER FOR ENVIRONMENT – 16 JANUARY 2020

OXFORD - VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS PARKING PLACES

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed removal and provision of Disabled Persons' Parking Places as advertised with the exception of the proposal to remove the parking place at Kingston Road pending a further assessment regarding its use.

Executive summary

2. Provision of Disabled Persons' Parking Places is reviewed when requested by members of the public with specific proposals assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

Introduction

3. This report presents objections received to a statutory consultation to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in Oxford

Background

4. The above proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. Annex 1 and Annex 2 show those locations for which objections have been received.

Consultation

5. Formal consultation on the proposal was carried out between 21 November and 20 December 2019. A notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.

CMDE4

6. Eighteen responses were received during the course of the consultation. These are summarised in the tables below:

Bays to be Added	Support	Object	Neither/No Objection
Observatory Street	1		
Godstow Road			1
Oakthorpe Road ²		1	
Alma Place	1		
Charles Street			1
Church Way			
Moorbank			
Priory Road	1		
Wytham Street	1		
Bracegirdle Road	1		
Valencia Road			

Bays to be Removed	Support	Object	Neither/No Objection
Cricket Road		6	
Kingston Road ¹	3	7	
East Street		6	
Oakthorpe Road		6	
Bath Street		6	
Hurst Street		6	
Rose Hill service road		6	
Stainfield Road		6	

7. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors
8. Six responses were received in respect of all of DPPPs proposed to be removed. These appear to reflect a general concern over the provision of DPPPs in Oxford, with none citing specific concerns about any of the specific sites, and in four cases providing no comment.

Response to objections and other comments

9. Thames Valley Police had not responded to the consultation at the time this report was finalised.
10. Objections were received to the proposed removal of a DPPP at Kingston Road and the provision of a DPPP at Oakthorpe Road as detailed below.

Kingston Road – proposed removal of DPPP

11. One site specific objection and three expressions of support were received. The objection was from a member of the public who commented that the removal of the DPPP would cause – as they were a disabled person with limited mobility who regularly made use of this space – very significant inconvenience. The expressions of support were from residents who commented that this DPPP appeared to be little used and that making this available for all residents (noting that blue badge holders are able to park in all residents parking places) would help relieve the parking pressures faced by residents in this area.
12. Noting the above, it is recommended that this DPPP is retained pending a further assessment of its use by blue badge holders.

Oakthorpe Road – proposed provision of DPPP

13. One objection was received from a member of the public on the grounds of need on the part of the applicant and the parking pressures in the area. It is, however, considered that the application is valid and that the proposal would not materially increase parking pressure in the area.

Other objections to the proposed removal of DPPPs

14. As noted above, six generic objections were received in respect of the proposed removal of DPPPs. While accepting the importance of providing adequately for blue badge holders, the DPPPs proposed to be removed are all in residential areas and were provided to assist residents living in the very near vicinity of the DPPP currently in place. Inevitably the specific needs of residents will change and it is necessary, therefore, to review provision periodically to ensure DPPPs are provided where needed and to not unnecessarily reduce general parking provision where there is no routine use by blue badge holders, noting that blue badge holders may park in all residents parking bays without restriction and on double yellow lines (other than close to a junction or where there are loading restrictions or where it would otherwise be unsafe) for up to three hours.

How the Project supports LTP4 Objectives

15. The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence.

Financial and Staff Implications (including Revenue)

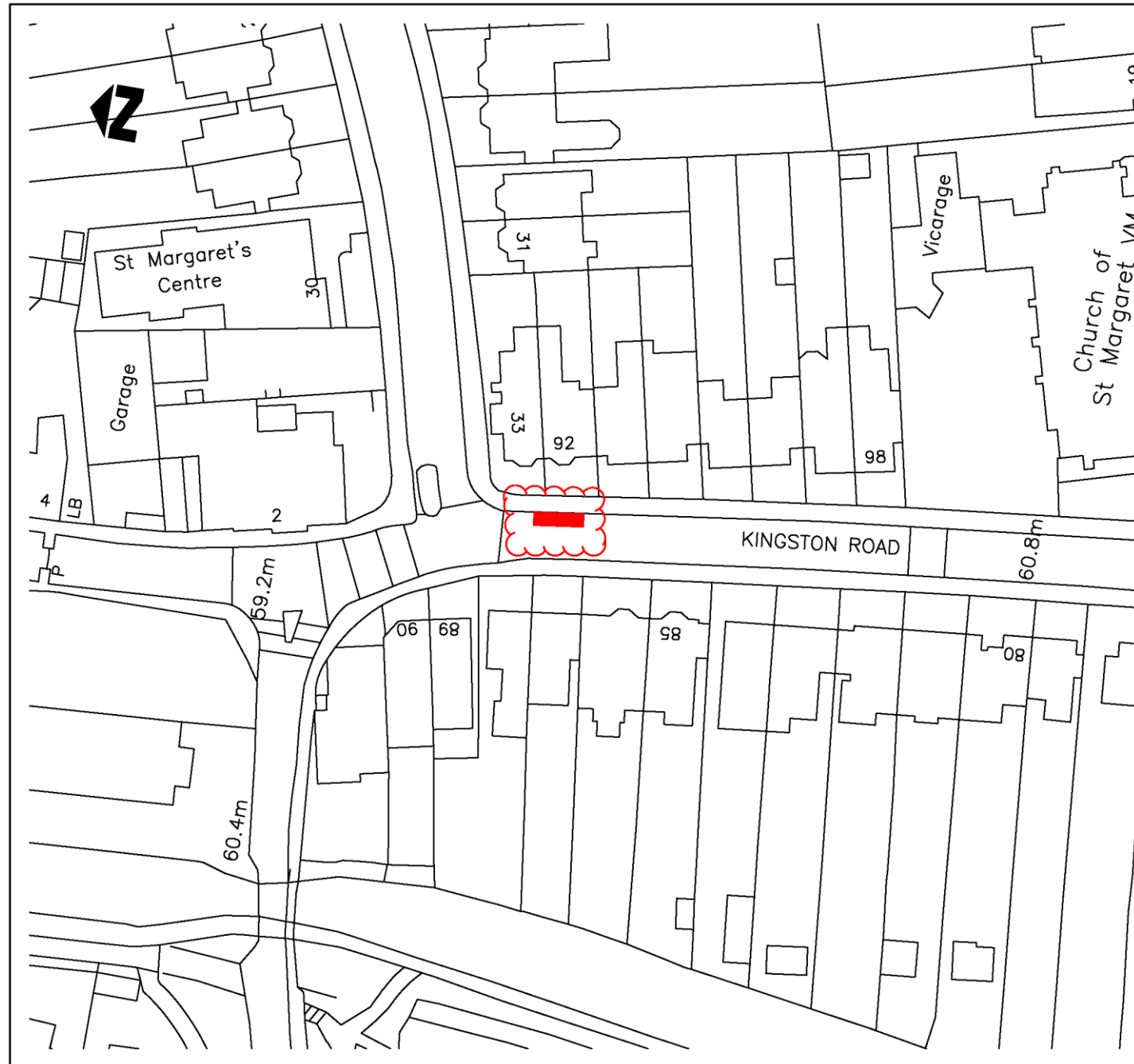
16. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

JASON RUSSELL
Interim Director for Community Operations





Background papers: Plans of proposed disabled persons parking places to be removed or provided for which objections have been received.
Consultation responses

Contact Officers: Hugh Potter 07766 998704

January 2020



Notes

-  Existing Disabled Persons' Parking Place (At All Times) to remain.
-  Existing Disabled Persons' Parking Place (8am–6.30pm Mon–Sat) to remain.
-  Disabled Persons' Parking Place to be removed.
-  Proposed Disabled Persons' Parking Place (At All Times).

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

Oxford Direct Services

Marsh Road, Oxford OX4 2HH

T: 01865 335400

E: oxforddirectservices@oxfordds.co.uk



Client

Project

DISABLED PERSONS' PARKING PLACES 2019

Title

Removal of Disabled Persons'
Parking Place at 92 Kingston Road

Scale

1:500

Drawn By

SMA

Checked By

Date 13.08.19

Approved By

Date

Drawing Number

0002/A3/00200

Rev

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	(No comments received at time of report being finalised)
<i>Kingston Road (Oxford)</i>	
() Local Resident, (Oxford)	<p>Object (to removal) – This would be disastrous for me as I am a War Pensioner only able to walk a few yards with the help of a walking frame. I have used it for the past 20 years and is 100% necessary for my wellbeing and able to live a tolerably manageable life.</p> <p>I absolute wish to oppose the removal of this disabled parking space</p>
() Local Resident, (Oxford)	<p>Support (removal) – am all for this. The spot near our house is always empty - apart from illegally parked cars. We really struggle to ever park our car near our house and being pregnant with x2 small children - anything that helps this will be welcome.</p>
() Local Resident, (Oxford)	<p>Support (removal) – I am very happy for the disabled space to be made available as a residents' parking space for all the residents instead of a disabled space. We have too few spaces at present for residents' cars.</p> <p>The only resident in the area with a disabled parking permit has a drive way.</p>
() Local Resident, (Oxford)	<p>Support (removal) – We fully support this, as it is not assigned to anyone and it oftern empty. We live on Kingston Road and struggle to ever park our car near our house - anything that helps this will be welcome.</p>

Oakthorpe Road (Oxford)

() Local Resident, (Oxford)	<p>Object – I oppose the availability of disabled parking opposite number 39 (or anywhere else on Oakthorpe road). This is because as it is, there is very limited parking for the residents of the street. This is partly due to the fact that:</p> <p>a) there simply isn't enough space to accommodate all of the residents' parking needs, b) because some non-residents who want to shop on the Summertown high street sometimes park their car illegally in a resident's bay to "nip to the shops" and c) workers and contractors who attend the properties on Oakthorpe Road have vans which obviously take up more space than a single car parking space (it's totally understandable that they have work but they nonetheless take up space!).</p>
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All DPPPs proposed to be removed

Local Resident, (Oxford)	Object - Disabled parking spaces are vital. I regularly travel with disabled children and we depend on these spaces to enable them to access Oxford as part of their local area.
Local Resident, (Oxford)	Object - All spaces are vital in particular cases.
Local Resident, (Oxford)	Object – no comment
Local Resident, (Oxford)	Object – no comment
Local Resident, (Oxford)	Object – no comment
Local Resident, (Oxford)	Object – no comment

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Division(s): Banbury Grimsbury and Castle

CABINET MEMBER FOR ENVIRONMENT – 16 JANUARY 2020

BANBURY - NORAL WAY: PROPOSED WAITING RESTRICTIONS

Report by Director of Infrastructure Delivery, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed no waiting at any time restrictions on Noral Way 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 on Noral Way, Banbury.

Background

4. The above proposals as shown at Annex 1 have been put forward because of concerns raised over obstruction and danger to road users posed by current parking in the road as a result of increased use of the road by goods vehicles.

Consultation

5. Formal consultation on the proposals was carried out between 14 November and 13 December 2019. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Banbury Town Council, Cherwell District Council and the local County Councillor. Street notices were placed on site and letters sent to 42 properties in the immediate vicinity, adjacent to the proposals.
6. Eighteen responses were received. One objection, sixteen in support and one neither objecting nor supporting. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.
7. The objection from a business representing ownership of Units 1b, 2a & 2b of Banbury Office Village concerned the removal of areas of permitted parking in

Noral Way on the grounds that that parking was an important provision for both local business and residents and that its loss would have an impact on the appeal of Banbury Office Village to inward investing companies seeking to locate their operations to premises in the Banbury area and also expressed the view that the current parking did not create an obstruction or adversely affect traffic safety on Noral Way.

8. Thames Valley Police expressed no objection to the proposals but noted the significant pressure for parking in the road.
9. Banbury Town Council expressed support for the proposals also requesting that a yellow box marking be provided at the eastern end of the road to prevent vehicles waiting to enter the premises here obstructing the turning area. The Council also asked if consideration had been given to the displacement of the vehicles currently parked where restrictions are proposed.
10. Cherwell District Council also expressed support for the proposals and similarly requested provision of a yellow box marking at the eastern end of the road.
11. Expressions of support were received from four local businesses including the Hardwick Business Park on the grounds that the current parking resulted in obstruction and danger, including the obstruction of visibility for turning vehicles and for pedestrians crossing the road. However, some responses also noted that the current lengths of no waiting at any time restriction were frequently not complied with.
12. Eleven expressions of support were also received from residents also on the grounds of the current obstruction and road safety hazards caused by the current parking.

Response to objection and other representations

13. The objection from the owners of Units 1b, 2a & 2b of Banbury Office Village is noted and it is accepted that the parking provision within the Banbury Office Village site is limited. The current parking restrictions – approved at the Cabinet Member for Environment decisions meeting on 8 October 2015 – sought to strike a balance between providing some on street parking provision while also helping to address concerns over the obstruction of the road by parked vehicles.
14. Taking account of the significant increase of traffic in the road and particularly that of goods vehicles since 2015 it is, however, considered - taking account also the high levels of support for the proposals - that they are required and are proportionate to the problems now being reported in the road.
15. Noting the query from Banbury Town Council on the displacement of the current parking to other locations, monitoring will be carried out to assess this and the need for possible further measures to address any problems which might be caused. Businesses also need to look at availability for parking areas within their own curtilages, plus the attractiveness of alternative means

of transport for staff getting to these sites. The current bus service along the Southam Road will be improved from August 2020 with a 30-minute service in place. There are existing cycling and walking links and these will be reviewed as part of planned improvements along the Southam Road corridor.

16. Provision of a yellow box marking at the eastern end of the road will be discussed with the police and, if agreed, installed at the same time as the implementation of the waiting restrictions should the latter be approved.
17. It is accepted that the resources currently available for enforcing waiting restrictions are under severe pressure and that that is unlikely to change ahead of civil enforcement of parking restrictions being introduced in the district.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

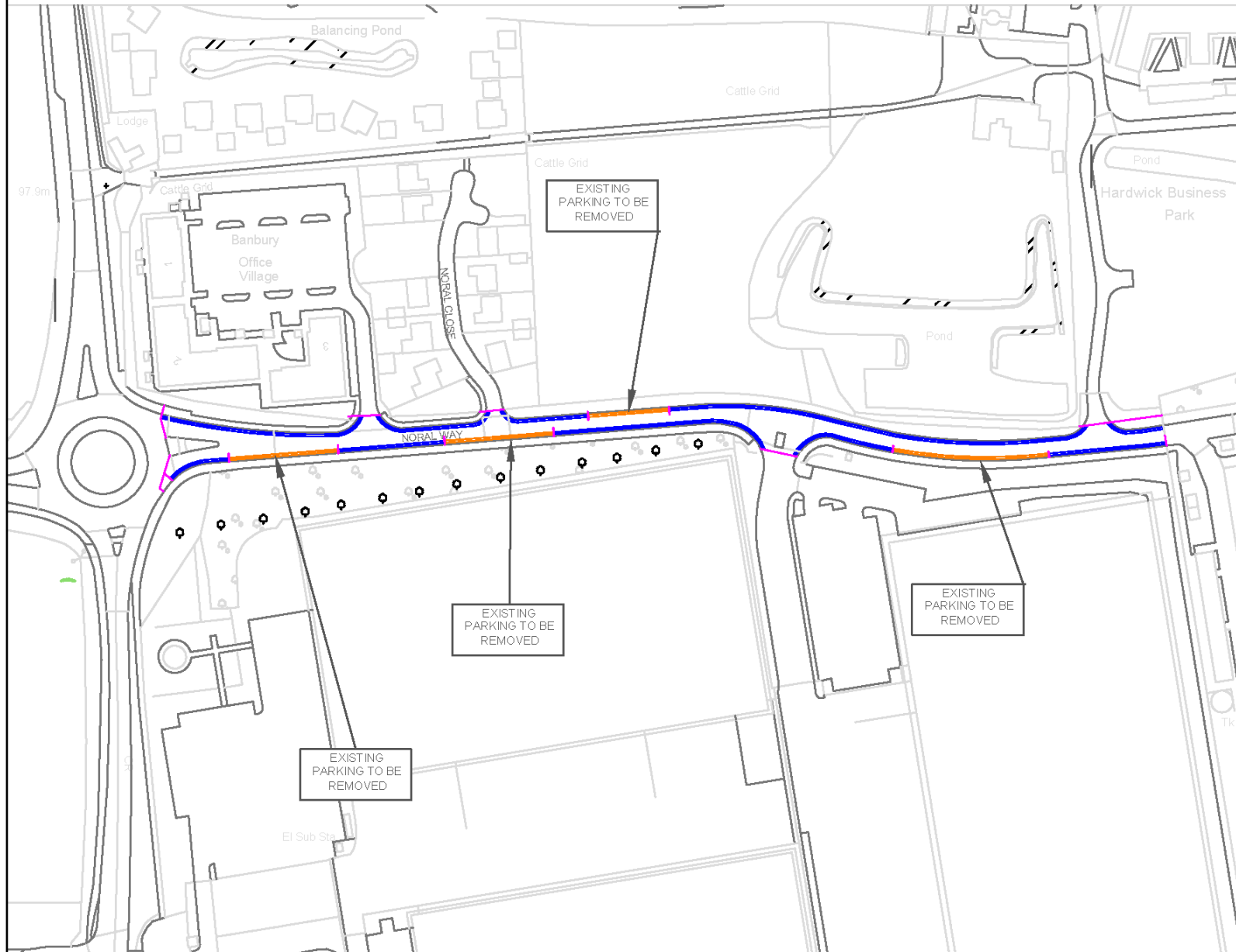
19. Funding for the proposed measures has been provided by a local business.

