



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 14 October 2021 at 10.00 am

Council Chamber, County Hall, New Road, Oxford OX1 1ND

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Friday 22nd October 2021 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

Please note that Council meetings are currently taking place in-person (not virtually) with Covid-safety measures at the venue. However, meetings will also continue to be live streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid 19 infection.

If you wish to view proceedings, please click on this [Live Stream Link](#). However, that will not allow you to participate in the meeting.

If you wish to attend and speak at this meeting you must contact the Committee officer (see Item 3 below for contact details) by 9am four working days before the meeting i.e. Friday 8th October. If you wish to just observe the meeting please contact the Committee officer as soon as possible for advice as to whether you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

Please note that in line with current government guidance *all* attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

October 2021

Committee Officer:

Graham Warrington

Tel: 07393 001211; E-Mail:

graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 18 November 2021

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. **Declaration 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**

Currently council meetings are taking place in-person (not virtually) with social distancing operating in the venues. However, members of the public who wish to speak at this meeting can attend the meeting 'virtually' through an online connection. Places at the meeting are still being managed to try and respect the requirements of social distancing and while you can ask to attend the meeting in person, you are strongly encouraged to attend 'virtually' to minimise the risk of Covid-19 infection.

Please also note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 8th October 2021. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk. You will be contacted by the officer regarding arrangements for speaking.

If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting i.e. Tuesday 12th October 2021. Written submissions should be no longer than 1 A4 sheet.

4. **Oxford Barton Park Residential Development: Proposed 20mph Speed Limit** (Pages 1 - 8)

Forward Plan Ref: 2021/142

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Mike Smith, Road Agreements Team Leader (Cherwell & West) Tel: 07881 311704

Report by Corporate Director Environment & Place (**CMDHM4**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit within the Barton Park residential development at Oxford. Funded by the Barton Park residential development the speed limit is intended to help facilitate walking and cycling within the development and safer movement of traffic.

The Cabinet Member for Highway Management is RECOMMENDED to approve the 20mph speed limit as advertised.

5. Oxford - Iffley Village Area - Proposed Waiting Restrictions (Pages 9 - 34)

Forward Plan Ref: 2021/115

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Jim Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM5**).

The report presents responses received to a statutory consultation on a package of parking restriction amendments developed in discussions with local members and residents' groups within Iffley. The restrictions proposed for Mill Lane aim to address ongoing concerns from local residents regarding vehicles parking for Iffley Lock causing an obstruction to the road and access for emergency vehicles. The proposals developed for Iffley Turn are in response to concerns regarding commuter parking close to the junction and pedestrian crossing points with Henley Avenue. A restriction to prevent HGV and Coach parking during the day has also been included within the proposals to deter inappropriate vehicles for the road parking for long periods and in response to local concerns raised with Councillors, restrictions around a sharp bend on Tree Lane are proposed to ensure road safety is maintained.

The Cabinet Member for Highway Management is RECOMMENDED to approve a package of parking restriction changes for the Iffley area which includes:

- a) Mill Lane – Introduction of No waiting at any time restrictions, with minor amendments to the advertised proposals to accommodate feedback from residents.***
- b) Tree Lane – Introduction of No waiting at any time restrictions as advertised.***
- c) Iffley Turn – Introduction of No waiting at any time restrictions and timed HGV/coach parking ban as advertised.***

6. Oxford - Queen Street: Use by Cargo Bikes (Pages 35 - 66)

Forward Plan Ref: 2021/070

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

Report by Corporate Director, Environment & Place (**CMDHM6**).

An experimental traffic regulation order permitting the use of Queen Street in both directions by cargo bikes (pedal cycles designed or adapted for carrying goods commercially) to use Queen Street in both directions at all times was introduced on 18 May 2020 following consultation with key stakeholders. The experiment was proposed because council officers were of the view that allowing cargo bikes to use Queen Street during the day would have environmental benefits by encouraging zero carbon transport for the movement of goods within Oxford. Funding for the proposal has been provided from the Central Oxfordshire Locality revenue budget.

The Cabinet Member for Highway Management is RECOMMENDED to approve making permanent the provisions of the current experimental Traffic Regulation Order (TRO) that permits the use of Queen Street in both directions by cargo bikes (pedal cycles designed or adapted for carrying goods commercially) to use Queen Street in both directions at all times. Other cyclists will continue to be prohibited from riding between 10.00am and 6.00pm daily.

7. Oxford - Bourne Close - Proposed Waiting Restrictions (Pages 67 - 72)

Forward Plan Ref: 2021/149

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Jane Clark, Road Safety Officer Tel: 07545 459107

Report by Corporate Director Environment & Place (**CMDHM7**).

The report presents responses received to a statutory consultation on proposed no waiting at any time restrictions as a result of concerns over the obstruction of a turning area in a residential cul-de sac, in particular for access by ambulances/other transport for infirm residents.

The Cabinet Member for Highway Management is RECOMMENDED to approve the no waiting at any time restrictions in Bourne Close, Oxford as advertised.

8. Approved Ambrosden/Bicester: Graven Hill - Proposed 20mph Speed Limit, Waiting and Loading Restrictions and Time Limited Parking Places (Pages 73 - 108)

Forward Plan Ref: 2021/091

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Julian Richardson, Senior Engineer (Road Agreements Team – C&W Engineering 2) Tel 07825 052736

Report by Corporate Director Environment & Place (**CMDHM8**).

The report presents responses received to a statutory consultation to introduce of waiting and loading restrictions, time limited parking places and 20mph speed limit on roads within the Graven Hill development which has funded the consultation on the proposals

The Cabinet Member for Highway Management is RECOMMENDED to:

- a) approve as advertised the 20mph speed limit in the Graven Hill development;***
- b) defer a decision on the proposed no waiting and loading at any time restriction on Austin Way, Anniversary Avenue West, East Circular Road, Graven Hill Road, Roberts Road and Westcott Road pending further discussions and engagement with the Graven Hill Village Development Company and Graven Hill Residents' Association;***
- c) to approve time limited waiting at the 20 parking bays fronting the retail premises on the northwest side of Graven Hill Road, but with a 2-hour time limit in place of the 1-hour time limit as advertised.***

9. Aston Rowant: Proposed 20mph Speed Limit and Traffic Calming Build-Outs (Pages 109 - 130)

Forward Plan Ref: 2021/140

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Mike Horton, Technical Officer (Traffic Schemes South) Tel: 07912 474356

Report by Corporate Director Environment & Place (**CMDHM9**).

The report presents responses received to a statutory consultation to introduce a 20mph speed limit within Aston Rowant village and traffic calming build-outs on the B4009 Chinnor Road to help facilitate walking and cycling within the village and safe movement of traffic.

The Cabinet Member for Environment is RECOMMENDED to approve as advertised a 20mph speed limit within Aston Rowant village and traffic calming build-outs on the B4009 Chinnor Road as advertised.

10. Benson - A4074 Henley Road: Proposed Toucan Crossing (Pages 131 - 146)

Forward Plan Ref: 2021/141

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Geoff Barrell, Senior Infrastructure Planner Tel: 07740 779859

Report by Corporate Director Environment & Place (**CMDHM10**).

The report presents responses received to a statutory consultation on a proposed Toucan Crossing (a signalised crossing for use by pedestrians & pedal-cyclists) on the A4074 Henley Road in Benson.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposals for a Toucan Crossing (a signalised crossing for use by pedestrians & pedal-cyclists) on the A4074 Henley Road in Benson as advertised.

11. WATLINGTON - B480 CUXHAM ROAD: PROPOSED BUS STOP CLEARWAYS (Pages 147 - 154)

Forward Plan Ref: 2021/093

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Jet Dehal, Senior Engineer (Road Agreements Team – S&V Engineering 2) Tel: 07767 648708

Report by Corporate Director Environment & Place (**CMDHM11**).