JASON RUSSELL
Interim Director for Community Operations

Background papers: Plans of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Mike Wasley 07393 001045

January 2020



Drawing No. Parish 120		Revision -	
KEY TO RESTRICTION			
		No Waiting (Existing Double Yellow Line)	
		No Waiting (Proposed Double Yellow Line)	
ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED			
© Crown Copyright and Database rights 10023343 2017			
Rev.	Date	Purpose of revision	Drawn Checked Approved
<div style="font-size: 8px; margin-left: 10px;"> Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111 </div>			
Project title			
Proposed Parking Restrictions			
Drawing title			
Noral Way - Banbury			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
NTS	LN	MW	MW
	Date drawn	Date checked	Date approved
	04/10/2019	04/10/2019	04/10/2019
Oxfordshire Project No. & File Ref			
Parish 120			
Drawing No.			Revision
			-

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – understand the justification but could expect some comment from residents in the consultation due to pressure for parking.
(2) Banbury Town Council	Support – This was considered at Banbury Traffic Advisory Committee last week. The Committee agree with Noral Way parking restrictions provided that a “yellow box” is provided at the eastern end for turning vehicles. I was also asked to seek OCC confirmation that they have considered the displacement of the cars/vans parked.
(3) Cherwell District Council	Support – there is a current planning application on Noral Way and am aware of the traffic issues at present and the District would support this measure being put in place. Further to my comments below, later last week and this week I have discussed this issue with colleagues in the Council and the CEO of DCS, the business at the end of Noral Way. It has been suggested that a yellow hashed box is put in place over the access to Hardwick Business Park to stop lorries accessing DCS from waiting in front of this access. This is something that the Council would support.
(4) Hardwick Business Park	Support – On behalf of all companies and residents at Hardwick Business Park, we would be very happy for double yellow lines along the entire length of Noral Way. Could we also request for a Yellow Grid Box at Hardwick Business Park entrance as lorries continuously block our access in and out, because they have to wait on Noral Way for access onto DCS premises.
(5) Local Business, (Banbury)	Object - Representing ownership of Units 1b, 2a & 2b of Banbury Office Village, we object to the removal of areas of permitted parking in Noral Way. The permitted parking provides an important provision for both local business and residents. The loss of this parking will have an impact on the appeal of Banbury Office Village to inward investing

CMDE5

	<p>companies seeking to locate their operations to premises in the Banbury locality. The authority should be seeking to support business and facilitate the ability for staff to access their place of work and visitors to have sufficient areas to park. The same applies to residents within the recently developed Noral Way scheme.</p> <p>We do not agree that the parking creates an obstruction or impacts on the safety of traffic movements along Noral Way.</p>
(6) Local Business, (Banbury)	<p>Support - Noral Way has become dangerous with illegal parking from vans waiting for Amazon and the entrance to Hardwick Business Park unusable at times due to the lorries waiting to get into DCS and DCS not having an appropriate entranceway for a distribution unit. This disrupts our entry and exit to the offices and therefore disrupts our business. It is dangerous pulling out between waiting lorries and then only having a single carriageway to drive down due to the parking bays and illegal parking. If a yellow box could also be considered outside the entrance to Hardwick Business Park at least leaving the site will be safer.</p>
(7) Local Business, (Banbury)	<p>Support - I fully support the proposed parking restrictions on Noral Way.</p> <p>The road is too narrow for parking anywhere along its length.</p> <p>I have several employees, including some with disabilities, who walk to work down Noral Way and find crossing in-between parked HGVs and high vans to be difficult and dangerous.</p> <p>If double yellow lines run the entire length it will need to be enforced. The partial double yellow lines already present are frequently ignored.</p>
(8) Local Resident, (Banbury)	<p>Support - The current parking and waiting significantly increases the risk of traffic collisions and pedestrian injuries due to (i) residents from Noral Close being unsighted while turning onto Noral Way, (ii) pedestrians being unsighted to oncoming vehicles and HGVs due to the proximity of the waiting areas to the roundabout and (iii) the effective transformation of the road into a single lane carriageway with HGV traffic proceeding in both directions</p>

(9) Local Resident, (Banbury)	<p>Support - We live in Noral Close off Noral Way, the parking bay across the junction of Noral close when in use, poses an unsafe right turn into oncoming traffic. There have been several near misses with HGV's that frequently use Noral Way to transport goods.</p> <p>To add the no waiting (double yellow lines) will improve the safety of the turning and allow free flowing traffic for the businesses along Noral Way.</p>
(10) Local Resident, (Banbury)	<p>Support - As a local resident, the proposed double yellow lines along Noral Way cannot come soon enough. There has been an increase of white vans parking along the road during the day and night and even over the weekends causing a huge amount of congestion. Only today I witnessed a HGV having to reverse down the road to allow an oncoming HGV to pass due to the parked vehicles. The road is not wide enough to allow the safe flow of traffic with the current parking bays. Van drivers are also coming into Noral Close and using residents' driveways to turn around, an annoyance in itself. It is not only white vans that use the bays but HGV's despite signage forbidding parking. There have been instances where my family have been kept awake due to HGV drivers keeping their engine running at night. There is also an increase of rubbish including bottles of urine, which are being discarded in the hedgerow beside the road. The junction of Noral Way and Noral Close is particularly dangerous as residents have to exit the junction and enter the carriageway on the wrong side of the road due to a parking bays being located opposite the junction.</p>
(11) Local Resident, (Banbury)	<p>Support - This road has become very dangerous due to the number of vans parking and restricting the road to one lane. The number of HGV's along with the two business industrial sites and residential site all off Noral Way, the congestion has caused several near misses including HGV's having to sometimes reverse on the main road.</p>
(12) Local Resident, (Banbury)	<p>Support – Dangerous, Disruptive, Environmental Impact when lorries leave their engines running.</p>
(13) Local Resident, (Banbury)	<p>Support - The volume of traffic has increased to a dangerous level. Additionally, there is a health and safety issue as obstructive vision when turning in and out of the junction as well as an environmental impact due to HGV vehicles leaving engines running.</p>

(14) Local Resident, (Resident of Noral Close - adjacent to Noral Way)	Support - It is very obvious that nothing has been done so far to resolve this issue. Residents of Noral Close are constantly having to drive on the wrong side of the road when turning into Noral Way. There will be a serious accident if the bays across from Noral Close entrance and the entire length of Noral Way are not removed. Having found myself driving head on towards a moving HGV is no laughing matter. On numerous occasions the road is gridlocked. The Amazon depot have told their delivery staff to no longer park their white vans within their own car park so Noral Way is now being used as a car park instead.
(15) Local Resident, (Banbury)	Support - We are extremely lucky that there hasn't been an accident to date. I witnessed a HGV having to reverse on Noral Way to let another one come down the road. Thank you for your assistance.
(16) Local Resident, (Banbury)	Support - i strongly support this decision as it has become worse and worse getting in and out the close safely. i have 2 girls aged 7 and have had on a couple of occasions a near miss to having a crash with my girls ay the back. I got stuck with a huge lorry coming in the opposite direction and with vans and lorries parking along or either side of the road nowhere to go!!! and we cannot see any oncoming traffic as the view is always blocked so so dangerous!
(17) Local Resident, (Banbury)	Support - The parking of vehicles in Noral Way Banbury, is a constantly threat to the residents and general public. The large trucks and vans blocking the view of incoming drivers makes a very dangerous road for drivers and pedestrians particularly children's who are walking to the school. I am 100% I favour of parking restriction
(18) Local Resident, (Banbury, Noral Close)	Support - No comments.

Division(s): Hendreds and Harwell

CABINET MEMBER FOR ENVIRONMENT – 16 JANUARY 2020

STEVENTON - HANNEY ROAD: PROPOSED ZEBRA CROSSING & TRAFFIC CALMING

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 and traffic calming measures on Hanney Road, Steventon.

Executive summary

2. The provision for pedestrian and traffic calming measures 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 to a statutory consultation to introduce a zebra crossing and speed cushions on the Hanney Road at Steventon.

Background

4. The above proposals as shown at Annex 1 have been put forward to address concerns raised over the safety of pedestrians crossing Hanney Road between Barnett Road, St Michaels Primary School and the wider village.

Consultation

5. Formal consultation on the proposal was carried out between 06 November and 06 December 2019. A notice was placed in the Oxfordshire Herald Series newspaper and notices placed in the vicinity of the proposed crossing and speed cushions and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Steventon Parish Council and the local County Councillor. Letters were sent to 28 properties in the immediate vicinity, adjacent to the proposals.

6. 13 responses were received during the consultation which are summarised in the table below:

Proposal	Support	Object	Neither/No opinion
Zebra Crossing	9 (70%)	0	4 (30%)
Traffic Calming	9 (70%)	2 (15%)	2 (15%)

7. All comments 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 and the Vale of White Horse District Council did not object to the proposal.
9. No objections were received to the zebra crossing. However, two comments were received from residents, one questioning the need for the crossing and justification of the expense and the other concerned that when south eastbound traffic stops at the crossing it will block vehicles trying to turn right onto Hanney Road from Barnett Road.
10. In response to the first comment; the proposed zebra crossing is located on the pedestrian desire line between Barnett Road (which includes the recently built large David Wilson Homes development) and St Michaels Primary School and the wider village. The justification for a crossing here is demonstrated by a pedestrian survey carried out on 26 April 2019 which showed that there were 439 pedestrian movements (146 of which were children) across Hanney Road at this location between 7am and 7pm. In respect of the concern over queuing vehicles potentially blocking the Barnett Road junction, it is anticipated that any inconvenience will be minimal.
11. Two objections to the traffic calming were received from residents on the grounds of never witnessing a speeding issue in this vicinity; driving over the speed cushions will cause damage to vehicles, discomfort to passengers, be noisy for residents and that speed cushions will restrict the use of snow clearing and emergency vehicles.
12. In response to the first point, zebra crossings should not be installed on roads where the 85th percentile speed is 35mph or more. To check compliance with this regulation a 24-hour speed survey was carried out between 30 July 2019 and 6 August 2019. The recorded 85th percentile speeds were 35/36mph and, therefore, it is necessary to implement traffic calming measures to reduce vehicle speeds through the crossing.
13. In respect of the remaining points, the profile of the speed cushions should not result in vehicle damage and should not cause any undue discomfort to vehicle occupants if drivers negotiate the features at an appropriate speed. The narrow 1.7m cushion width allows large vehicles (incl. emergency

vehicles) to traverse the cushions with minimal noise and delay. Snow ploughs are not affected by speed cushions as the plough can ride up and over the feature.

How the Project supports LTP4 Objectives

14. The proposals will help reduce vehicle speed on Hanney Road and facilitate the safe movement of pedestrians.

Financial and Staff Implications (including Revenue)

15. Funding for the proposed measures has been provided by Steventon Parish Council, the County Council's Capital 'Parish Funded Works' budget and by the Hendreds & Harwell County Councillor through his 'Councillor Priority Fund'.

JASON RUSSELL

Interim Director for Community Operations

Background papers: Plan of proposed zebra crossing and speed cushions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Lee Turner 07917 0726780

January 2020



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Vale of White Horse District Council	No objection
(3) Local Resident, (Steventon)	<p><u>Zebra Crossing</u> - Neither/Concerns - When traffic stops it will block vehicles trying to turn right onto Hanney Rd from Barnett Rd. It is already often tricky to see clearly to pull out. Vehicles park right at the junction on Barnett rd. making it effectively one lane at the top of the road, which already makes getting in and out of the junction awkward.</p> <p><u>Traffic Calming</u> - Object - Those who live locally will have to drive over these lumps daily increasing wear and tear on tyres and suspension. More importantly though, do they not restrict any snow/ice clearing machines and Emergency vehicles?</p>
(4) Local Resident, (Steventon)	<p><u>Zebra Crossing</u> - Neither/Concerns - I've not seen evidence that a zebra crossing is necessary for this road. are there gathered statistics for accidents etc?</p> <p>My concern is that, while this is a noble gesture is the expense justified? I would rather that the money is spent to fix the holes and bumps in the Hanney road - the corner with the high street is great, but the rest of it is not smooth since the extensive roadworks laying cables.</p> <p><u>Traffic Calming</u> - Object - I see this as another car damaging interference. I have never witnessed issues with speed in this vicinity and if a crossing is inserted then this will act as calming in its own right.</p> <p>What are the costs of deployment of cushions? What is the noise impact of accelerating traffic to the residents? Unnecessary damage to vehicle suspension and discomfort to passengers. Fix the bumps that exist in the road, we do not need to add more.</p>

(5) Local Resident, (Steventon)	<p><u>Zebra Crossing</u> - Support - This should have been installed by the developer David Wilson when VOWH DC granted permission to build the new estate. It is essential for the safe crossing of the road by families using the school and the rest of the village.</p> <p><u>Traffic Calming</u> - Support - The large HGVs should not be coming through the village. Again, another failure by the DC and CC to look after our villages. Also, the amount of traffic generated by all the development in the area has meant an increase in the volume of traffic especially at peak times and the majority of whom seem to break the speed limit (as has been proven by figures supplied by the Parish Council) except when the traffic has backed up from the junction of Hanney Road and the High Street.</p>
(6) Local Resident, (Steventon)	<p><u>Zebra Crossing</u> - Support - The zebra crossing is badly needed, esp. to help children cross safely from the Abbots Meadow estate to the nearby St. Michael's school. This stretch of Hanney Rd/ Barnett Rd junction is very busy at peak times and during the day, and the traffic is fast moving (30-40mph). Thank-you for consulting residents on this important issue.</p> <p><u>Traffic Calming</u> - Support - I use this junction every day and traffic (cars + HGVs) travel fast, often in excess of 30mph, making it difficult (and time-consuming) to cross safely. The traffic calming measures would be essential to slow traffic before the zebra crossing.</p>
(7) Local Resident, (Steventon)	<p><u>Zebra Crossing</u> - Support - Hanney road is a busy road and in particular at peak times of children going to school. There is a large number of elderly residents that live in the vicinity of Hanney Road and, with the new developments a significant increase in the number of families that have to cross the road. The Zebra crossing is needed to enable safe pedestrian crossing of the road.</p> <p><u>Traffic Calming</u> - Support - There is a significant amount of traffic that travel more than 35mph along Hanney Road.</p>

(8) Local Resident, (Steventon)	<p><u>Zebra Crossing</u> - Support - It is long overdue and particularly relevant at School time, as the start of School coincides with workers rushing to either Didcot Station or Milton Park</p> <p><u>Traffic Calming</u> - Support - The cushions are necessary because as illustrated on the High Street zebra crossing, very few drivers understand they should observe pedestrians approaching the crossing</p>
(9) Local Resident, (Steventon)	<p><u>Zebra Crossing</u> - Support - This is a road abused by speeding cars and with the addition of the housing estate on the opposing side of the road to the school this is a badly needed improvement to the village and the safety of its residents. I fully support the addition of a zebra crossing.</p> <p><u>Traffic Calming</u> - Support - No comments</p>
(10) Local Resident, (Didcot)	<p><u>Zebra Crossing</u> - Support - It can sometimes take ages to get across the road, many cars drive too fast along that road</p> <p><u>Traffic Calming</u> - Support - No comments</p>
(11) Local Resident, (Steventon)	<p><u>Zebra Crossing</u> - Support - A large number of young children attempt to cross Hanney Road at least twice daily, negotiating heavy traffic and grossly inappropriate HGVs passing through the village. Without a crossing is only a matter of time before a fatality occurs.</p> <p><u>Traffic Calming</u> - Support - Anything that deters HGVs (which should pass through Rowstock and Wantage) is a positive move</p>
(12) Local Resident, (Steventon)	<p><u>Zebra Crossing</u> - Support - No comments</p> <p><u>Traffic Calming</u> - Support - No comments</p>

(13) Local Resident, (Steventon)	<p><u>Zebra Crossing</u> - Support - My daughter has to walk to and from Steventon bus stop each week day and unfortunately, it's incredibly dark at the top of Barnet Road. People are driving too fast on the Hanney Road. It's incredibly dangerous and a zebra crossing, more lights and a speed camera should be put along that stretch of road to ensure drivers are driving safely and realise children have to cross that road independently every day.</p> <p><u>Traffic Calming</u> - Support - No comments</p>
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Division(s): Didcot East and Hagbourne; Hendreds and Harwell

CABINET MEMBER FOR ENVIRONMENT – 16 JANUARY 2020

DIDCOT – GREAT WESTERTN PARK (SOUTHERN NEIGHBOURHOOD): PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the 20mph speed limit on the residential road at Great Western Park (south), whilst those roads served by Larch Drive from its junction with Diamond Drive are proposed to be subject to a 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 20mph speed limit on the residential road at Great Western Park (south) whilst those roads served by Larch Drive from its junction with Diamond Drive are proposed to be subject to a 30mph speed limit.

Background

4. The above proposals as shown at Annex 1 have been put forward because and as part of the approved residential development at Great Western Park and, if approved, funded by it.

Consultation

5. Formal consultation on the proposal was carried out between 20 November and 20 December 2019. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town Council, Harwell Parish Council the Vale of the White Horse District Council, South Oxfordshire District Council and local County Councillors.

6. Three responses were received. One objection & two in support. All comments 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 on the grounds that they do not consider that the zone as proposed will be self-enforcing in accordance with Department for Transport advice on 20mph speed limits and zones, taking account also the lack of speed surveys to inform their comments on this proposal.
8. Noting the police response, the layout of the roads within the development are considered suitable for a 20mph zone taking account of their alignment which includes traffic calming features and, on the spine road, the use of 20mph roundels marked on the carriageway.
9. Harwell Parish Council support the proposal.
10. The Oxford Bus Company on behalf of Thames Travel also support the proposal on the grounds of safety including for their passengers walking to and from bus stops. Their response did, however, raise a query on why Larch Drive (and the roads accessed off Larch Drive) were not included in the proposed 20mph zone.
11. The response of Oxford Bus Company is noted and in respect of the query regarding Larch Drive, this was constructed by a different developer and so would require further funding to progress.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

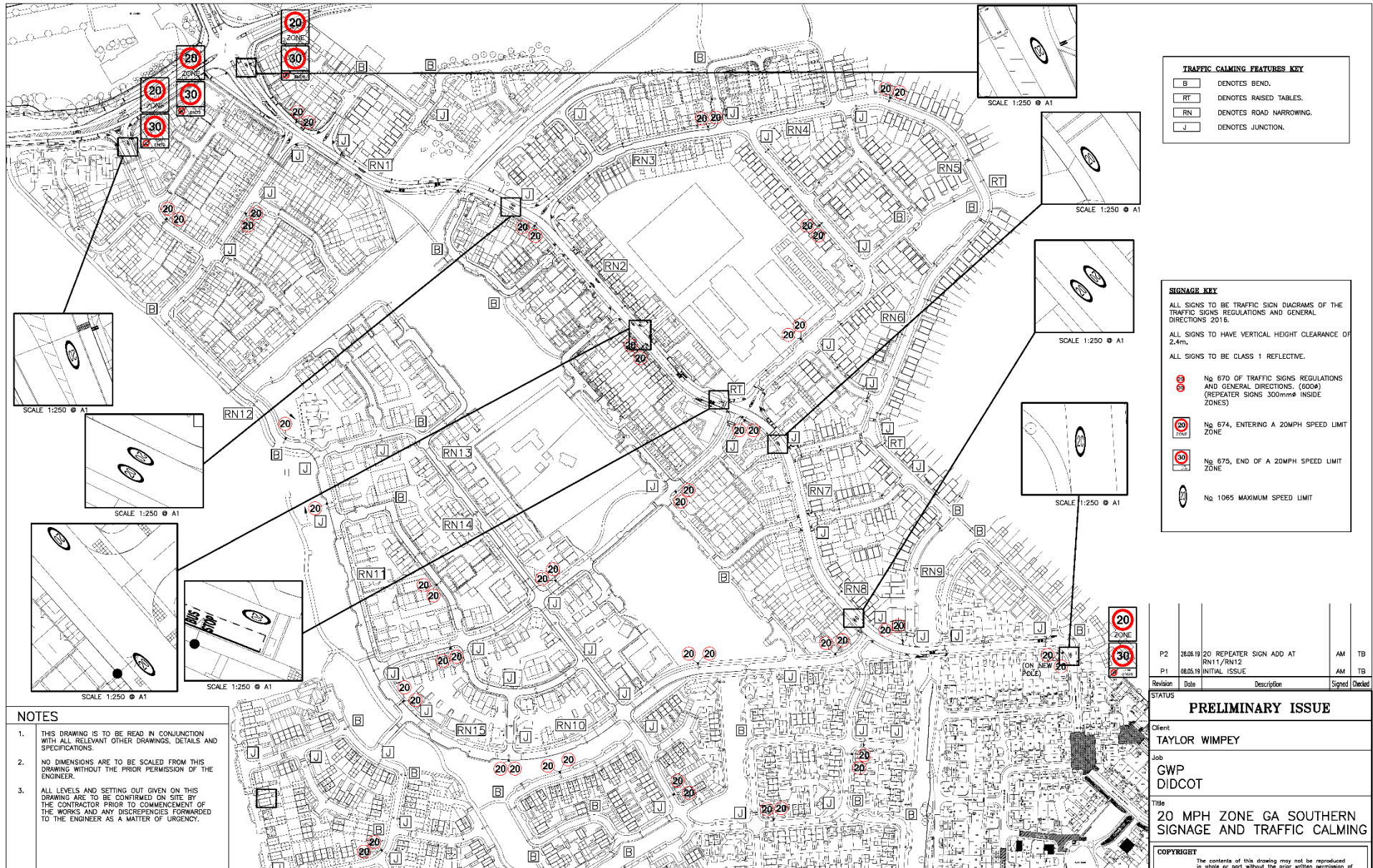
13. Funding for the proposed speed limit has been provided by the developers of Great Western Park (south)

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Ryan Moore 07557 082568

January 2020



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – The police stance still reflects that 20 mph limits and zones should still be self-enforcing. 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.</p> <p>No speed data has been seen to support this speed limit proposals. One of the underlying principles of any new speed limit should be existing traffic speeds.</p> <p>I am aware this development already has some traffic calming measures, however during my site visit these appear to have little effect in terms of speed reduction with some features showing evidence of collision damage already. The 20 zone sign at the entrance also damaged. What will be consistent is the high level of abuse/compliant these proposals is likely to bring similar to the Northern site. Painting roundels on the road surface and a collection of upright repeater signs will not be a sufficient measure to achieve good compliance.</p> <p>As the key points in setting speed limits has been ignored, I object to the proposal relating to 20 mph pending further evidence that speeds are already compliant and that significant other engineering measures are included.</p>
(2) Harwell Parish Council	Support – Harwell Parish Council supports the proposals outlined in the consultation.
(3) Oxford Bus Company	<p>Support – On behalf of Thames Travel I am sure that our passengers will find the 20mph speed limit safer and more pleasant for crossing and walking along to join our services.</p> <p>On behalf of Thames Travel for the avoidance of doubt I would point out that as there is no difference in the type of development there is no logic to having the speed limit change at this point. The speed limit on Larch Drive and the estate roads to which it is linked would logically also be 20. I trust that there is a technical reason why the limit is set at 30 here.</p>

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	<p>Further point - on behalf of Thames Travel we would like to have a bus stop at the Hadden Grove houses on Hadden Hill. While you are updating the TRO, it seems like an opportunity to move the 30mph gateway. The TRO says ""all roads in Didcot"", but the 30 gateway with signs and roundels is not currently at the Didcot boundary - the ""Welcome to Didcot"" sign is at the boundary as per the OS map, but the 30 gateway is the other side of Hadden Grove. I think this just requires moving the gateway, because the TRO already specifies all roads in Didcot.</p>
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CABINET MEMBER FOR ENVIRONMENT – 16 JANUARY 2020

WARBOROUGH - A329 THAME ROAD: PROPOSED WAITING RESTRICTIONS

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve proposed no waiting at any time restrictions on the A329 Thame Road as set out in paragraph 13 as an alternative to the proposals 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 on Thame Road, Warborough.

Background

4. The above proposals as shown at Annex 1 have been put forward because of the residential development of adjacent land with the yellow lines showing the proposals as advertised noting that double yellow lines are also proposed to supplement the existing School Keep Clear markings.

Consultation

5. Formal consultation on the proposal was carried out between 20 November and 20 December 2019. A public notice was placed in the Oxfordshire Herald Series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Warborough Parish Council, South Oxfordshire District Council and the local County Councillor. Street notices were placed on site and letters sent to 44 properties in the immediate vicinity, adjacent to the proposals.
6. Seventy-two responses were received. 59 objections, 8 in support and 5 neither objecting nor supporting but nevertheless raising concerns. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

7. Objections were received from Thames Valley Police, Warborough Parish Council, St Laurence C of E Primary school, Warborough and Shillingford pre-school and fifty-five local residents. An additional four responses were received from residents expressing concerns over the proposals and a further eight from residents supporting the proposals. South Oxfordshire District Council expressed no objection.
8. Grounds for objection and expressions of concern included loss of parking, in particular for parents and carers setting down and picking up children attending the primary school and pre-school and for nearby residents without off street parking and the displacement of such parking to other less suitable locations including nearer the bend in the road to the south of the school and also in adjacent side roads. Those objecting noted that the school related parking was limited to quite short periods at the start and end of the school day and while accepting that at these times the passage of traffic was affected, the parking did serve to help reduce speeds and, therefore, helped to improve road safety at these times. Concerns were also expressed about the impact of the proposals for school activities requiring the use of coaches parking on the proposed restrictions.
9. Thames Valley Police expressed the view that the extent of the proposed waiting restrictions appeared excessive and that limiting the restrictions to the vicinity of the access to the residential development – and also making the existing advisory School Keep Clear markings mandatory – would appear to be more appropriate.
10. Warborough Parish Council and other respondents also noted that the residential development will include a 29 space car park for school parking, although this would not be available until towards the end of the anticipated 2 year construction period for the development and expressed the view that the introduction of any waiting restrictions should be deferred until an assessment of the parking demand on the A329 had been carried after the new parking provision was available.
11. Some of the objections also cited concerns about visual intrusion caused by yellow lining in a village setting.
12. The eight expressions of support for the proposals from members of the public were on the grounds of the danger, congestion and delay and increased vehicle emissions arising from the current parking particularly at school journey times.

Response to objections and other representations

13. Noting the above responses, it would seem appropriate to consider less extensive restrictions, with double yellow lines to be provided on the A329 only in the immediate vicinity of the access to the new residential development, between the red lines marked A and B at Annex 1 and School Keep Clear markings also to be changed from an advisory to an enforceable restriction.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

15. Funding for the proposed measures has been provided by the adjacent development.

JASON RUSSELL

Interim Director of Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Aaron Morton 07393 001028

January 2020



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – Any formal parking restriction in remote residential areas are reliant on good driver behaviour and will not feature for any targeted enforcement activity by Thames Valley Police</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p> <p>I note these restrictions are in close proximity to the village school. Has any consideration been given to parking displacement during school term as to where parents will park during drop off and pick up.</p> <p>I believe these restrictions are excessive and the new junction could adequately be protected by junction protection markings.</p> <p>I therefore object.</p> <p>Should these restrictions progress the existing School Keep Clear markings need to be made mandatory in line with the formal parking restrictions.</p>
(2) Warborough Parish Council	<p>Object – At the December meeting of Warborough Parish Council it was unanimously resolved to express concern, on a number of accounts, at the proposal to install double yellow lines along a substantial length of Thame Road.</p> <p>The extent of the coverage, of the proposed lines, in an attempt to reduce car parking during school drop off &</p>

	<p>collection times, is understood, but the suggested positioning will simply force parents to find alternative parking places. There is a car park to be created, as part of the housing development on the Six Acre Field (SODC Planning reference P17/S0241/FUL). This will accommodate some of the parent's vehicles but not all of them, forcing others to park south of the school, near a dangerous 90-degree bend, or in totally unsuitable side roads, where the residents already have trouble exiting their home roads, such as Green Lane & Gravel Close, private, unmade, narrow roads.</p> <p>There are a number of residences along the stretch of Thame Road involved, that do not have off street parking & have no option but to leave their vehicles on the road. It is a reality that the village existed well before the inception of the internal combustion engine & as with most other rural communities Warborough is lacking in parking throughout. To install parking restrictions for 24 hours a day & 7 days a week will once again force residents to park outside the restricted area, escalating the problems at school times.</p> <p>The school surge is more or less thirty minutes each end of the school day, so why blanket restrict residents & their visitors outside of school transport times?</p> <p>Although School parking does encroach on traffic movements for short periods of the day, those vehicles act as traffic calming, some of the time, when the children are around the road, slowing traffic that our traffic monitoring team regularly have found to be exceeding the 30 mph speed limit. Residents parking during the evening have the same calming effect.</p> <p>Finally there is the timing of any installation of parking restrictions. The Six Acres development has only recently commenced & will not be complete for about two years, with the new car park being one of the last areas to be constructed. To impose any form of parking restriction, before this area is available would cause chaos in our village, adding to the complications of a substantial construction site, in a small village, with the heavy vehicles that process requires.</p> <p>Warborough Parish Council would suggest that nothing in the way of parking restrictions is implemented before the new car park is completed. Even then it would be prudent to observe the efficaciousness, of the car park, and then carry out traffic & parking surveys; the true need will then be established.</p>
(3) South Oxfordshire District Council	No objection