The report presents responses received to a statutory consultation to introduce bus stop clearways on the B480 Cuxham Road and funded by the developers of adjacent land.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed bus stop clearways on the B480 Cuxham Road as advertised.

12. Witney - Corn Street: Proposed Shared Use Cycletrack (Pages 155 - 172)

Forward Plan Ref: 2021/158

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545 / Odele Parsons, Senior Transport Planner Tel: 07974 002860

Report by Corporate Director Environment & Place (**CMDHM12**).

The report presents responses received to a statutory consultation to introduce a shared use footway/cycle track on the south side of Corn Street at and on the approach to its roundabout junction with Ducklington Lane and forming part of the Witney 'Active Travel' improvement scheme which was consulted on in January/February 2021. Funding for the proposals has been provided by the Oxfordshire Local Enterprise Partnership in support of the Department for Transport's 'Active Travel' programme.

The Cabinet Member for Highway Management is RECOMMENDED to approve a shared use footway/cycle track as advertised on the south side of Corn Street at and on the approach to its roundabout junction with Ducklington Lane.

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Divisions affected: *Barton, Sandhills and Risinghurst*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
14 OCTOBER 2021**

**OXFORD BARTON PARK RESIDENTIAL DEVELOPMENT:
PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the 20mph speed limit as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit with the Barton Park residential development at Oxford as shown at Annex 1.

Financial Implications

3. Funding for the proposals has been provided by the Barton Park residential development.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling within the development and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 12 August and 3 September 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Oxford City Council and local County Councillor.
7. Twenty-one responses were received. 17 in support (81%), 3 objections (14%) and one non-objection. The responses are shown at Annex 2 with

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copies of the original responses available for inspection by County Councillors.

8. Thames Valley Police, while agreeing that many of the roads will conform with Department for Transport guidelines for 20mph speed limits expressed concern that the main spine road through Barton Fields that connects Barton Estate with the Northern by Pass is a wide route which may in time become a popular route for local drivers wishing to avoid Headington Roundabout, noting that the current level of traffic calming on this road is modest and does not slow traffic to 20mph and also noting that no speed data has been provided. In view of these concerns the police lodged an objection to the proposals unless further substantial engineering measures are included especially for Barton Fields Road.
9. A further two objections were received from members of the public. One on the grounds that a 20mph limit is unnecessary in residential areas and the other possibly under the misapprehension that the proposals related to the A40.
10. In response to the police concerns, it is accepted that achieving good compliance with a 20mph speed limit on Barton Fields Road will need to be the subject of further investigation, including carrying out speed surveys when the development is complete and for consideration of other appropriate measures, noting that the road forms part of an important bus route which does constrain options. However, it is still recommended that the proposals are approved as it is essential to encourage walking and cycling within the development.
11. The proposals were supported by seventeen members of the public, most of whom were local residents.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1 Consultation Plans

Annex 2 Consultation responses

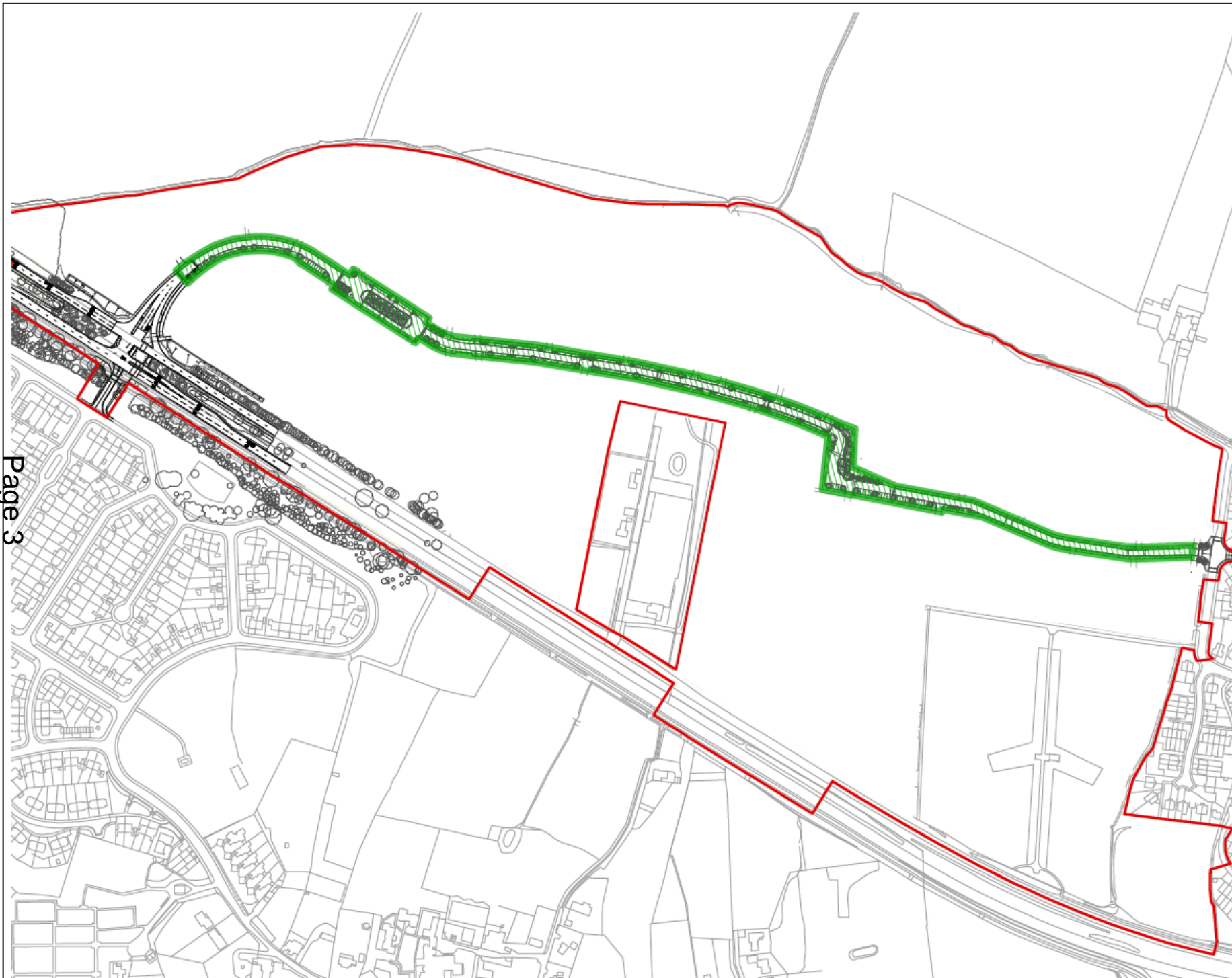
Contact Officers:

Tim Shickle 07920 591545

Mike Smith 07881 311704

October 2021

ANNEX 1



Barton Park, Oxford
Barton Oxford LLP



Primary Street Traffic Regulation Order

170603_LA-SK-301

For Information

1.0000-003

Approved on the 10th October 2013 by the Oxford City Council in accordance with the provisions of the Traffic Regulation Act 1984 and the Traffic Regulation Order Regulations 1991. The Council is satisfied that the proposed Order is in the interests of the community and that it is necessary to make the Order.