<p>(4) St Laurence C of E Primary School, Warborough, ()</p>	<p>Object - The proposed yellow lines are outside of the village school which would hinder parents during drop of and pick up times. It will also mean the traffic caused during these times would be spread across the village unnecessarily.</p> <p>Many of the children who attend St Laurence school are from outside of the Warborough catchment and are therefore unable to get to school unless by car.</p> <p>We appreciate that there could be extra traffic problems due to the development, however we are proposing the lines are not implemented until the car park within the development (which is being built with a walk way to school) is available for parents to use.</p>
<p>(5) Warborough & Shillingford Pre-school, ()</p>	<p>Object - Having double yellow lines running for such a long distance outside the school, will mean parking by parents will move further up the road towards the blind bend and children will have to walk on the grass verge rather than the path for a long distance. The new car park on the Rectory Homes development will not provide sufficient parking for all the cars at drop off/pick-up time. Also the presence of double yellow lines would provide a clear run along a straight stretch of road. This would mean there would be a guaranteed increase in the speed of the traffic moving through the village. The parking at present provides a slower road speed, therefore it is a natural traffic calming measure. We do not feel the double yellow lines to be a benefit at all to the village or towards the safety of the children in our care.</p>
<p>(6) Local Resident, (Warborough)</p>	<p>Object – There are several points I wish to raise:</p> <p>1. The traffic issue in Warborough is associated with the school (pick-up and drop-off primarily), not the 6 Acre development currently under construction. Each dwelling has at least 2 parking spaces in the new development, so no great increase in parking on the A329 should be expected from there. Thus the placement, around the entrance to the development rather than evenly, either side of the school seems incorrect, even if the decision to go ahead with introduction of the lines was the correct one.</p> <p>2. The 6 Acre development will include a 29-space car park which the Parish Council will own and operate and is designed primarily for the use of school parents to move children off the main road. From a survey of parked car numbers at school times this will likely generally be enough, though from time to time there will be overspill of a few cars back to the road on wet days for example, and a large overspill on special occasions (sports day, nativity play, parents' evening etc). Introducing the yellow lines at any point will push this extra parking elsewhere in a village already struggling for parking space. Introducing yellow lines before this car park is completed (expected Aug/Sep</p>

	<p>2021) means the school parents would have nowhere to park and would have awful consequences for the other unsuitable areas these cars would be pushed to, and heightened safety issues for those cars parked nearer the 90 degree bend to the south of the proposed lines, where cars would surely then park. Thus restrictions should not be considered AT ALL until this new parking provision is up and running. The Parochial Church Council, who own the school land and are part of the operation of the school, agree on this point.</p> <p>3. The Neighbourhood Plan, whilst showing some support for yellow lines, suggested a traffic and parking survey be commissioned. The yellow lines suggestion in the Plan came before the new car park was offered to the villages, thus should be viewed in the context of a significant change in the facts around parking in the village, which was a prime concern identified in the Plan. It seems sensible to allow the Parish Council to commission such a survey once behaviours have bedded in after the introduction of the new car park. Again, the PCC and school are in favour of 'nudge' tactics to try to encourage any parents who still want to park on the main road that the car park is the better and safer option, and it is sensible to allow this to take effect first. Thus it is my proposal that such a report is commissioned 6-12 months after completion of the car park and once complete the results of the report would much better guide the community on the requirement or otherwise of yellow lines. It also avoids a potential unwarranted expenditure at a time when council budgets are often stretched. If it turns out to be the right decision in 2-3 years' time, what is lost by the delay in comparison to making the wrong decision early?</p> <p>4. As a subordinate point to above, it seems entirely feasible such a report might suggest something other than 24 hour restrictions, considering the concentration of the traffic issue at such acute timings, thus again, one should likely not jump in with a heavy-handed response until the facts of the new situation (post-car park completion) can be properly assessed.</p> <p>5. Also as a subordinate point, the village will most likely have written to object in overwhelming numbers, certainly in part about timing vis á vis the car park, likely about safety with where other parking is pushed but also about the rural nature of the village. We are a small, rural community and the general feeling I am certain is that the less urban signage and the like (including road markings) the better, notwithstanding the requirement for safety. I do not know if that falls under material considerations for your department, but it is worth noting nonetheless.</p>
(7) Local Resident, (Shillingford)	<p>Object - This is a rural location, there is no enforcement and these lines will serve no good purpose. They would be unsightly in country setting and unnecessary once the car parking for the school is provided.</p>

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(8) Local Resident, (Shillingford)	Object - I think the proposed double yellow lines will create a hazard.
(9) Local Resident, (Wallingford)	<p>Object - The timing of the implementation of this proposal is critical. The developer has agreed to provide 29 parking places within the site nearest to the Village school. They have pointed out that the parking place is unlikely to be available until the site is finished. In that case the number of parent cars will have huge difficulty delivering school pupils at school start and school finish times if DYs are used before the parking area is available.</p> <p>I live at the junction of Gravel Lane and Thame Road seeing the existing problems clearly every day. Until the car park area is available the DYs are likely to increase traffic chaos at the times identified above.</p>
(10) Local Resident, (Warborough)	<p>Object - The proposed double yellow lines on Thame Road because of the housing development adjacent to the primary school is in my opinion extremely dangerous.</p> <p>The school has many children who are not from the village so are driven from surrounding villages. Children often with siblings then walk to the school by parents and guardians in all weather. For a short time, during term time, the mornings and afternoons have cars parked for some distance either side of the school. Double yellow lines will mean cars are parked further away for the school resulting in chaos in the village. Visibility from moving traffic will be impeded by the road's twists and turns and the children have further to walk. Cars will be parked for longer periods resulting in drivers passing through the village getting more frustrated with a possible increased chance of dangerous driving.</p>
(11) Local Resident, (Wallingford)	Object - Parking in Warborough in school days, at school drop off and pick up time (and especially 14.45-15.15 in term time) is already congested. By allowing double yellow lines in the area suggested, this will cause more cars being parked on the road further into the village, where there are more bends and houses. It will cause more issues and make it more difficult, and dangerous, to park. Unless OCC can come up with a better way for school children to be dropped off/collected from St Laurence school (a walking bus/alternative parking, for example), this application should not go ahead.
(12) Local Resident, (Warborough)	Object - These double yellow lines will merely move the traffic problem further south on Thame Road. Although I believe there will be parking in the new housing development it will not be enough for the number of cars that park at

CMDE8

	<p>school opening and closing times. If cars move much further south they will get very close to the bend in the road which will make parking potentially quite dangerous. The important thing is to have lots of small sections of double yellow lines so cars can easily pass each other even if there are lots of cars parking (and residents can get out of their driveways at that busy time). Just having one big section of double yellow line is not going to help the situation at school drop off time.</p>
(13) Local Resident, (Warborough)	<p>Object - I live at 109 Thame Road and whilst the idea of the road being clearer due the lack of people parking on it appeals to a degree certainly during school drop off where do you actually expect these parents to park to drop off their children? There is on average 30 cars a day. Green Lane is the obvious place where they would go but the lane is not fit for that purpose and has just been made free of pot holes at the residents own cost (me included). Some will also park right outside my grade 2 listed Cottage in the conservation zone. The idea of our road being defaced with paint also doesn't appeal and I'm assuming it will be street lights next and all that light pollution which was promised would never happen despite the development.....</p>
(14) Local Resident, (Warborough)	<p>Object - Severe impact to the properties bordering the parking restrictions and the school</p>
(15) Local Resident, (Warborough)	<p>Object - It's going to stop any one parking outside St Laurence school which means at 9am and 3pm that traffic is pushed to either the new development or Green Lane. Those parents driving in from Shillingford will have no where to park.</p> <p>When we supported the plan it was on the understanding the developer supported the community and there were talks of additional Parking places for school drop offs but nothing has come to fruition.</p> <p>I don't see this as helpful as neither they or the pcc have offered alternative safe places to pick up children from the school. There is no public transport in Warborough and children cannot be left to walk home alone.</p>
(16) Local Resident, (Shillingford)	<p>Object - Why is this needed? It's not! You state what the proposal is but no mention why it is needed 24 hour restrictions are not required for the 15 minute period in the morning and evening where cars park to drop kids off at the school. Parents are not parking for the fun of it but to take kids to school so why make their lives more difficult? You will create a bottle neck of cars in a new proposed card park that will result in congestion somewhere else and increase danger to children. I STRONGLY oppose the proposal.</p>

(17) Local Resident, (Warborough)	<p>Object - The main users of this area of the road for parking are parents dropping off children at school, so is used for parking each side of the school day. These parents still need somewhere to park, and by putting double yellow lines where proposed, will simply push the problem further into the village and force people to park in much more dangerous spots, and along a bend in the road which will make safely passing this traffic extremely dangerous.</p> <p>The users of this part of the road to park will simply be pushed into the village, also at a time of the day when there are lots of school children waiting for the bus to go to Wallingford school, again which I believe is more dangerous than allowing parking to continue where it currently is.</p> <p>Such a huge area of double yellow lines will also be an eye sore, in a conservation area, which is completely unacceptable.</p> <p>It will also make parking to use the village shop more difficult as the current shop parking spaces will no doubt be used by parents looking for parking.</p>
(18) Local Resident, (Warborough)	<p>Object - This will simply push the parking into more dangerous areas such as the area around the centre of the village or out towards the Warborough/Shillingford roundabout.</p> <p>There is no current problem with parking as the area is predominantly used for school drop off and collection. Double yellow lines serve no purpose in this instance. A short-sighted non-solution for a problem that neither exists nor will exist. But one that will cause a problem in its own right.</p>
(19) Local Resident, (Warborough)	Object - No comments
(20) Local Resident, (Wallingford)	Object - As a user of the school and preschool in Warborough I think the proposed plans to introduce double yellow lines outside the school is dangerous. It is impossible to expect parents with young children to walk long distances, on poorly maintained paths to safely take their children to and from school. Most parents park respectfully to other road

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	<p>users and the introduction of double yellow lines will only cause dangerous parking situations as there is limited, safe pedestrian safe access routes to the school.</p> <p>This will also act as a deterrent to new parents thinking of applying to the school and preschool and it would horrific to see two such wonderful learning establishments forced to close through declining student numbers because it was impossible and dangerous to take their children to school in the morning.</p>
(21) Local Resident, (Warborough)	<p>Object - This makes absolutely no sense.</p> <p>We have lived in the village for 27 years and the only time there is a problem on that section of road is during school drop off and pick up. This residential development is going to provide car parking for this very purpose.</p> <p>We have always managed to use that section of road with careful driving, why now are double yellow lines required, especially when the problem disappears in 2 years. This has been considered on many occasions over the last few years by the parish council and dismissed as it only moves the temporary congestion into more dangerous areas.</p> <p>The only effect of installing these lines will be the cars parking further away from the school along the A329 and closer to the bend in Shillingford and blocking the Green at the other end. It will become more dangerous and probably cause major traffic jams, even accidents.</p> <p>If the contractors are requesting these yellow lines for vehicle access then a much simpler way of avoiding any problems is to arrange deliveries outside of the hours 08.45 - 09.15 and 14.45 and 15.15. Problem solved!</p>
(22) Local Resident, (Warborough)	<p>Object - I am objecting to the proposed double yellow lines as I believe they will increase the traffic congestion/hazard to the south of Gravel Lane during drop off and pick up outside St Lawrence School. Currently the parents park on the east side of the A329 north and south of Gravel Lane. Driving south along the A329 at these busy times is a hazard due to the current volume distributed north and south. Going south of Gravel Lane the oncoming traffic is not visible due to the cars parked. Currently there may be a few places to pull in when driving south. With a restriction on the north side of Gravel Lane the line of cars parked will become longer and pull in spaces non-existent. Going south this road has a sharp bend to the left. Cars will be parked almost to this bend causing a dangerous hazard.</p>

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(23) Local Resident, (Warborough)	Object - The only time there is currently parking in this area is for school drop off and pick up and events. This parking slows the traffic on this straight section of road down to the correct speed. Yellow lines will allow greater speeds and negate the benefit of increased sight lines. Yellow lines will push parents to park further away from the school and increase risk for pupils. As a resident of Gravel Lane, it will make entry and exit more dangerous not less.
(24) Local Resident, (Wallingford)	Object - My children attend Warborough primary, sadly we live in Wallingford so need to use a car to get them there. If these double yellow lines are put in place there will be no legal parking for parents to take their children to school. It's an absolutely ridiculous idea!!
(25) Local Resident, (Benson)	Object - Currently have to drive to bring my children to the school as there was no space at the school where we live. To put double yellow lines means even more inconveniences with a baby
(26) Local Resident, (Berrick Salome)	Object - This is a very busy road and it is dangerous enough leading children into school. Creating yellow lines is going going to increase the danger as there are no other places to park to drop the children at school. Therefore, it is creating a much more dangerous scenario by doing this.
(27) Local Resident, (Warborough)	Object - The exit from our driveway is often blocked by parked cars and thus we have restricted view, due to school parent parking. The addition of double yellow lines will push them further along the road and severely affect our access further and be extremely dangerous for all, added to which it will cause further congestion and restrict the ability for cars to pass freely along the road. Furthermore, we live in an old village where yellow double lines are inappropriate and not in keeping.
(28) Local Resident, (Wallingford)	Object - This will endanger pedestrians during school drop-off times as parents will need to park further from the school and children will need to walk on the grass verges to get to a footpath. This will also ruin the grass verges due to parking and greater footfall. The road is only busy during school drop-off and pickup which is, at most, an hour a day so these should not be necessary. It should be understood by the developers that they are building next to a school and should expect some peak times of day for parking but this does not prevent access to the houses being built so it is not necessary to have double yellow lines. Also, who is going to police this? Will it fall to the school, who

	will then have disagreements with parents? This will place undue stress on a small village school.
(29) Local Resident, (Wallingford)	Object - My children attend this school and I use this area for parking for drop off and collection. I understand the potential need for restriction around the immediate area where the junction to the new housing development is due to join the road. However, the extent of this proposal for such a distance along the road seems unworkable. The road is only used for parking for very short times of day drop off and collection. It is a small village school and obviously cannot be supported by people living within the village alone, so many people have to travel by car. I think restricting this area will encourage people to park and block other areas of the village during these times of day through necessity.
(30) Local Resident, (Warborough)	Object - I object to these double yellow lines as a creeping urbanisation of the rural landscape of our village. I am of the opinion that parents dropping off children will park further down the road in both directions which is more likely to cause accidents and will cause even more problems for people who live nearby.
(31) Local Resident, (Shillingford)	Object - No comments
(32) Local Resident, (Warborough)	<p>Object - This is a very bad proposal and will increase the risk of accidents. Warborough Primary School is on this road. Pupils come from the surrounding countryside, as well as from the village. Many arrive/are collected by car and there are 20 or more vehicles parked along the roadside, while the parents accompany the young children into and out of school, every morning and afternoon.</p> <p>These vehicles will still arrive and the proposed yellow lines will force them to park right up to the bend at the Shillingford end of Thame Road. Vehicles travelling from the Shillingford roundabout are unsighted as they round that bend and at least half of them travel at over the 30mph speed limit. (I have counted them.)</p> <p>An accident could happen in various ways:</p> <ol style="list-style-type: none"> 1. A small child getting out on the offside of their parked vehicle would be at high risk. 2. Cars and bicycles travelling towards Shillingford would be on the wrong side of the road whilst overtaking parked