TERENCE SROUFE

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – You will be aware already that Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>There is a proven link between road environment/character and driver speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic then it will quickly be abused and be the source of constant demands for police action.</p> <p>Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and then ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p>Therefore, speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>Having visited the location and driven the estate roads, in principle I agree that many will conform. However, the main spine road Barton Fields is a wide route that connects Barton Estate with the Northern by-pass and in time I suspect will become a very popular route for drivers wishing to avoid Headington Roundabout. The level of Traffic Calming on this road is poor and does nothing to slow traffic to 20</p> <p>I am aware that speed data has NOT been gathered in respect of this Estate and, therefore, do NOT support a lowering to 20 mph unless further substantial engineering measures are included especially for Barton Fields Road.</p>

(2) Oxford Bus Company	No objection – No issues on this proposal.
(3) Local Resident, (Oxford, Kiln Lane)	Object – It is a bypass. With the LTNs and the discouraged traffic through the city, the bypass is the only way to get anywhere around and in Oxford. The lack of slip way and the traffic lights are already disrupting the traffic adding to delays and pollution. If someone does not like to live near the bypass and an A road linking London with West England and Wales they can always rent/buy somewhere else.
(4) Local Resident, (Oxford, Harold White Close)	Object – This is lunacy. We can't keep levelling down transportation by car. People are well aware of speed limits when they purchase their property. Trying to change them after the fact is wrong. Furthermore, this feels tantamount to nimbysism. I'm sure everyone would advocate for a 20mph zone in their neighbourhood while objecting to one everywhere else. The fact of the matter is that it's wrong. No residential road should have a 20mph limit.
(5) Local Resident, (Oxford, Cherry Tree Avenue)	Support – I didn't know this was not already in place. It is just essential for residential area like such to have a low speed limit so people are safe and minimally disturbed by noise and pollution. There is even a primary school here.
(6) Local Resident, (Oxford, Meadowsweet Way)	Support – Currently cars come around the Barton park at excessive speeds. There are often children playing around the roads and there are no traffic calming measures in place.
(7) Local Resident, (Oxford, Barton Fields Road)	Support – the speed limit is important not only for safety but also with regards to green impact/sustainability and noise
(8) Local Resident, (Oxford, Barton Fields Road)	Support – My experience since moving into Barton Park in October 2020, has been one of grave concern & worry, regularly, for the speed of vehicles (INCLUDING the city buses!) on Barton Fields Road. In spite of having designed the road with curves and areas one would expect drivers to slow down in (by the primary school & the central bus stop & parking area), drivers do not slow down, or, if they do, they rapidly pick up speed again when there is a straight stretch of road.

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	<p>The speed of vehicles is NOT conducive to the health and safety of the residents of Barton Park.</p> <p>Barton Park is a wonderful community. Residents of all ages stroll the streets, access public transport, enjoy playing out in the green spaces provided, and families move to and from the primary school in Barton Park (and cross the ring road to other schools in Northway and beyond).</p> <p>It would be reassuring to everyone (whether they live in Barton Park or are visiting to make use of the nature park) if the speed limit along Barton Fields Road could be set at 20mph. And I strongly believe this must happen as quickly as possible.</p>
(9) Local Resident, (Oxford, Barton Fields Road)	Support – It is a residential area and lots of kids around. People drive very fast.
(10) Local Resident, (Oxford, Meadowsweet Way)	Support – We want a community where we can walk around safely. Many families live here and there is a school nearby. The A40 is so unsafe, we don't need further danger on the roads through Barton Park.
(11) Local Resident, (Oxford, Barton Fields Road)	Support – To make it safer for residents, pedestrians and cyclists, as well as reduce air pollution in the area
(12) Local Resident, (Oxford, Meadowsweet Way)	Support – Safety of pedestrians and cyclists, and particularly, children.
(13) Local Resident, (Oxford, Barton Fields Road)	Support – This is a residential area, so should be treated like any other residential area i.e. a 20mph restriction. Also there is a primary school and park here at Barton Park, so lots of young kids running about and sometimes in the street. Therefore, the speed limit needs to be 20mph. I think having planters in the road would help to enforce this.
(14) Local Resident, (Oxford, Oldwell Road)	Support – For the safety of the kids
(15) Local Resident, (Oxford, Barton Fields Road)	Support – I live here and would like to see slower, safer speeds for my family.

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(16) Local Resident, (Oxford, Wellborne Road)	Support – The road runs through a still increasing residential development and right past a primary school. Children frequently cross the road all along it so it would not make sense for it to have any other limit than 20MPH.
(17) Local Resident, (Oxford, Barton Fields Road)	Support – Want to ensure Road safety of area
(18) Local Resident, (Oxford, New High Street)	Support – There is already evidence of speeding on Barton Fields Road and this is also the walking route to the primary school from the ring road.
(19) Local Resident, (Oxford, Kennett Road)	Support – I regularly walk down on the footpath from the bypass through Barton Park to get to Elsfield and the traffic racing along Barton Park Road towards Barton (probably taking a short cut from the bypass to Barton) is sometimes terrifying.
(20) Local Resident, (Oxford, Gathorne)	Support – To be in line with all the other residential areas in Oxford city
(21) Local Resident, (Oxford, Mark Road)	Support – Traffic comes off the ring road at great speed. It needs a speed camera in place too. Just a limit will be ignored.

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Divisions affected: *Isis*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 14 OCTOBER 2021

OXFORD – IFFLEY VILLAGE AREA - PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve a package of parking restriction changes for the Iffley area which includes:
 - a) Mill Lane – Introduction of No waiting at any time restrictions, with minor amendments to the advertised proposals to accommodate feedback from residents.
 - b) Tree Lane – Introduction of No waiting at any time restrictions as advertised.
 - c) Iffley Turn – Introduction of No waiting at any time restrictions and timed HGV/coach parking ban as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on a package of parking restriction amendments as shown at Annexes 1-3 developed in discussions with local members and residents' groups within Iffley.
3. The restrictions proposed for Mill Lane aim to address ongoing concerns from local residents regarding vehicles parking for Iffley Lock causing an obstruction to the road and access for emergency vehicles. Officers have carried out modelling of parking on the road to identify where restrictions would be of benefit to ensure access is maintained, but also allowing some parking to remain.
3. The proposals developed for Iffley Turn are in response to concerns regarding commuter parking close to the junction and pedestrian crossing points with Henley Avenue. A restriction to prevent HGV and Coach parking during the day has also been included within the proposals to deter inappropriate vehicles for the road parking for long periods.

4. In response to local concerns raised with Councillors, restrictions around a sharp bend on Tree Lane are proposed to ensure road safety is maintained.

Financial Implications

5. Funding for consultation and associated works for the proposals has been provided jointly through s106 agreements and councillor empowerment contributions. There are no financial implications for existing budgets.

Equality and Inclusion Implications

6. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

7. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Consultation

8. Formal consultation was carried out between 15 July and 13 August 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. Additionally, letters were sent to approximately 270 properties in the immediate vicinity of the various proposals and public notices placed on site in the area.
9. 40 responses were received during the course of the formal consultation and these are summarised in the table below:

Proposal	Support	Concerns	Object
General Response	11	1	1
Iffley Turn parking restrictions	-	15	7
Mill Lane parking restrictions	4	4	4
Tree Lane & Stone Quarry parking restrictions	-	3	4
Iffley Turn HGV & Coach restriction	8	5	3

[note: the table above doesn't show a combined total of 40 responses - as some included reference to all aspects of the proposals, whilst others only referred to a specific part.]

10. The responses are shown in full at Annex 4 with copies of the original responses available for inspection by County Councillors
11. Thames Valley Police did not object to the proposals.
12. In response to the feedback received County Councillor Baines has

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confirmed that he would support proceeding with all schemes largely as planned. He has noted that there is reasonable support for reducing commuter parking along Iffley Turn, broad support for the HGV restrictions with most concerns relating to displaced parking. However, the proposed relining should not remove many parking spaces and will prevent dangerous double parking on both sides of the road.

13. City Councillor Ed Turner who has assisted developing the proposals has formally responded to confirm his position as follows:
 - Mill Lane – Remains supportive of the no waiting restrictions but has stressed the need for narrower conservation lines to be used. He has also requested that consideration of some minor amendments to length to take into account residents' comments.
 - Iffley Turn – Supportive of the coach restrictions going ahead and notes that there is generally more support for the other restrictions. Would support the restrictions going ahead as advertised
 - Tree Lane – Notes that feedback was more evenly balanced but on the whole would support introducing restrictions if it would make the road safer.
14. City Councillor Shaista Aziz who assisted in developing the proposals has formally responded to confirm her continued support for the proposals being implemented as advertised.
15. The concerns of residents regarding potential displacement into roads around Iffley Turn are noted. In developing the proposals officers have kept the lengths of additional lines to a minimum to retain some parking along the road.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plans

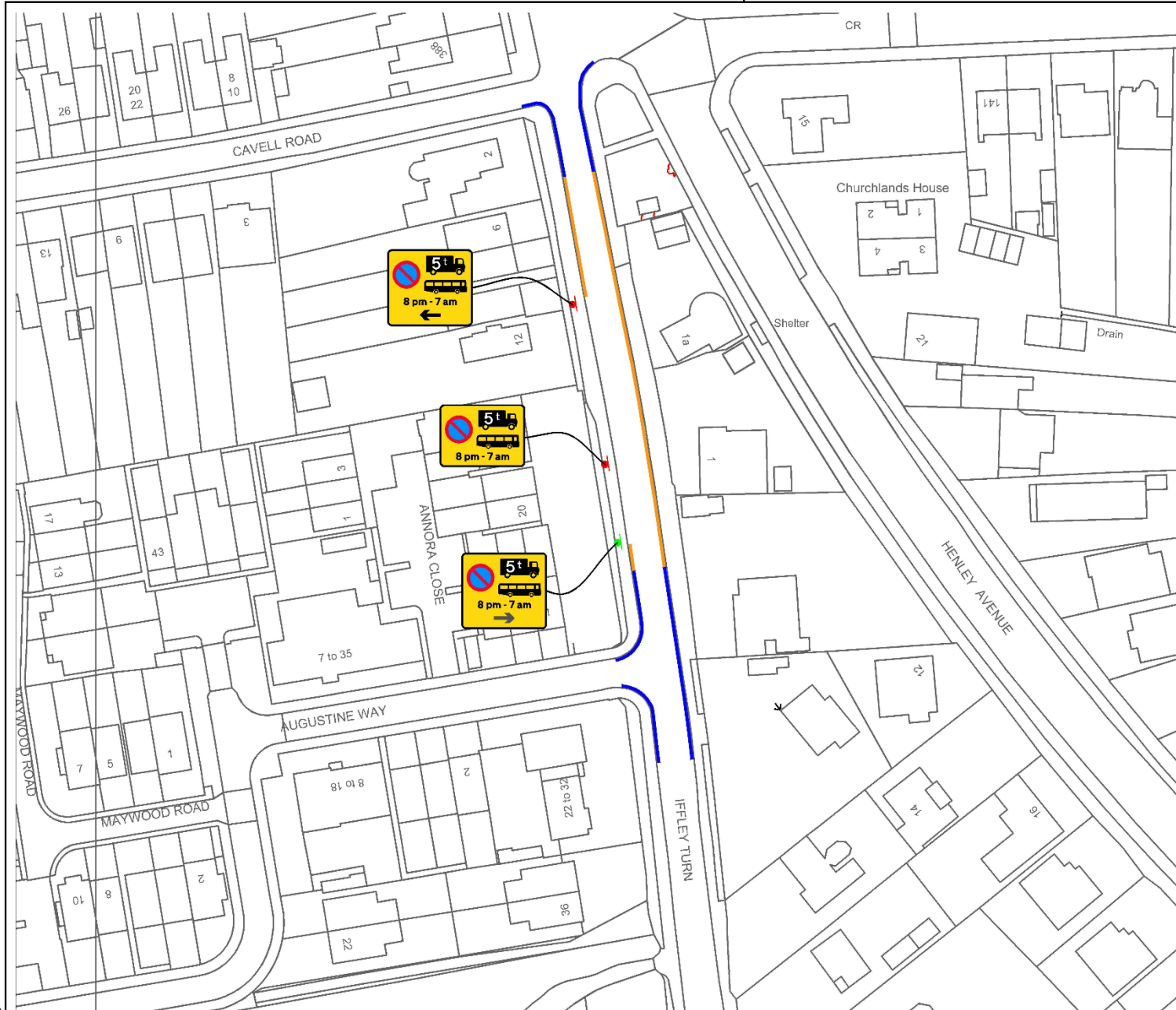
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Jim Whiting 07584 581187

October 2021



Drawing No.		Revision	
		0	

KEY

- EXISTING DOUBLE YELLOW LINES
- PROPOSED DOUBLE YELLOW LINES
- PROPOSED BAN ON PARKING OF HGV'S OVER 5 TONNES AND COACHES BETWEEN 8PM - 7AM
- NEW SIGN ON LAMP COLUMN
- NEW SIGN ON A POST

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK OFFERED TO OR BY THE DRAWER, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS RISKS:

CONSTRUCTION: (ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING: (ENTER 'NONE' IF APPLICABLE)

USE: (ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION: (ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director for Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
Iffley Turn, Oxford

Drawing title
Proposed waiting restrictions

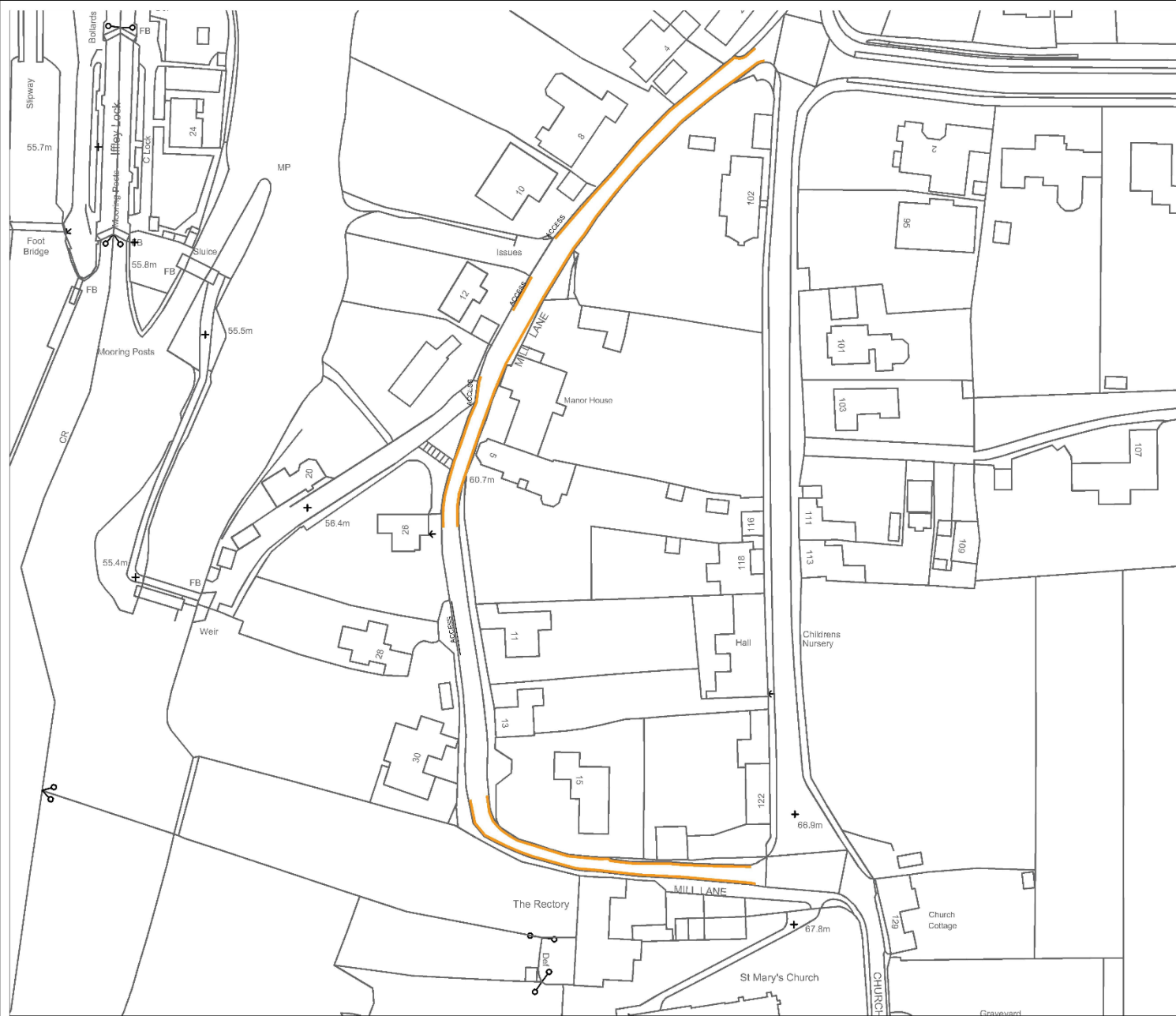
Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
1:1000	JW		