	<p>vehicles - head-on collision?</p> <p>3. Cars and bicycles emerging from Oatlands Close and from properties along that portion of Thame Road would also be forced onto the wrong side of the road and at high risk of collision with vehicles rounding the bend. A bad proposal, put forward by the builders for their own convenience and without regard for the needs of the village community and the schoolchildren. I urge you to reject it.</p>
(33) Local Resident, (Warborough)	<p>Object - 1. No reported cases of any incidents have been made over two years and applying yellow lines will give risk and concern to accidents for sure as those who are passing and walking will be subject to parked cars, blind spots.</p> <p>2. The exit out of green lane and the flow of vehicles has not been assessed nor calculated for impact.</p> <p>3. No risk assessment has been issued.</p> <p>4. The proposal is not in line with the appearance of the village.</p> <p>5. What is the issue that the lines will resolve.</p>
(34) Local Resident, (Shillingford)	<p>Object - We think these double yellow lines are absolutely ridiculous! It will cause huge problems in the village. Not only will parents choose more inappropriate and hazardous places to park but a clear road would cause cars to speed down through the village, which they often do despite the 30mph speed limit! This will be extremely dangerous as children will be crossing the road, particularly down at the bend where I expect parents will end up parking. Where there is a school, you have to expect that is where parents park to drop off their child!</p>
(35) Local Resident, (Wallingford)	<p>Object - The school was in Warborough for many years (decades) before the new houses were proposed to be built. The ignorance of the presence of the school by the developer is astounding, Attendance for children at both the preschool and the primary school is a mix of pedestrian, bike and car. The parking for drop off and collection has always been on the east side of the road, and either side of the entrance to the school.</p> <p>The fact that there will be 29 additional houses in the village does not change the fact that there will still be parents dropping off and collecting children during term times, and it is outrageous that a new and unwanted development is now trying to impose restrictions on the use of the highway, and attempting to move the short term morning and</p>

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	<p>afternoon parking away from their development.</p> <p>The attempt to move parking towards Shillingford will create a more dangerous approach to the school or move the current traffic into other parts of the village, which is likely to cause greater disruption to other villagers. The proposed parking restrictions should not be permitted.</p>
(36) Local Resident, (Shillingford)	<p>Object - If the lines appear after reasonable parking has been provided within the new development which has been promised by the developers, then I wouldn't object to them.</p> <p>However, if they are put in before the parking on the development has been provided then this will cause a great deal of nuisance to people living in Green Lane, Gravel Lane and in other areas of Thame Road. It will also be dangerous as parents will still stop but will hurry their children into possibly more hazardous areas to avoid being prosecuted.</p> <p>The developers promised the parking, and this was one of the main reasons that the Development was passed.</p>
(37) Local Resident, (Wallingford)	<p>Object - I live in Wallingford and my daughter goes to Warborough school, there is no public transport offered to children under the age of 11, so I have to take my car to drop her and pick her up. Not being able to park in front of the school will make dropping and picking up my daughter much more difficult. I can't share lift as I have odd working hours.</p>
(38) Local Resident, (Shillingford)	<p>Object - Would move parents dropping off children towards a blind bend.</p>
(39) Local Resident, (Warborough)	<p>Object - Will increase danger to vehicles and pedestrians. Also an ugly urbanisation of the village</p>
(40) Local Resident, (Warborough)	<p>Object - It's a dangerous option to add the lines as parents picking up from school will park further down the road forcing traffic on to the wrong side of the road nearer to the corner. It's an accident waiting to happen.</p> <p>The school has no facility to drop off/pick up on the premises. Existing parking is used by staff and they have a narrow</p>

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	<p>one car drive. Adding double yellows outside the school is ridiculous. It will mean children are unsafe as the parents will Park further away and they will have to cross roads (Green Lane or the corner of Thame Road) where we have no traffic safety measures. No crossings exist in the village and cars will be speeding through the village as they won't have the existing parked cars to navigate. We also do not have street lighting in Warborough making it harder in poor visibility or dark days.</p> <p>It would make more sense to add traffic lights to the new development so they can safely depart/arrive and also add a crossing as there should be one there Anyway.</p>
(41) Local Resident, (Warborough)	<p>Object - I strongly object to this proposal on road-user safety grounds. Imposing parking restrictions in this stretch of road will force parents dropping off children at the village school to park further along Thame Road in both directions away from the school. To the south, parking will create a single-lane road width hazard towards the blind 90 deg. bend; and to the north it will create access restrictions and safety hazards for residents on and off their driveways.</p> <p>An example is my driveway and that of my opposite neighbour which are at the end of the proposed yellow line area. Cars parked on the road there in future will force overtaking traffic onto the opposite side of the road requiring us to negotiate pulling out of our driveways into a single lane width with the hazard of oncoming traffic from either direction. This will greatly increase the danger of collision and traffic-flow disruption, especially during peak periods when the level of traffic is considerable.</p> <p>The proposed parking restriction is purely for the short-term convenience of the developer during the construction of the new houses on the six acres site. It does nothing to resolve access restrictions for the developer onto the building site; it only moves the issue along to other sections of the road. His lorries will still have access restrictions as they negotiate parked cars - just further up the road.</p> <p>In addition to the clear safety issues this matter raises, am also very opposed to the unsightly addition of urbanising double yellow lines in the heart of the Warborough conservation area.</p> <p>A better solution would be to temporarily grant access to the site from the back, via the large field off the bottom of New Road by the Plough statue.</p>
(42) Local Resident, (Warborough)	<p>Object - I object to the proposed double yellow line restriction on several grounds. Firstly it would be an unwanted and inappropriate urbanisation of the conservation area in a small village. Secondly, the current issue of parking at pick up</p>

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	and drop off times at the school would be diverted to the ends of the parking restriction, both near hazardous bends with poor visibility and nearer to the centre of the village with an already difficult crossing point and some parking issues between the church and the shop. The likely consequence being an accident leading to the imposition of yellow lines right through the village.
(43) Local Resident, (Shillingford)	<p>Object - I object to this proposal for a number of reasons:</p> <ul style="list-style-type: none"> - there appears to be a distinct lack of logic or reason for the proposal in the first place; the building of some new houses does not justify such an extreme length of double yellow lines - the proposed location of the lines is immediately outside a school for which there is no other parking provision - the idea that some parking allocation for school will be included as part of the development is an unrealistic ideal - what guarantees does the County Council provide that any such provision will be maintained and always be available for school use or use of parents at drop off/pick up times? - the proposed length of the lines would force the 25+ cars that drop off/pick up children from school to park elsewhere in a tiny village with no other parking provision - the proposal outlines no benefit of its action, nor does it recognise the impact it would have on the rest of an historic village or the function of its school
(44) Local Resident, (Warborough)	<p>Object - Our home is on Green Lane. Green Lane is a bridleway running off Thame Road on the opposite side of the road to the school and to the new housing development.</p> <ul style="list-style-type: none"> • This proposal for double yellow lines is presumably as a result of the inadequate access that is being provided off Thame Road for the new development; parking needs to be restricted in the main road so that entering and leaving the new site can be reasonably safe for traffic and pedestrians. • We expect this proposal for double yellow lines with 24-hour parking restriction as suggested in your plans will result in more traffic parking in Green Lane. • Green Lane is a bridleway that is maintained and financed solely by the personal contributions of the residents of Green Lane. • We are concerned that the majority of traffic already drives at speeds well over the statutory limit for the A329. A clear road with no parking will only, unfortunately, encourage more anti-social and illegal disregard for the speed limits. It will also make turning out of Green Lane onto the Thame Road more dangerous for the residents. • Speed controls on Thame Road would be a far better solution: a reduced speed limit to 20 mph and physical speed restrictors.

	<ul style="list-style-type: none"> • Increased use of the very restricted entrance to Green Lane by parking cars will endanger pedestrians, residents, dog walkers and especially the school children accessing the nature area and forest school. • Previous planning applications in Green Lane have been restricted with the specific aim of not increasing the traffic in Green Lane. • It is not at all clear that there is any benefit to adding double yellow lines with 24-hour parking restrictions. Parking
(45) Local Resident, (Wallingford)	<p>Object - Currently for many parents the only way to drop of their children is to park on the main road. Unless an alternative can be provided for 30 odd cars with large enough space to allow prams etc this will push parking further along the road and force parent to walk children further along a busy road.</p> <p>If the access to the new house was deemed unsafe as it currently stands then planning should never have been granted without resolving access.</p> <p>I do not see how it is unsafe for a short period twice a day in term time for parent to park along the road. The children are far more at risk having to cross what will no doubt become a busy entrance/exit to a housing estate than the other way around.</p> <p>While the housing is being built the pupils are having to deal with filthy conditions on their way into school and large vehicles parking and manoeuvring around them.</p>
(46) Local Resident, (Warborough)	<p>Object - I am a resident of Green Lane and feel that the proposed parking restrictions in Thames Road would have a very adverse effect in the village and this bridleway lane. The restrictions would primarily effect parking for parents at the drop off and fetching times of day and would provide no place for them to go except for Green Lane which is totally unsuited for this purpose. The corner for access and exit is dangerous at such times as there are many children, dog walkers, horses and residents either driving, walking, riding etc. and the visibility is poor.</p>
(47) Local Resident, (Warborough)	<p>Object - I do not consider that the proposed parking restrictions are either necessary or appropriate. I assume the intention of the double yellow lines is to make entry and exit to the Six Acres development easier; however, other side-streets of houses off the Thame Road/New Road do not have such restrictions, and operate quite adequately, so I do not see why Rectory Homes should receive preferential treatment for this new development. Furthermore, the presence of parked cars along this stretch of the Thame Road acts as a - very necessary - traffic calming measure. And as others have pointed out, this part of the road is much used by parents dropping off and picking up children</p>

	from Warborough primary school; if the proposed restriction is put in place, they will be forced to park further away, which is likely to increase the risk of accidents.
(48) Local Resident, (Warborough)	<p>Object - The Warborough and Shillingford Neighbourhood Plan that has been adopted ('Made') recommended the Six Acres development not least because it made provision for off road drop-off parking for the school thereby alleviating the congestion on Thame Road. Once this has been provided it will then be possible to assess the most appropriate restrictions on speed and parking in Thame road near the school to ensure safety and reasonable flow of traffic.</p> <p>It seems to me a thoroughly bad idea and completely illogical to restrict parking before this off-road parking has been made available and the congestion reassessed. Taking the proposed action now would make this area less safe for parents and children, encourage speeding traffic in precisely the wrong place on this straight road, and push random parking into other areas of the village. During the house building period the developer should schedule his main deliveries etc to avoid school dropouts off and pick up times if that is his reason for requesting the proposed measure.</p>
(49) Local Resident, (Warborough)	<p>Object - This is not a logical nor safe proposal. There is a school where the yellow lines wants to be created and will bring unnecessary chaos everywhere.</p> <p>I live on Thame Road and I don't mind the cars parking to leave the kids and collect them from nursery and Primary school. In fact, it makes the traffic slow down and people drive more carefully, which EVERYONE appreciates it.</p> <p>If these yellow lines will go ahead, they will also disrupt the whole look of the village and will inevitably bring other calming measures. How will my daughter cross to go to school or the shop if there is no safe way she or I can cross if there are no cars slowing the traffic down at peak times?</p> <p>I have pregnant friends with kids, disabled friends who come visit and cannot walk far. Where will they park? How will they safely cross the road? I am not even allowed a dropped curve for vehicles to go in my garden...</p> <p>Now people can park and go to school and cross the road safely, why change it?</p> <p>These yellow lines will have a knock-on effect and will make things chaotic and dangerous where they are not. They are pointless and will create accidents. And by someone who lives on Thame Road I know precisely how it will affect everyday life. I beg you to reject this.</p>

(50) Local Resident, (Warborough)	<p>Object - There has been an issue with school traffic parking for years. I understand that there is a commitment to construct a school parking/drop off area as part of the new development. This should be completed before any further building. Having a restricted parking area around the school will simply move the problem as cars will be parked further away from the school meaning they will remain parked longer. They will also back up further towards the shop/church area and towards the bend at Thame Road at the other end of the village. Both of these will increase the risk of accident, which is already high.</p> <p>Perhaps more consideration should be given to traffic management before planning is given?</p>
(51) Local Resident, (Warborough)	<p>Object - During the Warborough and Shillingford Neighbourhood Plan process, rigorous consultation was conducted and concern about school parking was one of the most serious issues raised. Parents at the school were consulted, and overwhelmingly supported the idea of providing an adjacent car park facility.</p> <p>A proposal to provide off-street parking in the adjacent 6 Acre site received substantial support. One of the objections, though, was that parents would continue to park along the Thame Road, rather than turning off and finding a car parking space, and that speeding would increase. There was also concern about the safety of nearby junctions of Green and Gravel Lane.</p> <p>The idea of restricting parking on the Thame Road with a 20mph limit emerged, was thoroughly consulted on, and was supported by a majority. However, during the NP process, OCC and SODC made it clear that local preferences could not be specified in the NP, but that a professional traffic assessment could be submitted and might carry more weight. As far as I am aware, no professional assessment has been carried out, and so no professionally-informed feedback can be submitted.</p> <p>Given that the car park is not scheduled to be available until 2021, it is certainly premature to place double yellow lines in this area: without the new car park facility it will exacerbate rather than alleviate safety issues.</p> <p>The decision to implement yellow lines should be delayed until the car park is delivered (providing cars do not restrict site access during construction).</p> <p>Once the car park is in place then if parents use it rather than the road, and drivers respect road rules about not parking near junctions, there may be no need for yellow lines.</p>