Date drawn	Date checked	Date scanned
29/07/20		


Oxfordshire Project No. & File Ref.
Drawing No. OX/IT/OPT1/001

Revision
v2



Drawing No.		Revision	
		0	
<p>KEY</p> <p>NEW DOUBLE YELLOW LINES - 50MM DEEP CREAM</p>			
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK SHOWN ON THIS DRAWING, NOTIFY THE FOLLOWING SIGNIFICANT HAZARDOUS RISKS:</p> <p>CONSTRUCTION: [ENTER 'NONE' IF APPLICABLE]</p> <p>MAINTENANCE/CLEANING: [ENTER 'NONE' IF APPLICABLE]</p> <p>USE: [ENTER 'NONE' IF APPLICABLE]</p> <p>DECOMMISSIONING/DEMOLITION: [ENTER 'NONE' IF APPLICABLE]</p> <p>© Crown Copyright and Database rights 10022343 2017</p>			
Rev.	Date	Purpose of revision	Drawn / Checked / Approved
<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>		<p>Project title</p> <p>Mill Lane, Iffley</p>	
<p>Drawing title</p> <p>Proposed waiting restrictions Lining Plan</p>			
<p>Drawing Status</p>			
Scale @ A4	Drawn by	Checked by	Approved by
1:1250	JW		
Date drawn	Date checked	Date approved	
30/07/20			
Oxfordshire Project No. & File Ref.			Revision
OX/ML/OPT2/001			0



Drawing No.		Revision		0	
<div>KEY</div> <div><div></div><div></div></div> <div>PROPOSED DOUBLE YELLOW LINES</div>					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK PLANNED BY THE DRAWER, NOTIFY THE FOLLOWING BODIES (AGENCY/REGULATORY BODY)					
CONSTRUCTION					
(ENTER 'NONE' IF APPLICABLE)					
MAINTENANCE/CLEANING					
(ENTER 'NONE' IF APPLICABLE)					
USE					
(ENTER 'NONE' IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION					
(ENTER 'NONE' IF APPLICABLE)					
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Tree Lane, Oxford					
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ANNEX 4

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Local Group, (Friends of Iffley Village)	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Support Tree Lane & Stone Quarry parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Concerns</p> <p>Thank you for the opportunity to comment on the draft proposals for Yellow Lines in Iffley including the Conservation Area. Friends of Iffley Village (FOIV) would wish to feed back the following responses in relation to the three proposals which, with the exception of the north side of Iffley Turn, fall within the Iffley Conservation Area. Iffley has seen substantial increase in traffic, with concomitant parking and access issues, over recent times, which some limited management would assist in addressing.</p> <p>One key concern is that any further parking restrictions will inevitably move the problem of traffic and parking onto neighbouring roads particularly in relation to Church Way (already heavily congested during peak times) and the surrounding roads in the Conservation Area. This would become significantly more problematic should the housing new build plans in Iffley be implemented.</p> <p>We agree that the central issue, particularly in relation to Mill Lane, is access for Emergency Vehicles and general road safety.</p> <p>With this in mind we wish to make the following comments:</p> <p>1) In relation to Mill Lane: major issues here are poorly parked cars and access to Iffley Lock for Emergency vehicles and Mill Lane residents. We would agree that double yellow lines as suggested are necessary but see comments below about the type of yellow lines in a Conservation Area. The proposals would address the access and safety issues while preserving limited parking, thus reducing the danger of displacement onto neighbouring streets.</p>

	<p>2) The Iffley Turn proposals. While there is concern about the large buses/lorries which often park there restricting access, and about safe child-crossing areas especially at school times, there was also concern that the proposal maybe somewhat excessive and - particularly in relation to schoolchildren crossing – could be addressed by a pelican crossing. The worry is that extensive restrictions would have a knock-on effect on the east side of Iffley Turn and neighbouring streets where there is already evidence of overflow parking from Iffley Turn.</p> <p>3) The Tree Lane proposal, regarding concern about cars parking and speeding round the corner of Stone Quarry Lane into Tree Lane, was again thought somewhat excessive and that the same issue could be addressed by broken white lines and either a stop or warning sign.</p> <p>4) Iffley Conservation Area. We have some concern about excessive street furniture in a Conservation Area. We suggest that, should yellow lines be planned in the Iffley Conservation Area, we consider it essential that such yellow lines that are approved are of the narrow-muted cream-yellow type.</p>
(3) Environment Agency, (Wallingford)	Concerns - Operationally the Environment Agency has to park in these locations to support work at Iffley Lock, we would at least like to see waiting times rather than double yellow lines
(4) Local Group, (Cycling UK Oxford)	Support - Removing parking in these areas will make cycling safer by removing the need for cyclists to have to pull out into passing traffic and will remove danger from 'car-dooring'.
(5) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Object Mill Lane parking restrictions - Object Tree Lane & Stone Quarry parking restrictions - Object Iffley Turn HGV & Coach restriction - Support</p> <p>I am a long-standing resident of Iffley Village, and I do not see a parking problem on these streets. The exception is the issue of HGVs and coaches parking all day on Iffley Turn.</p> <p>If is not nice to see double yellow lines in a village location like Iffley Village, and they should be avoided wherever possible. There are already some that I would prefer to see removed. However, there are two locations where, for safety reasons, double yellow lines are needed as a matter of priority:</p>

	<p>1. At the bottom end of Abberbury Road (the last 50m). Cars park all the way up to the junction, and this makes this a dangerous junction. Cars turning into the junction are often met head-on by cars descending the hill on the wrong side of the road, due to inconsiderately parked cars. And the descending cars have longer braking distances because of the hill.</p> <p>2. Outside Lucas and Remy place: there is currently one disabled parking space and room for one more car. These should be removed with double yellow lines extended to the junction of Meadow Lane. This is a dangerous blind bend. At least once a week I am met head-on by an oncoming vehicle or bicycle as one of us negotiates the parked cars. It is not possible to see sufficiently round the corner when you are on the wrong side of the road and passing the parked cars.</p> <p>Please would you address these two safety issues by installing double yellow lines as soon as possible. All the other double yellow lines in Iffley Village are redundant and ugly and should be removed.</p>
<p>(6) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Object</p> <p>I live on Henley Avenue, and I strongly object to SOME of the proposed changes. I should make it clear that I refer only to Iffley Turn and not to the proposed changes in other roads since I simply do not know what is best in those cases.</p> <p>However, as regards Iffley Turn, and though a restriction on parking heavy HGVs and coaches seems justified, as there is no reason for them to be there, there is absolutely no need that I can see for anything else. Things are well as they are, and any changes will be inevitably for the worse. Free unrestricted parking should be allowed to continue, as it is at present, as anything else will detract from the quality of life we enjoy presently.</p> <p>Your comments as regards "inconsiderate & inappropriate parking" in the area are perplexing. Nothing more unjustified, and you must know it. I ask you to give me examples of any parking that follows the basic rules, and is therefore legal, but would yet be apt to be qualified by those two words, since they are simply nonsensical in the circumstances. Whoever is hellbent in parking on the pavement, will continue to do so however many restrictions you establish, and these will do nothing to improve the behaviour of rogue individuals, however deplorable their habits.</p> <p>Perhaps you would care to explain, though my suspicion is that you will not take the trouble. After all, what advantage would there be for you in explaining better a decision which to all intent and purposes seems to be mistaken? I suspect then that you are going to stick to your "inconsiderate and inappropriate", general, vague words that, as you</p>

	well know, mean nothing precise or clear.
(7) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Object</p> <p>We have lived in Cavell Road for many years, parking is very tight as some people have 2 cars. IN the football season people park in our road taking up valuable spaces for the residents. Also people are parking in the road and going to work and shopping, and parking in the road and get on a bus nearby, leaving their cars all day taking up residents spaces again.</p> <p>We strongly oppose double yellow lines in Iffley Turn as people will park in Cavell Road all day again, taking up residents parking. I have seen people literally park in Iffley Turn and get the bus to wort or shopping.</p> <p>The only way to avoid this would be to make our road Residents Parking only. It is very annoying to go out and when you get back there is nowhere to park.</p> <p>Yellow lines should be put around the corners of Cavell Road into Iffley Turn as when pulling out of Cavell Road cars are parking on the corners and when pulling out you have no visibility and an accident is waiting to happen.</p>
(8) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Object Iffley Turn HGV & Coach restriction - Support</p> <p>I strongly object to Oxfordshire County Council's proposal "Order 1" to introduce additional 'Not Waiting at Any Time ' (double yellow lines "DYL") parking restrictions for Iffley Turn, specifically point ii West Side – two new additions: a) extending the existing restriction south of Cavell Road southwards for an additional 23m, and b) extending the existing restriction north of Augustine Way for an additional 5m.</p> <p>The reasons stated for the proposal are set out in the "STATEMENT OF REASONS": "As a result of inconsiderate & inappropriate parking in locations within Iffley, Oxford new parking restrictions are being proposed to help better manage the current areas of unrestricted parking."</p> <p>I have lived here for many years and am not aware of any inconsiderate and/or inappropriate parking in these locations.</p>

	<p>I can see no local residents' objections, are there any?</p> <p>The introduction of these parking restrictions will result in a significant negative impact to this residential area in the following ways:</p> <p>OBJECTION 1: If there are DYL outside of my house, I am unable to park or unload anywhere near my house. No parking or unloading anywhere near my house means access by car with shopping on a weekly basis becomes impractical and requires carrying heavy good excessive distances (I have recurring back problems from a car crash which would be exacerbated by this).</p> <p>OBJECTION 2: Without parking in front of my house, the value of my property will be substantially reduced.</p> <p>OBJECTION 3: The introduction of additional DYL will mean that I and my immediate neighbours and our families and visitors will be forced to park our vehicles in other locations nearby, putting extra pressure on Cavell Road, for example. Have the residents of Cavell Road (a cul-de-sac) been consulted on this proposal?</p> <p>If there is a need to reduce 'inappropriate & inconsiderate parking' along Iffley Turn, resident parking permits would be a fair and reasonable alternative to the blanket introduction of DYL.</p>
(9) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Object</p> <p>Iffley Turn HGV & Coach restriction - Support</p> <p>I agree with the ban on HGV I do not agree with the double yellow parking restrictions.</p>
(10) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Object</p> <p>Mill Lane parking restrictions - Object</p> <p>Tree Lane & Stone Quarry parking restrictions - Object</p> <p>Iffley Turn HGV & Coach restriction - Object</p> <p>OBJECTION: Stealth tax and fines. There is no congestion for residents in Iffley. Oxford city council are not proposing to introduce parking restrictions for the benefit of residents. Oxford city council are proposing this to extricate further</p>

	<p>cash out of residents and road users, who already pay road tax, and council tax. Furthermore, Oxford city council will have to pay using council tax money from residents, personnel to police these restrictions which will further burden its residents. But the aim is not to support residents, it is to extract cash and bolster Oxford city council's coffers.</p> <p>Please state this when you make these proposals in your consultations.</p> <p>A better wording might be, "Oxford city council wishes to bolster its income by imposing parking restrictions thereby introducing fines which Oxford city council will impose on residents and road users, where previously there were no fines, and furthermore Oxford city council wishes to introduce stealth taxes on its residents by way of permits for residents</p>
(11) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Object Iffley Turn HGV & Coach restriction - Object</p> <p>These proposals were initiated by the Friends of Iffley Village community group. In so doing I believe they have over-stepped their remit, and – in the case of Mill Lane particularly, have fallen into the trap of amplifying the voices of just a couple of serial, vocal complainants whose motivations are largely personal and primarily about protecting access to their own driveways. Whilst no-one should ever block anyone else's driveway, this is an occasional inconvenience and not reason enough to destroy the aesthetic of a conservation zone by littering it with extensive and unnecessary yellow lines. Mill Lane is one of the most attractive and picturesque roads in the Iffley Village Conservation Zone, and it is hard to see how painting unnecessary yellow lines all over it can be seen as protecting or enhancing it. The argument about access for emergency service is exaggerated – as evidenced by the fact that refuse collection trucks collect residents' waste every week without fail. As the Lock Keeper at Iffley Lock, I have occasion to call the emergency services more – I imagine – than my neighbours. I have never known an occasion where the emergency services were unable to attend an incident in a timely manner because of the road being obstructed. Indeed, I had occasion to call an ambulance last on Saturday 24 July. Two ambulances attended and the guy was taken away to hospital without issue. The lock is not accessible by any motor vehicle anyway and is at best a couple of hundred metres walk from Mill Lane. There is also a locked bollard at the top of the access lane – installed by my neighbour – so access here is never going to be perfect, and a few extra metres are unlikely to make any difference at all. I don't think it is of concern to any but the most neurotic of my neighbours. An ambulance will always be able to park close to any house on Mill Lane, and those who take a walk or boat trip in the countryside accept they are not in an easily accessible location. That is not to say there is not occasional inconsiderate parking on Mill Lane, but of course it is an offence to park in a way that "obstructs the free passage along a highway" whether there are yellow lines or not. I</p>

	<p>would encourage the occasional visit from traffic wardens to ticket any vehicles causing an obstruction, but yellow lines are unnecessary. Those of my neighbours who are in the fortunate position to have enough free time to obsess over such matters should also be encouraged to sort out their own problems by reporting vehicles causing an obstruction and paying for signage and a white line across their driveway, rather than just complaining and expecting others to sort the problem for them. If it should be decided to go ahead with unsightly and unnecessary double yellow lines in a conservation zone, I think they are wholly unnecessary on the church end of Mill Lane (no-one ever parks here), and there is space for at least 2 sensibly parked cars outside number 10 Mill Lane without risk of causing obstruction. On a final note, I would like to point out that Iffley Lock is a very popular location for a diverse group of visitors – not all of whom can get here without a vehicle. I am proud to be the current custodian of such a popular spot and am keen to protect the right of a wide variety of people to enjoy it. Many older people with mobility problems come here, many people launch canoes and paddle boards here, young families come to feed the ducks and play in the woods. And people visit from all over Oxford – and beyond. Any of these people may need to get here by car and should be allowed to do so if they do so responsibly. The road does not belong to those of us with a Mill Lane address. There is also no bus service into the village making access already difficult for many before they even reach the lock. Iffley lock and the associated river and countryside, was very popular during the lockdown periods and is a resource that we should be encouraging people to use, not putting additional obstacles in their way – and that's coming from the guy who has to tidy up after them! I have faith that you will make the right decision and see through the selfish interests being dressed up as concern about emergency vehicle access. There are improvements that could be made here, but yellow lines are the wrong solution. They will ruin the look and feel of a lovely lane in a conservation zone and will also, likely make other parts of the village more congested - Church Way in particular.</p>
<p>(12) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Object Tree Lane & Stone Quarry parking restrictions - Object Iffley Turn HGV & Coach restriction - Support</p> <p>As a resident in Sheepway Court I am opposed to the restrictions suggested for Tree lane - Azors Court on the following grounds. 1) Parking in this street has never caused any real traffic issues i.e. traffic comes and goes without any real hinderance. 2) The residents of the surrounding streets and roads already have very limited parking and when visitors, trades people or family visit, there is nowhere for them to park. 3) The issue of "inconsiderate parking" as your proposals suggests happens is absolutely not the case.</p>