<p>(52) Local Resident, (Warborough)</p>	<p>Object - I would very much echo my colleague's response (see no above) which is a balanced summary of the issues relating to parking outside the school, the proposed new car park on the Six Acres development, and the potential negative impact this might have on the existing problem of speeding through the village were double yellow lines be introduced, that were identified during the NP consultation process.</p> <p>The developer undertook to avoid school pick-up and drop-off times for site deliveries, so whilst I appreciate there may be longer-term concerns about residents of the new development safely accessing Thame Road from the Six Acre site once building work is completed, site access should not be used as a reason to introduce yellow lines prematurely. The survey we undertook during the NP process (available as part of the NP documentation) showed that there are periods of around half an hour at the start and end of the school day where there are large numbers of cars parked along Thame Road outside the school and adjacent to the entrance to Six Acres. Outside these times, and outside term time, there are few, if any, cars parked on Thame Road at all.</p> <p>It is far too early to say if parking on Thame Road will negatively impact the future residents of Six Acres until the car park is completed and we are able to assess levels of use and the impact it has on traffic flow on Thame Road. Ideally this should be undertaken by a professional traffic assessor.</p> <p>I believe there are significant additional risks that will occur if yellow lines are painted before the car park is completed. Cars will be pushed to park further along Thame Road, impacting on access to Green Lane, Gravel Lane and Oatlands Close and more worrying causing potential safety issues with visibility at the large bend where Thame Road joins New Road.</p> <p>In addition, some parents might decide to park in the quieter cul-de-sacs off Warborough Lane/Caldecott Close/Plough Close, which will add to the number of pedestrians trying to cross the road at the bend adding further to safety concerns here.</p> <p>Finally, some of the school parking problems were recently alleviated a little by the painting of several 'Keep Clear' signs along Thame Road so that cars trying to overtake the parked cars have 'safe havens' to aim for, as it is just not possible to see from one end of the line of parked cars to the other when looking to overtake them.</p> <p>If the parked cars are now pushed further down Thame Road, these signs will not be in the right place anymore and there is a real risk of us reverting to the verbal abuse and physical damage to parked cars that were common occurrences prior to their installation (as evidenced in the survey of school parents undertaken as part of the NP).</p>
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(53) Local Resident, (Warborough)	<p>Object - The parking on Thame Road most definitely works as natural traffic calming. Unfortunately, some vehicles pass through the village at great speeds and without the parked cars on the road, this will only get worse.</p> <p>If double lines were to be installed on Thame Road cars will seek parking elsewhere and Green Lane would almost certainly be used. The current visibility when pulling out onto Thame Road is restricted and cars parking on Green Lane would further restrict this. In addition, the road surface of Green Lane is maintained and paid for by the residents and an increase in traffic would be to the detriment of the road surface.</p>
(54) Local Resident, (Warborough)	<p>Object - I consider this to be a very bad proposal and could possibly increase the risk of accidents to children, cyclist, walkers, dog walkers and horse riders.</p> <p>Warborough Primary School is on this road and next to the site that is being built upon. Whilst many of the school's pupils come from within the village many others come from the surrounding villages and countryside. This means that many arrive/and are collected by car and there are maybe 20 or more vehicles parked along the roadside while the parents accompany the young children both into and out of school, every morning and afternoon, which they are obliged to do.</p> <p>Cars will have to continue to stop but the proposed yellow lines will mean that they will have to park some distance away and walk as there is nowhere accessible for 20+ cars to park long enough to deliver and pick up children safely near the school. If the drivers are forced to park close to the bend at the Wheeler's End corner, Shillingford or up by the War Memorial there will be the difficulties of getting both children and driver in and out of the cars and the traffic problem will just be causing problems further along the road. Despite being in a 30mph speed limit, many cars do not obey this law.</p> <p>The situation is difficult as things are now - and of course most frustrating to the residents who live opposite or close to the school - but this proposal is not the right answer. As things are now the actual time the cars are parked is short as the drivers stop only to take their children into school or pick up and then they leave. If the proposed yellow lines are permitted the whole area could become a sort of speed track. If we were to have a police presence in the village they would see how fast people drive through Warborough and especially along this straight section of road which leads straight into the area where many gather to use the shop, church or access the village green. At least the occasional parked car during the day makes it necessary for traffic to slow down.</p> <p>This proposal has obviously been put forward by the builders without regard for the needs of the village community or</p>

	the safety of the schoolchildren and others. I would ask you to please reject the proposal.
(55) Local Resident, (Warborough)	<p>Object - This is a very bad proposal and will increase the risk of accidents. Warborough Primary School is on this road. Pupils come from the surrounding countryside, as well as from the village. Many arrive/are collected by car and there are 20 or more vehicles parked along the roadside, while the parents accompany the young children into and out of school, every morning and afternoon.</p> <p>These vehicles will still arrive and the proposed yellow lines will force them to park right up to the bend at the Shillingford end of Thame Road. Vehicles travelling from the Shillingford roundabout are unsighted as they round that bend and at least half of them travel at over the 30 mph speed limit. (I have counted them.)</p> <p>An accident could happen in various ways:</p> <ol style="list-style-type: none"> 1. A small child getting out on the offside of their parked vehicle would be at high risk. 2. Cars and bicycles travelling towards Shillingford would be on the wrong side of the road whilst overtaking parked vehicles - head-on collision? 3. Cars and bicycles emerging from Oatlands Close and from properties along that portion of Thame Road would also be forced onto the wrong side of the road and at high risk of collision with vehicles rounding the bend. <p>A bad proposal, put forward by the builders for their own convenience and without regard for the needs of the village community and the schoolchildren. I urge you to reject it.</p>
(56) Local Resident, (Warborough)	<p>Object - If the proposed was to happen then this is only going to push the parking for school pick up/drop off further down the road away from the school entrance which will cause even more traffic congestion than there is now at school pickup and drop off time. The children will be expected to exit the car onto the grass verge and walk alongside the road until they can cross over the ditch. These verges are also a pleasant sight to see in spring when the flowers are growing through. If the cars have to park on the bends at the Shillingford end of the A329 then this is an accident waiting to happen. I know parking cars outside the school is not ideal but at least this is on a straight piece of road and you can see a long way up the road unlike you will be able to if the lines are put in.</p> <p>Living in the village I have already seen on a number of occasions large lorries reversing out of the new development site without banksman, which is a health & safety breach.</p>

	I believe that the Yellow lines are also not in keeping with the village look.
(57) Local Resident, (Warborough)	<p>Object - We found the decision to build a new estate in a village of this size bizarre and the consequent recommendation to add yellow lines a sad consequence of this development.</p> <p>We are not clear that the addition of yellow lines will improve safety in these circumstances. The parking that takes place here is only for circa 1 hour a day when the school is in term time. The parking actually creates natural traffic calming and yellow lines will force cars either to park in the bridleway opposite the Site or elsewhere in the village. The Bridleway is a privately maintained and managed road the residents of Green Lane.</p> <p>Given this is the case we object to the further urbanisation of Warborough.</p>
(58) Local Resident, (Warborough)	<p>Object – We live in Green Lane, a bridleway running off Thame Road, on the opposite side to the School and the current housing development. The Bridleway is maintained and managed by the residents of Green Lane. We expect any addition of yellow lines around the entrance of the development and the school will result in more traffic parking in Green Lane. The entrance to Green Lane from Thame Road has restricted visibility when exiting and additional traffic will only add to risk. Green Lane is also used by residents, horse riders, dog walkers and crucially school children accessing the nature area or “forest school”. We believe there is a real risk to pedestrians as a result. Previous planning applications in Green Lane have been restricted to prevent additional traffic in the area.</p> <p>It is also not clear that there is any benefit to adding yellow lines with 24 hour parking restrictions. Traffic will simply move elsewhere (as described above) with parking in potentially more dangerous areas. The parking that takes place here is only for less than 1 hour a day in school term time and creates natural traffic calming. The cars parked on the road force drivers to slow down.</p>
(59) Local Resident, (Warborough)	<p>Object - We understand that parking restrictions might be standard operating procedure as a result of the current development but the particular circumstances in the village mean that this may not be the best option to support pedestrian – and particularly child – safety.</p> <p>The regular parking that occurs at this location is associated with drop off and collection of children using the school, located adjacent to the Site entrance. Siting of yellow lines is likely to result in car parking moving further down the</p>

	<p>Thame Road or being pushed into Green Lane, a bridle way with significant visibility issues for cars joining the main Thame Road.</p> <p>One of the reasons claimed for approving this development in Warborough was to provide a car park for the School. We urge you to consult with the school, which has concerns regarding the car park size, and also listen to community comments. However we are very concerned about child safety and so we would hope that you will use your expertise to ensure this is at the forefront of your recommendations.</p>
(60) Resident, (unknown)	<p>Object - Before any building development is considered it goes through planning and highway have their say as well. Didn't they know that there is a school? Why that has not been addressed?</p> <p>If the double yellow line is imposed where do the parents going to park? There is no alternative proposed or any suggestion. If you have a look at the map of Warborough you will find that it will be difficult to accommodate 30 cars or so in the mornings and afternoons. If parents will be forced to park elsewhere, the whole village will go into standstill. As it is, we parents parking on the main road and the time scale is maximum of 15 min morning and afternoon. So it is easier for the builders to have no delivery or movement from and in the site in that specific time. Which is from 8.30am for 15 min and from 2.50pm for 15 min again.</p> <p>The builders themselves parking on the main road and some have got cars on the site itself. It is not for long as the building development is going to be finished at some point. So, in my opinion all of us need to be considerate to each other. Builders need to get in and out and so parents need to drop and pick their children.</p>
(61) Local Resident, (Warborough)	<p>Concerns - We live on Thame Road beyond the proposed new parking restrictions. The yellow lines stop at the limit of the Six Acre field redevelopment so our house will be in the middle of the free parking area.</p> <p>We feel strongly that the lines should be extended to and across our driveway for two reasons: firstly, with restrictions imposed further south, exiting our property at certain times of the day will be hazardous, as our view will be restricted by cars either side; secondly, the section between our driveway and the new development is an open ditch and the most hazardous part of the road to use for parking with children.</p> <p>There will be parking inside the new development, but this will not be enough for the number of cars that regularly turn up when the school opens and closes. At the moment we are on the northern limit of the school parking.</p>

	<p><u>update</u>: Since I wrote the first email we, as a village, have learnt more about the request for yellow lines. I assumed that the plan was put forward by the Council and commented solely on the positioning of the lines , rather than the lines themselves.</p> <p>When the housing development was put forward no mention was made of the need to control traffic on the road. as one of the plus points of the development was the provision of parking for the school. This will not be enough so some extra parking will be needed on the road but using the yellow line restriction the problem will be moved down to our house on the North side and, quite dangerously, towards the bends on the South side. It is therefore preferable to keep the section of the road near the school free of restriction so that the few cars who cannot get into the designated parking can safely park on the road.</p> <p>Parking is only an issue at school entry and exit times so we should not be burdened with permanent restrictions when access to and from the site will not be a problem.</p>
(62) Local Resident, (Warborough)	<p>Concerns - On balance I am against this development, unless the risks I outline below have been adequately mitigated against.</p> <p>My understanding is that the yellow lines are proposed in order to stop parents parking on the road during school drop off and pick up and encourage them to use the car park which is currently under development.</p> <p>I suspect that there will be little or no change in the number of cars needing to park during these key times because many families that use the school live outside easy walking distance and/or parents drop off and pick up their children from school on their way to or from work. Based on the number of cars usually parked outside the school on the road, I estimate around 30 spaces are required in the car park. The use of the car park by parents will depend on several factors:</p> <ol style="list-style-type: none"> 1. There being a sufficient number of spaces reserved for school parking during those times, which depends on there being enough total spaces and restrictions to stop residents of the new homes parking in them. 2. There being plenty of manoeuvring space in the car park, such that cars can move easily without having to reverse excessively, for the safety of the children who will be using it. 3. All spaces to be wide 'parent and child' spaces to further improve safety and to account for the high proportion of car park users who will have small children in pushchairs and prams.

	<p>4. Separate entrance and exit. Twice a day, within a ten-minute period, 30 cars will enter and then leave this car park. One access point will likely cause a significant jam and increase the risk to child safety.</p>
(63) Local Resident, (Warborough)	<p>Concerns - Exiting Gravel Lane onto A329 has been problematic. It is imperative that this sight line is, at least maintained, if not extended.</p> <p>Will school buses that take the children to swimming lessons and other occasional events have special permits to wait outside the school, or are other arrangements anticipated?</p>
(64) Local Resident, (Warborough)	<p>Concerns – I cannot see any reference to when the lines will be put in place and if this should happen before the development is completed (currently expected late 2021) it will cause severe problems for parents dropping/collecting from school. I am not a parent so not directly affected.</p> <p>I am sure you will be aware that a school car park has been integrated into the new development with off road access through to the school grounds which will not become available until the completion of the development. Surely the OCC should wait for the car park to be open to parents before taking this action and then to further assess the need. If parents comply there could be no need for double yellow lines at all.</p> <p>Recent speed-watch activity by residents in conjunction with Thames Valley Police highlighted the speed of vehicles through our village (to the point that Thames Valley Police couldn't barely cope with the letters they had to send out). Double yellow lines and no parking would effectively open this section of the village for further excessive speeds. The danger at school times does not bear thinking about. At the time our neighbourhood plan was being developed many residents suggested a 20mph speed limit around the school area and the speed-watch results support that action so perhaps this should be considered.</p> <p>Although inconvenient at times the parking on this section of Thame Road (A329) is the least of the problem and more effort should be made to restrict the flagrant abuse of current traffic regulations - speed and the huge number of lorries that break the weight restrictions on an hourly basis!</p>
(65) Local Resident, (Warborough)	<p>Support - Living directly opposite the Warborough school (93 Thame Rd) and new development I am hugely affected by the traffic queuing for the school, accessing the 6-acre site and t Thame Rd is reduced to a single file road several</p>

CMDE8

	times per day and often cannot enter or leave my premises.
(66) Local Resident, (Warborough)	Support - No comments
(67) Local Resident, (Warborough)	Support - Passing the school at various times of the day is an absolute nightmare for vehicles trying to go about their business. There is sufficient parking on the green, or by the tennis courts/allotments. The new houses permission included parking for the school - this should be used and not the main access road through the village. Children/parents are capable of walking - as we all did!
(68) Local Resident, (Warborough)	Support - The parking on Thame Road is out of hand and sooner or later there is going to be an accident. Cars plough up the verges attempting to get past, and many drivers take risks when attempting to go against the flow. It's essential to control this and encourage parents to find other ways to get their children to school.
(69) Local Resident, (Warborough)	Support - The obstruction and poor visibility caused by vehicles parked in this stretch of Thame Road at the beginning and end of the school day is a public nuisance which has continued too long.
(70) Local Resident, (Warborough)	Support - I am in favour of yellow lines being installed adjacent to the school preventing parents from parking along the Thame Rd at drop-off and pickup times as it causes daily congestion and a dangerous hazard to those wanting to drive along the road.
(71) Local Resident, (Warborough)	Support - the problem of parents dropping off and picking up children on my doorstep turning Thame Rd into a single lane road - which has now gotten so much worse with the building of the new housing development and associated increase in traffic. The main problem is getting in and out of my property and I so support permanent parking restrictions being adopted to kerb this ongoing problem.

(72) Local Resident, (Warborough)	<p>Support - I support this proposal for following reasons:</p> <ol style="list-style-type: none"> 1. Drivers are constantly struggling to leave / enter the village at school times as there are few gaps between the 40 cars which park along the road. The parked cars are there for some time as often the drivers stop and talk to each other on the grass verge before they get back into their cars and allow traffic to flow a bit better. It is simply not accurate to describe as parents dropping off children as many cars are there for five or ten minutes. There are often quite confrontational attempts by cars and vans and lorries to push their way through against their right as way. I have been sworn at, pushed off the road onto the verge by intimidating driving by frustrated drivers. The verges are now covered with rocks and posts to protect them (I don't know if they are allowed to, or who has done it). 2. During the day traffic is always slowed by some parked cars remaining on this stretch of road - presumably school staff who have no space to park in the school grounds. 3. Therefore there is always traffic forced to stop, with idling engines just by the school. Idling engines in the morning school run time is considerable. Most engines are those of 4x4 cars and vans, so diesel, and this must pollute the air for the children. On still winter days, the smell of diesel lingers, as not blown away if there is no breeze. It is becoming known that children exposed to this are vulnerable, especially small children. (My grandchildren's London schools do not allow parking near schools, to protect the children from this polluting risk.) I live in The Green North and often spend 10 minutes struggling to leave the village to join the main road to Oxford, with my diesel engine idling as I struggle to leave with the road blocked by up to 40 parked cars. I cannot turn off my engine as I could at traffic lights, when one knows when to turn on again, as struggling to get past the cars, one needs to keep engine running to seize any opportunity to make progress down this main road. 4. Within the next year or so, the parents will be able to park in the new school car park, so any increase in the distance the children and parents have to walk from further away parking areas, will no longer be a problem for them, as the car park will be where they should park. Thus any annoyance to other areas of the village if parents park there is time-limited, as the car park will be available in a year. I do not believe that people will be stupid enough to park right up to the bend, as this would be obstructing the road and leave them open to being responsible for accidents. 5. At the moment small children are emerging through the parked cars, so that they can be secured into the car seat they occupy and depending how they park this often means the parent opens the car door into the traffic flow for several minutes to strap in the child. The road is not wide enough for large open car doors and this also interrupts traffic flow. If these cars are more dispersed by parking elsewhere in the village for the next year, this would help normal traffic flow.
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CMDE8

	<p>6. Building site lorries will have to get in and out of the site for the next year and double yellow lines will make this so much safer. At the moment, they often are waiting to get out and thus blocking the footpath which is used by parents with children who walk to school, people coming up the shop and church and many dog walkers etc. This is inconvenient at best and a risk to pedestrians which needs to be mitigated by having double yellow lines, allowing lorries to get in and out easily.</p> <p>7. There is some speeding slightly over 30mph at times (as there is everywhere). There could be a lit-up sign on both sides of road (only on one side at present) telling drivers their actual speed. Some villagers use the police radar guns to catch this speeding when the police allow them to.</p> <p>8. This is a main A road and traffic should be allowed to flow more freely.</p>
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Division(s): Hendreds and Harwell

CABINET MEMBER FOR ENVIRONMENT – 16 JANUARY 2020

CHILTON - CHILTON FIELDS RESIDENTIAL DEVELOPMENT: PROPOSED 20MPH AND 30MPH SPEED LIMITS & WAITING RESTRICTIONS

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the introduction of 20mph and 30 mph speed limits and waiting restrictions at Chilton Fields and the access road to the A4185 as advertised.

Executive summary

2. Speed limits and 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 road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce a 20mph and 30mph speed limit and waiting restrictions at Chilton Fields and the access road to the A4185.

Background

4. The above proposals as shown at Annexes 1 & 2 have been put forward because and as part of the Chilton Fields residential development and, if approved, funded by it.

Consultation

5. Formal consultation on the proposal was carried out between 20 November and 20 December 2019. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Chilton Parish Council, the Vale of the White Horse District Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 115 properties in the immediate vicinity, adjacent to the proposals.
6. Seven responses were received as summarised in the table below:

Proposal	Support	Object	Neither/No opinion
20mph Speed Limit	4	2	1
30mph Speed Limit	6	0	1
Parking Restrictions	5	1	1

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

Response to objections and other comments

8. Thames Valley Police objected to the proposed 20mph speed limit as they do not consider that the zone as proposed would be self-enforcing in accordance with Department for Transport advice on 20mph speed limits and zones, taking account also the lack of speed surveys to inform their comments on this proposal. The police response did not, however, express an objection to the proposed 30mph speed limit or waiting restrictions, although it noted that the latter would be a low priority for enforcement given the high demands on police resources.
9. Noting the police objection – and that of a member of the public also objecting to the 20mph limit but giving no grounds - the layout of the roads within the development are considered to be suitable for a 20mph limit taking account of their layout.
10. One objection to the proposed waiting restrictions was received from a member of the public who was concerned as to where residents would park, noting that most properties only had one off-road parking place and that the development was poorly served by public transport.
11. In respect of the above objection waiting restrictions are only proposed in the vicinity of junctions so as to ensure that these are not obstructed by parked vehicles, thereby improving road safety and reducing delays for all road users.
12. Chilton Parish Council expressed support for all the proposals.
13. Expressions of support for all the proposals were also received from four local residents (one response, however, did not express a view on the proposed 20mph speed limit).

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

15. Funding for the proposed speed limit has been provided by the developers of the Chilton Fields residential development.

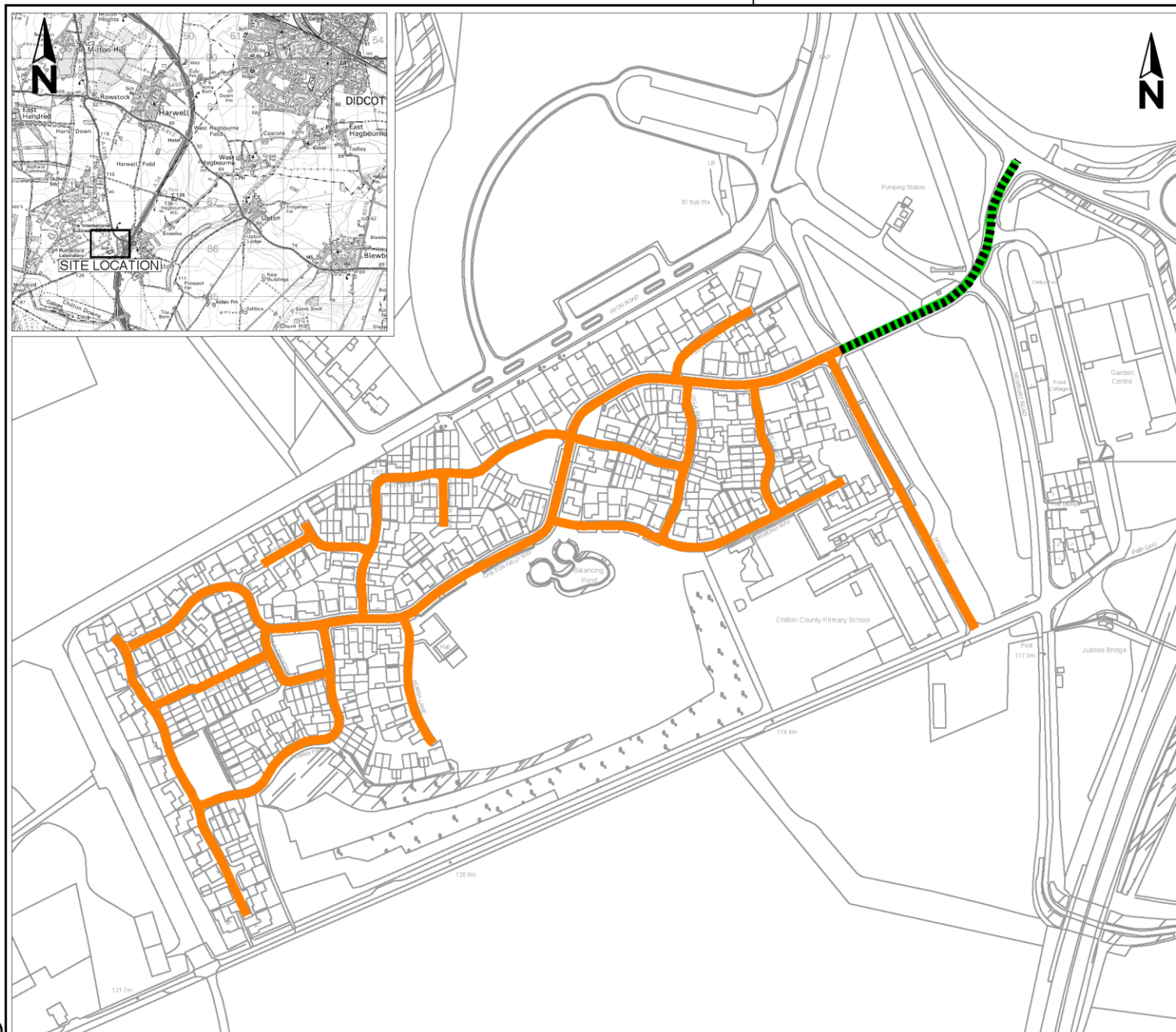
JASON RUSSELL

Interim Director for Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Duncan Norgrove 07990 368640

January 2020



Drawing No.		Revision	
		0	

Key

Proposed 20mph speed limit

Proposed 30mph speed limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

PROPOSED 20MPH AND 30MPH
SPEED LIMIT

Drawing title

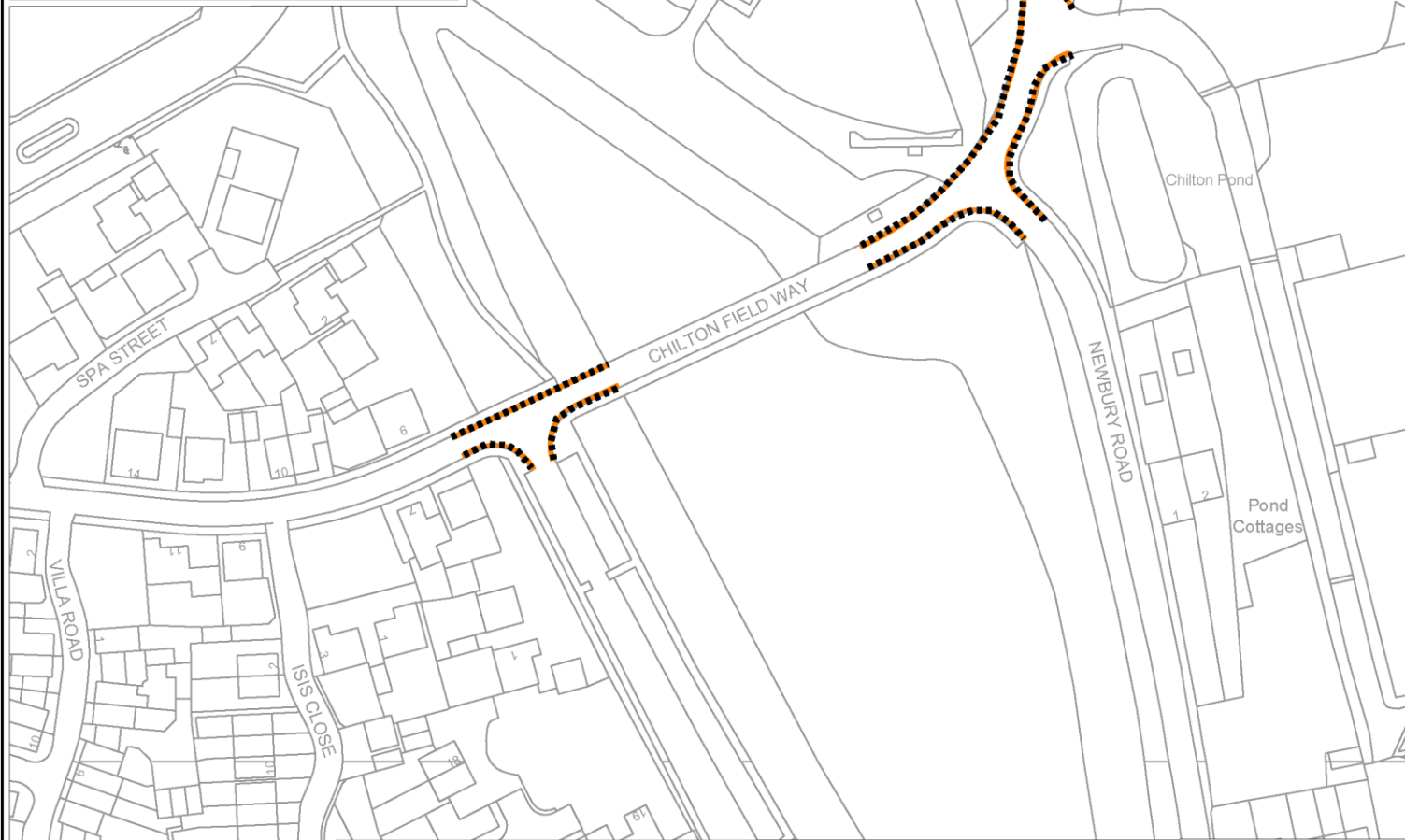
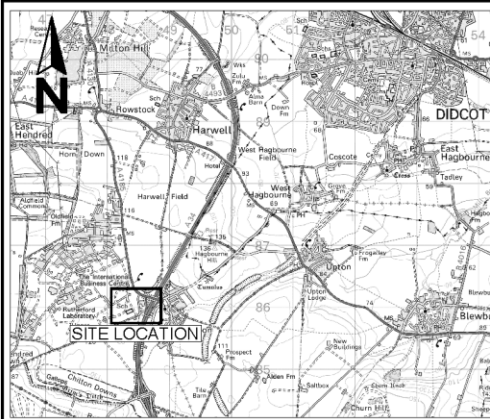
CHILTON

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	09/19		

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0



Drawing No.		Revision							
		0							
Key									
Proposed 'No Waiting at Any Time' (Double yellow lines)									
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Rev.	Date	Purpose of revision	<table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Drawn	Checked	Approved			
Drawn	Checked	Approved							
OXFORDSHIRE COUNTY COUNCIL <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small>									
Project title PROPOSED NO WAITING AT ANY TIME									
Drawing title CHILTON									
Drawing Status									
Scale @ A3	Drawn by	Checked by	Approved by						
N.T.S.	JaC								
	Date drawn	Date checked	Date approved						
	11/19								
Oxfordshire Project No. & File Ref									
Drawing No.		Revision							
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CMDE9

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><u>20mph Speed Limit</u> – Object – The police stance still reflects that 20 mph limits and zones should still be self-enforcing. 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.</p> <p>I have been made aware that speed data has NOT been gathered to support this speed limit proposals. One of the underlying principles of any new speed limit should be existing traffic speeds.</p> <p>I am aware this development already has some traffic calming measures, however during my site visit these appear to have little effect in terms of speed reduction.</p> <p>As the key points in setting speed limits has been ignored, I object to the proposal relating to 20 mph pending any further evidence that speeds are already compliant.</p> <p><u>30mph Speed Limit</u> – No objection – <i>No comments.</i></p> <p><u>Parking Restrictions</u> – No objection – In principle I do not object but remind you of our current policy in terms of enforcement action. Formal parking restriction in remote residential areas are reliant on good driver behaviour and will not feature for any targeted enforcement activity by Thames Valley Police</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>

CMDE9

	I am not aware that indiscriminate parking has ever been an issue in these areas before.
(2) Chilton Parish Council	<p><u>20mph Speed Limit</u> – Support – Chilton Parish Council fully support the proposals.</p> <p><u>30mph Speed Limit</u> – Support – Chilton Parish Council fully support the proposals.</p> <p><u>Parking Restrictions</u> – Support – Chilton Parish Council fully support the proposals.</p>
(3) Local Resident, (Chilton)	<p><u>20mph Speed Limit</u> – Object – <i>No comments.</i></p> <p><u>30mph Speed Limit</u> – Support – <i>No comments.</i></p> <p><u>Parking Restrictions</u> – Object – The parking restrictions should not be imposed at all as the majority of residents has got only one parking space! Where are we supposed to park our cars if you put the restrictions one!? This estate is badly constructed, knowing that we are in the remote location with very limited public transport, is essential to have a car, but most of the houses have only one parking space.</p>
(4) Local Resident, (Chilton)	<p><u>20mph Speed Limit</u> – Support – Excellent, should have been done from the outset of development. Please implement this as a 20 mph Zone in order that only terminal speed limit signs are needed and not lots of (20) repeater signs all over the place.</p> <p><u>30mph Speed Limit</u> – Support – The north-south section of Newbury Road west of the garden centre should be included. This forms the exit route from the garden centre back to A4185.</p> <p><u>Parking Restrictions</u> – Support – Additional double yellow lines are currently in place (and should be retained) south of the access to Chilton Primary School on Downside. This section of Downside is effectively single-way working due to limited width. If the double yellow lines are removed, then parents will park everywhere at school pick-up and drop-off.</p> <p>The double yellow lines should continue all the way along the northern side of Chilton Field Way from Downside eastwards to A4185, i.e. only permitting parking on the southern side through this section. This would avoid parking</p>