(13) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Support Tree Lane & Stone Quarry parking restrictions - Object Iffley Turn HGV & Coach restriction - Concerns</p> <p>While I agree that access for Emergency Vehicles In Mill Lane is a concern and needs limited management, a concern about all three proposals is that any further parking restrictions will inevitably move the problem of traffic and parking onto neighbouring roads particularly in relation to Church Way (already heavily congested during peak times) and the surrounding roads in the Conservation Area. This would become significantly more problematic should the housing new build plans in Iffley be implemented.</p> <p>Increasingly those residents without off street parking in the Conservation area are finding parking problematic, exacerbated by the increasing parking restrictions including double yellow lines.</p>
(14) Local Resident, (Iffley, Oxford)	<p>Mill Lane parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Object</p> <p>Hi. I live on Mill Lane so am directly influenced by the proposed scheme. I broadly am positive about the proposals. What would help further is adding double yellow lines across the access to 26, 28, 30. Specifically extending these 2m either side of the access. This is specifically to address a problem we have when pulling out of our drive wanting to turn left, if a car is parked on the corner it's extremely hard to turn left without hitting the high kerb on the other side.</p>
(15) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Support Tree Lane & Stone Quarry parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Support</p> <p>Further restrictions on parking in Iffley Turn will encourage parking in Woodhouse Way, a narrow road that is the sole vehicle access to about 100 homes. It is already used as overspill parking for Aubrey Court.</p> <p>Mill Lane has long had problems with parking by residents and visitors to the River and towpath. Restrictions are likely to exacerbate parking problems in Church Way especially at weekends and holidays.</p>

	Tree Lane & Stone Quarry parking restrictions are not really necessary, though it may become so if lack of space in Iffley Turn leads more parking in Woodhouse Way and Tree Lane.
(16) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Support Iffley Turn HGV & Coach restriction - Support</p> <p>For Mill Lane, emergency vehicle access is critical. I do have concerns at Iffley Turn that the problem will just be pushed along somewhere else, but we do need clear views especially at junctions for safety.</p> <p>We definitely need to stop the HGV and Coach parking on Iffley Turn, but this must not allow them to creep into the village where there is even less space for them. Are you thinking about the problems holistically enough?</p>
(17) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Support</p> <p>I'm generally in support of the Iffley Turn parking restrictions but feel they could be improved by extending the double yellow lines to the NW of Cavell Road to improve sight lines from that direction too.</p> <p>Occasionally drivers exit Iffley Road onto Iffley Turn before the correct point and then travel, often very quickly, on the wrong side of the road. It is very difficult to see these people coming when pulling out of Cavell Road due to cars usually being parked right up to the corner. It doesn't happen often but can be horribly dangerous when it does occur.</p>
(18) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Support</p> <p>I generally support the Iffley Turn parking restrictions, as I've witnessed this area being used as a free park and ride by an ever-growing number of commuters into central Oxford. However, I am concerned that the restrictions will simply shift the problem onto Cavell Road. Prior to the pandemic the end of Cavell Road was already full of cars during the working week, sometimes making it difficult for residents and their visitors to find parking spaces. Cavell Road is a very narrow street and is set to become a designated cycle route under the City Council's Boundary Brook and</p>

	<p>Donnington Recreation Ground cycle path plans. I feel the County Council should be prioritising the removal of hazards from this street or at least considering plans for the area as a whole. Ultimately the complicated junction area where Cavell Road, Iffley Turn, Cornwallis Road and the Iffley Road meet needs a complete rethink, as it is hazardous to all users, but particularly cyclists. As a minimum, the yellow lines north of Cavell Road on Iffley Turn should be extended to improve visibility for drivers and cyclists existing Cavell Road.</p>
(19) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Concerns</p> <p>I have three comments:</p> <ol style="list-style-type: none"> 1. Extension of double yellow lines on Iffley Turn – this proposal will simply move the parking from Iffley Turn into Augustine Way. The latter is narrower, with more turns on it, and already difficult to negotiate when Iffley Academy starts and finishes every day. As a regular user of both these stretches of road I would rather negotiate the odd bit of poor parking on the straight stretch of Iffley Turn than on Augustine Way. 2. No overnight parking for coaches and lorries – I am puzzled by the need for this in the suggested location. All such overnight parking happens higher up Iffley Turn and as a daily evening dogwalker I really do know where this happens ! 3. The single thing that would improve safety the most in this immediate area would be enforcement of the existing yellow lines at the Iffley Turn/Augustine Way intersection, because poor parking by vehicles large and small on these yellow lines regularly makes exiting Augustine Way into Iffley Turn quite dangerous.
(20) Local Resident, (Iffley, Oxford)	<p>Tree Lane & Stone Quarry parking restrictions - Concerns</p> <p>My main concern is to do with the Tree Lane / Azors Court / Stone Quarry Lane junction, and I am somewhat reassured by the map attached to the website letter. We live on Tree Lane, one of the 8 properties along Tree Lane east of the Azors Court junction, and west of the barrier preventing vehicles driving between Iffley and Rose Hill. The small-terraced houses front directly onto the Lane, and our only opportunity to park is on the Lane, directly in front of our houses.</p> <p>Generally, there is just about enough space for each of us to park outside our houses and so I am pleased that the</p>

	<p>map doesn't show yellow lines being painted along the stretch of road from 42-60 Tree lane.</p> <p>It's odd to see that they seem to be planned to go across the lane from Azors Court to Stone Quarry Lane. Is that an oddity because that length of Tree Lane is not adopted, so there are no rights for the council to mark there?</p> <p>The only other comment I would make at present is that perhaps the yellow lines don't need to continue as far west of the Azors Court junction as the map seems to show. Visitors and deliveries to West View need space to park, and vehicles entering and leaving the premises on the north side of Tree Lane there need space to manoeuvre in and out.</p>
(21) Local Resident, (Iffley, Oxford)	<p>Mill Lane parking restrictions - Concerns</p> <p>I think the proposal for double yellow lines on the north end of Mill Lane is sensible as the road there is very narrow. But the proposal to extend the yellow lines down as far as 18 Mill Lane and beyond is excessive. The issue only occurs north of the division between numbers 10 and 12 i.e. north of the opening that leads down to the river. In front of that opening and south of that opening the road is much wider and there is not an issue. The ability to park there would be lost for no good reason. It would prevent people being able to park there and walk down to the river and the lock, and this would be a shame. For clarification, the yellow lines should only be introduced from that opening north to the junction with Church Way i.e. from no. 10 to No. 2.</p>
(22) Local Resident, (Iffley, Oxford)	<p>Mill Lane parking restrictions - Concerns</p> <p>We are one hundred percent in favour of double yellow lines in Mill Lane, Iffley. We have no objections whatsoever to those proposed but feel they do not fully cover the problem of access for emergency vehicles at all times of day or night.</p> <p>Mill Lane between The Thatched Cottage and the private road down to the lock. The double yellow proposed this area are excellent and will enable emergency vehicles to drive along Mill Lane. However, there are two omissions – one omission is that the double yellow lines (west side of the road) should be extended a further 2 meters north of number 18's pedestrian gate because if vehicles, especially larger vans, park up to the yellow line proposed over the entrance to the private road, it would be difficult for emergency vehicles to access or exit from the private road down to the weir and the second omission is that although you show double yellow lines to replace the white one outside our gateway they stop on the left of our gate rather than where they currently end. The double yellow lines need to cover the white one on the left of our gate so we can get the right angle to get in and out of our gate. (We had to pay for the</p>