	<p>blocking visibility for children crossing from the Spa Street side of Chilton Field Way to Downside to get to Chilton Primary School.</p> <p>Additional double yellow lines should be provided on Chilton Field Way around the junction with Potteries Lane and The Rookery, where parked cars obstruct visibility and junction movements. The double yellow lines should continue along both sides of Chilton Field Way for 30m north-east of The Rookery, around the bend, where vehicles park on-street blocking forward visibility, despite having driveway parking available.</p>
(5) Local Resident, (Chilton)	<p><u>20mph Speed Limit</u> – Support – Although this is quite a small development the roads are also quite narrow and there is only one stretch of pedestrian pathway -- along Chilton Field Way -- in the whole development. In the area that I live -- Roman Fields -- there is no pathway whatsoever and it has a quite dangerous corner in the road. Pedestrians have to walk in the road and frequently there are cars parked on the road, even though they should not be, which inhibits the amount of space available for young parents with children and push chairs. So a 20 mph speed limit is critical in my opinion.</p> <p><u>30mph Speed Limit</u> – Support – <i>No comments.</i></p> <p><u>Parking Restrictions</u> – Support – I would like to see more parking restrictions introduced on the development, by double yellow lines if necessary, to provide additional and much needed safety for pedestrians at this development. As I noted earlier, there is only one section of pedestrian pavement in the whole development and that is on the initial part of Chilton Field Way. There is absolutely no provision for pedestrians to walk safely throughout the remainder of the development. In addition, cars and vans are parked on the road, even on blind corners, that make it very dangerous and awkward for pedestrians, be it single pedestrians or those with children or pushchairs, or pets, who have to walk in the road and go around the parked vehicles, making them vulnerable to being hit by vehicles on the development.</p>
(6) Local Resident, (Chilton)	<p><u>20mph Speed Limit</u> – Neither/Concerns – <i>No comments.</i></p> <p><u>30mph Speed Limit</u> – Support – <i>No comments.</i></p> <p><u>Parking Restrictions</u> – Support – There is an area of tarmac, presumably used for parking at some time, which is closed off with a barrier. It is in the field between Chilton Field Way and Avon Road. Surely this could be opened to help with parking for the school?</p>

<p>(7) Local Resident, (Didcot)</p>	<p><u>20mph Speed Limit</u> – Support – I support the speed restriction to 20MPH throughout the Chilton Field Development. This will need to be enforced as drivers already exceed 30MPH along Chilton Filed Way by the open area with the Balancing Pond.</p> <p><u>30mph Speed Limit</u> – Support – <i>No comments.</i></p> <p><u>Parking Restrictions</u> – Support – I would suggest that the double yellow lines are extended East along Chilton Field Way up to the junction with Isis Close to prevent parking right at the entrance to the development. Signage along the visitor parking bays throughout the Chilton Field development should state that the bays are Visitor Parking for no longer than 24 hours in accordance to the house deeds. These bays could be used by parents dropping off and picking up children from the school. These bays are currently used for extended periods beyond those stated in the house deeds, hence the request for signage. This has been reported to the PCSO.</p>
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CABINET MEMBER FOR ENVIRONMENT – 16 JANUARY 2020

A415 BETWEEN ABINGDON AND MARCHAM: PROPOSED 50MPH SPEED LIMIT

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the 50mph speed limit on the A415 between Abingdon and Marcham 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 50mph speed limit on the A415 between Abingdon and Marcham.

Background

4. The above proposals as shown at Annex 1 have been put forward following a request from County Councillor Richard Webber and, if approved, would be funded by the Councillor Priority Fund.

Consultation

5. Formal consultation on the proposal was carried out between 6 November and 6 December 2019. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Marcham Parish Council, the Vale of the White Horse District Council and the local County Councillor.
6. Twenty responses were received. Four objecting, fifteen in support and one neither supporting or objecting. All comments 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 had not responded to this consultation at the time of preparing this report so any comments received will be reported verbally to the meeting.
8. Objections to the proposals were received from four members of the public, all residents of the area, expressing the view that the speed limit reduction would increase congestion, not improve safety and represented a poor use of public funds.
9. Marcham Parish Council expressed support on road safety grounds. The Vale of the White Horse District Council responded but made no specific comment on the proposals.
10. Expressions of support were also received from fourteen members of the public on the grounds of improved road safety, though several of these also expressed a preference for a 40mph speed limit rather than the 50mph limit currently proposed.
11. Overall the balance of opinion is clearly supportive of the proposal. In respect of the requests to consider a 40mph speed limit, a speed survey carried out in June 2019 showed average speeds of 48 mph indicating that the proposed 50mph speed limit was appropriate taking account the character of the road and that a 40mph speed limit would only be viable if significant supporting measures were also to be provided, for which there is currently no funding.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

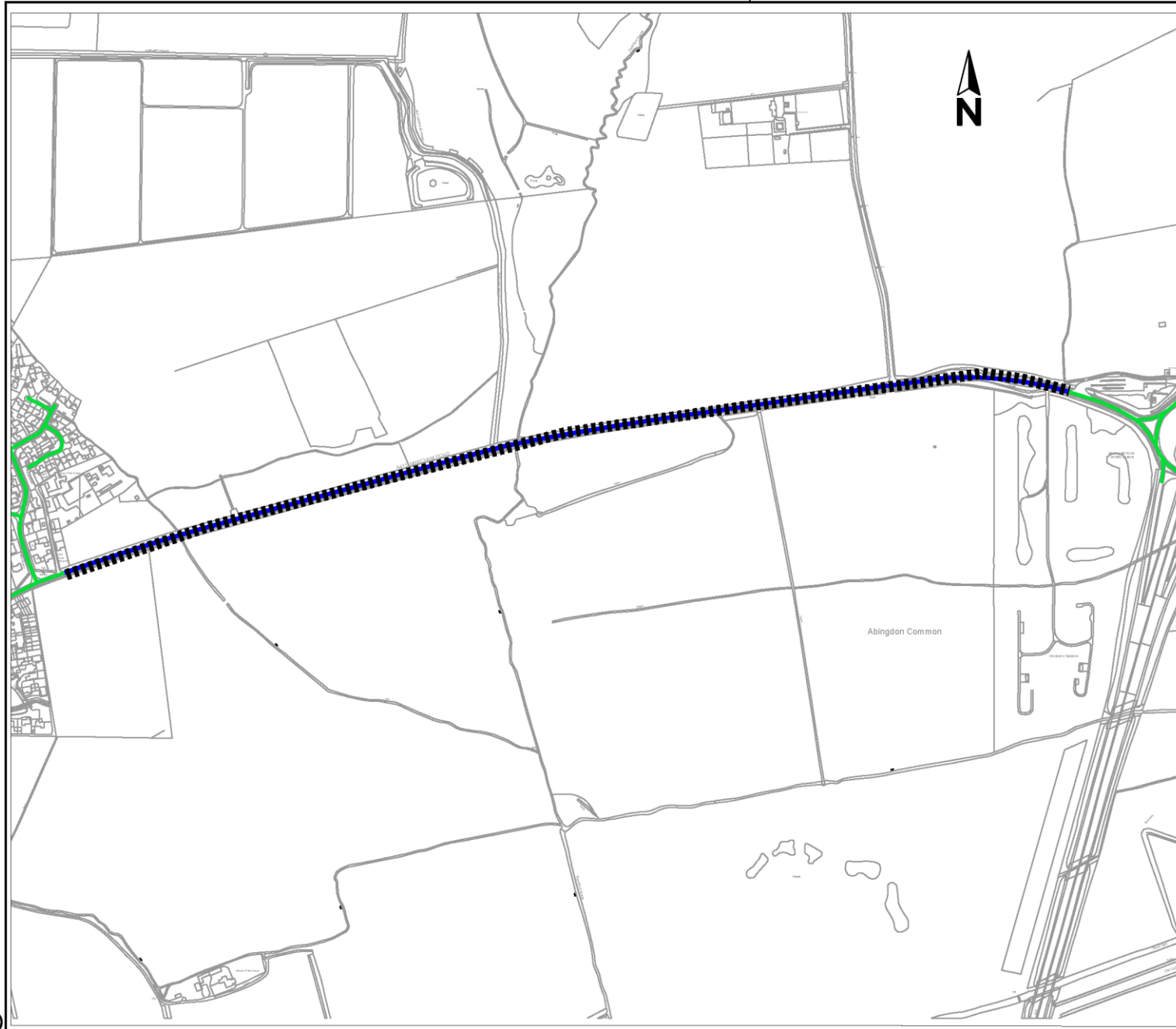
13. Funding for the proposed speed limit has been provided by the Councillor Priority Fund.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed speed limit
 Consultation responses

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January 2020



Drawing No.		Revision																	
		0																	
Key																			
		Proposed 50mph speed limit in place of existing national speed limit																	
		Existing 30mph speed limit (to remain)																	
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Rev.	Date	Purpose of revision	Drawn Checked Approved																
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<p>Project title</p> <p>PROPOSED 50MPH SPEED LIMIT</p>																			
<p>Drawing title</p> <p>A415 MARCHAM</p>																			
<p>Drawing Status</p> <table border="1"> <tr> <td>Scale @ A3</td> <td>Drawn by</td> <td>Checked by</td> <td>Approved by</td> </tr> <tr> <td>N.T.S.</td> <td>JaC</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Date drawn</td> <td>Date checked</td> <td>Date approved</td> </tr> <tr> <td></td> <td>10/19</td> <td></td> <td></td> </tr> </table> <p>Oxfordshire Project No. & File Ref</p>				Scale @ A3	Drawn by	Checked by	Approved by	N.T.S.	JaC				Date drawn	Date checked	Date approved		10/19		
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	(No comments received as at: 23/12/2019).
(2) Vale of White Horse District Council	No comments
(3) Marcham Parish Council	Support - There is a combined footway / cycleway along the A415. Pedestrians are often walking next to large lorries, and other vehicles travelling at fast speeds. There is a chance of wing mirrors overhanging the footway. A speed reduction would make pedestrians at less risk from fast moving traffic and enable them to feel safer.
(4) Local Resident, (Marcham)	Object - It is simply not necessary to reduce the speed limit along the proposed road. Traffic accidents as a result of the current speed limit are minimal and a reduction to 50mph would increase congestion.
(5) Local Resident, (Marcham)	Object - Having lived in Marcham for over 15 years I know this road well. This road is already safe. There are almost no accidents. I have seen little evidence of speeding on this road. A lower speed limit would only serve to slow traffic when there is no need. When its busy, traffic density reduces the average speed already. Let's not spend money changing something that's not broken. I'm sure the council have higher priorities in these frugal times.
(6) Local Resident, (Drayton)	Object - Unofficial restrictions are already in place, by the numbers of drivers who think National Speed Limit means 50mph, drivers who drive along the A415 at 40mph (and continue at 40mph through the 30mph speed limits at either end) and by cyclists who refuse to use the cycle lane provided. If any improvements to safety should be made, then it would be to install traffic lights at the Dalton Barracks turn off (where the accident blackspot is).

(7) Local Resident, (Marcham)	Object - I do not think that reducing the speed limit by 10mph will make any difference. It will also cost money to replace the signs. There is a clear 30mph sign going into the village, so people just need to stick to that! If anything, that sign could be moved further forward so that speed is reduced sooner...
(8) Local Resident, (Marcham)	<p>Support - I have seen a car collide with a family of roe deer that jumped out of the dense wooded area at the side of the road. It was a miracle that the driver did not swerve into the path of an oncoming vehicle coming the other way.</p> <p>The road is quite narrow leaving little room for error or lapses of concentration with the potential of a 120mph collision with oncoming traffic.</p> <p>The combined footpath and cycle path is too narrow to safely allow cyclists to pass in opposite directions or avoid a pedestrian safely. Side draft from large vehicles is strong enough at 60mph to knock cyclists or pedestrians off balance.</p> <p>Traffic struggles to judge when to decelerate on entering the Marcham 30mph area and this can lead to tailgating.</p> <p>I would also like to see a 40mph limit for suitable distance before Marcham to encourage traffic to decelerate adequately to meet the village 30mph limit.</p>
(9) Local Resident, (Abingdon)	Support - No comments.
(10) Local Resident, (Marcham)	Support - This speed limit will only work if enforced properly - so speed cameras should be installed. Following assessment, a reduction to 40mph should be considered.
(11) Local Resident, (Marcham)	Support - I nearly ticked "Object" as I would much rather it be a 40mph please. As a cyclist and a regular user of the cycle track alongside the A415 between Marcham and Abingdon, I can't tell you how scary it is when traffic is hurtling towards you at 60mph+, with their lights dazzling you at night and are only 1m or so away from you. If you meet someone coming the other way (on the "path") or get behind someone then you have to stop as there's precious little room to get by someone, making the busy, fast road by you even more threatening and unnerving. I know this consultation is about the road and its speed limit but please bear in mind those having to cycle by it.

	<p>My other concern is having to regularly turn right in to Howard Cornish Road in Marcham (in my car) and having traffic pile up behind me often braking at the last minute as they're going so fast. There has been a number of accidents at this junction (often due to the speed of drivers from 60mph limit). Sadly some drivers see the 30mph sign in Marcham as the place to start braking (in the run down to the corner) rather than slowing to 30mph for the speed limit. Finally, the Dalton Barracks turn off the A415 between Marcham and Abingdon is a shambles and often there's shunts there. People trying to turn right out of that junction take their life into their hands due to the speed of some drivers coming from both directions. Personally I'd make it a roundabout but as your consultation is asking about a speed limit then a 50mph (and certainly 40mph) would help.</p>
(12) Local Resident, (Oxford)	Support - The speed limit ought to be reduced further.
(13) Local Resident, (Marcham)	Support - A speed camera is also needed. There has been a fatality on the road. Many cars go above 60 already. When I walk along the path it does not feel safe.
(14) Local Resident, (Marcham)	Support - No comments.
(15) Local Resident, (Marcham)	Support - I fully support the reduction, and wish it was 40mph because of the danger to cyclists and pedestrians who use the now, overgrown narrow footpath to Abingdon. It is so dangerous when one gets large lorries thundering along the road. It would also reduce the speed on the entrance to the village - with the new housing estates on the main road there is a danger to children who have to use this route to school. There maybe logical reasons to reduce to 50mph but do these take into account the health and safety of persons who have to use footpaths along this very dangerous and busy route.
(16) Local Resident, (Marcham)	Support - No comments.
(17) Local Resident, (Marcham)	Support - No comments.

(18) Local Resident, (Marcham)	Support - Should be reduced to 40mph
(19) Local Resident, (Marcham)	<p>Support - I strongly feel 60mph is too fast for this road. It is a short stretch from Abingdon to Marcham, and people are unprepared to slow down for Marcham's 30mph.</p> <p>I am always afraid and keep my foot on my brake pedal to warn people coming behind me when waiting to turn right into Howard Cornish. I know of at least two people who have had a car go into the back of them at that point by people speeding towards Marcham, and not realising a car has stopped to turn right until too late.</p> <p>Cars going at 60mph and above are also very unpleasant for pedestrians and cyclists on the footpath. There is also a slightly tricky wiggle in the road early on from Abingdon to Marcham and going at 60mph at night makes it tricky for the unprepared, and I think dangerous.</p> <p>I find it really surprising that most of the road from Frilford to Wantage is 50mph, when this stretch is 60mph. With the turning to Shippon, and the need to slow down for Marcham, I strongly feel this stretch has as much or more need to be 50mph.</p>
(20) Local Resident, (Abingdon)	<p>Support - The speed of some drivers, especially HGVs, on the A415 from Abingdon to Marcham is excessive for the conditions of the road and should be reduced and there should be further restrictions through the village of Marcham i.e. speed cameras as many drivers ignore the 30mph limit. My family has been subject to 'near misses' on the pedestrian crossing adjacent to the cross-road on many occasions.</p> <p>The volume of traffic during the rush-hours makes it difficult to egress from side-roads on to the A415.</p>
(21) Local Resident, (Marcham)	<p>Support - It should be 40 MPH, like the Drayton to Abingdon Road.</p> <p>This is for SAFETY reasons and to ENCOURAGE walkers and cyclists to use the footpath feeling safe. = GREEN POLICY?!?!?! please.....</p> <p>Secondly please consider SIGNS to drivers exiting the A34 (northbound) that there is a CYCLE PATH crossing the road at the roundabout junction with A415.</p>

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