	<p>white line in an attempt to try and prevent people parking across our gateway which happened on numerous occasions. At the time the person we dealt with it said the line should go to the end of the wall on the right of the gate as you face the house (as shown on your proposal) but we said we thought this unnecessary but with hindsight we realised we had made a mistake as people do park partly over the white line on both sides, but especially on that side, meaning it is essential that the right hand side of our gate is done in accordance with the proposal.</p> <p>Mill Lane between number 26 and Iffley Church. What does concern us is the yellow lines proposed between number 26 and the Church or rather the lack of them. Originally two options were put forward – Option 1 and Option 2. We thought Option 1 better as it allowed for a small amount of parking meaning that the owners of the one property in that part of Mill Lane which does not have off-street parking would be able to park their vehicle and would give a couple more spaces for use by visitors to the village. This option showed double yellow lines from the private road down to the lock up to the Church end of Mill Lane except the part opposite the parking spaces. Option 2 had two areas where parking could take place and consequently less yellow lining. It is important that emergency vehicles can pass unhindered in this part of Mill Lane, which they will not be able to do if vehicles park badly in that part of Mill Lane, as well as the part between The Thatched Cottage and the private road down to the lock. If they have to reverse out this takes time. Therefore, in our opinion it is essential that more yellow lines are put in place in that part of Mill Lane along the lines of what was proposed in Options 1 or 2.</p> <p>We know some people are against double yellow lines in a Conservation Area but saving lives is the most important. Emergency vehicles need to be able to drive unhindered along the whole of Mill Lane i.e.. from The Thatched Cottage end to the church end and also down the pathway to the wear. In many instances the speed of getting someone to hospital is of great importance, either to save their lives or to minimise the effects of stroke victims. If they cannot get as close as possible to the victim and find they have to reverse back down Mill Lane because they cannot continue to drive forward to the other end, valuable time will be lost.</p>
(23) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns</p> <p>As a resident of Cavell road, I support the increase of the no stopping/parking lines proposed but think there need to also be some on left as you turn out Cavell Road on Iffley Turn to get it Iffley Road. Often cars are parked there and huge trucks, and it's very tricky getting out and you have to go into the oncoming lane. People are usually very confused by that intersection as it is, so this adds to the confusion. See photo attached where I think there should be no parking lines.</p> <p>Parking will naturally increase on Cavell road due to this, but we'll have to see as I think there won't be a permitted</p>

	parking on this road. We are a bit of 'park and ride' area.
(24) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns</p> <p>As a resident of Maywood Road my contact with the outside world is necessarily via Augustine Way and from it into Iffley Turn. At present, turning out of Augustine Way into Iffley Turn – especially turning right (i.e. southwards) – can be hazardous because even legally parked vehicles conceal cars and bicycles heading north down the hill towards the junction with Henley Avenue.</p> <p>I would like to suggest that the existing parking restriction immediately south of Augustine Way be extended in order to improve sightlines. A considerable number of child cyclists use that section of Iffley Turn, and there is a particularly heavy traffic of taxis to and from the special-needs school in Augustine Way (the Iffley Academy) at the beginning and end of each school-day.</p> <p>Moreover, if the proposed housing development on the Oxfordshire Country Council's recently-fenced-off land west of Maywood Road and south of the Cavell Road Recreation Ground goes ahead, the traffic out of Augustine Way will further increase.</p>
(25) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns</p> <p>I also wanted to highlight that we've received a consultation about potential changes to the parking arrangements on Iffley Turn. Residents of Cavell Road are concerned that these plans (as they stand) will push the area's parking issues onto Cavell Road, which would be bad enough as it is, but would significantly increase the hazards for cyclists entering/existing Cavell Road while following the new route.</p> <p>One would hope that ODS/the City Council are already aware of the County Council parking plans and have highlighted the potential impact on the planned cycle route, but I thought it would be wise to check.</p>
(26) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns</p> <p>I live on Maywood Road – I have no objections to people parking in Iffley Turn personally, and don't feel entitled to an</p>

	<p>opinion about Tree Lane and Mill Lane but would be very concerned if people started to park in Augustine Way and Maywood Road instead of Iffley Turn.</p> <p>There was a public consultation about this just a few weeks ago, which I'm sure you're aware of, and it was clearly stated that we didn't want restrictions. Please don't be bullied by people who shout loudly!</p>
(27) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns</p> <p>I welcome the proposal to introduce new parking & waiting restrictions in these areas, resulting from inconsiderate and inappropriate parking behaviour.</p> <p>If I understand the proposals correctly, on Iffley Turn, these proposals apply to the section between Cavell Road and Augustine Way. I live in the building on the corner of Augustine Way and Iffley Turn, i.e. in the section that is leading to the roundabout at Church Way. My neighbours and I have certainly experienced, on a continuous basis, what could be categorised as inconsiderate and inappropriate parking behaviour, too. Examples would be drivers leaving their motors running for an extended period of time, at any hour of the day/night, as well as constant littering of the pavement emanating from the waiting/parked cars.</p> <p>Would it be feasible at all at this point to include the described section in the proposal?</p> <p>Having reviewed the plan, I wonder whether these proposals would come with the risk of essentially pushing the problem further up the road and hence aggravating the situation for the neighbours on the Southern end of Iffley Turn, as I had described it in my initial email. I would appreciate your thoughts on this.</p> <p>My proposal would be to also extend the existing yellow lines for a couple of metres on the street section corresponding to the buildings Iffley Turn 22 to 32 & 34/36.</p>
(28) Local Resident, (Iffley, Oxford)	<p>Iffley Turn HGV & Coach restriction - Concerns</p> <p>You should also know that the majority of lorries and coaches park in Iffley Turn on the road between Augustine Way and the roundabout, before you turn into Iffley Village, rather than the road between Augustine Way and Cavell Road.</p> <p>They park their overnight as it's quiet and I'm guessing that they can sleep.</p>

(40) Local Resident, (Iffley, Oxford)	<p>Mill Lane parking restrictions - Concerns</p> <p>I'm writing specifically about the proposals for Mill Lane, Iffley, where I live and keep a vehicle on the road. I agree that there is a problem with inconsiderate parking in the lane, particularly by visitors at the weekend and in the evenings, and especially associated with events at the Isis Farmhouse.</p> <p>Like many people in Iffley, I place a very high value on the rural nature of the neighbourhood. I feel markings on the roads and excessive signage would spoil the character of the Iffley Conservation Area - and this is one reason why the area is so popular with visitors. I do accept the need for parking restrictions, particularly in the narrow northern end of the lane, but I think they should be kept to an absolute minimum, and that any related signage should also be minimal and very carefully placed.</p> <p>The problems always arise in the northern section of the lane, and around the turning to the lock. The situation is different at the southern end, which is also a part of the historic core of the village and still retains its unspoilt character, and where inconsiderate parking is actually not a problem.</p> <p>With this in mind I would suggest that the double yellow lines proposed for the southern end of Mill Lane (76m on one side, 70m on the other) are in fact unnecessary and would visually spoil the area around the church and the Vicarage. Nobody ever parks in the narrow stretch of the lane between the gate into the Vicarage yard and the bend. On the other hand, in the section east of the vicarage gate, where the pavement is considerably wider, and the lane itself wider too, churchgoers often park half on the pavement for church services because of the pressure on space, and this is not a problem as there is enough room for traffic to get by. This would become illegal with the proposed double lines, and I think this would be unfortunate.</p>
(29) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Concerns</p> <p>I am supportive of the proposals but think it needs extending so the resulting restrictions do not adversely affect other residents of Iffley Turn.</p>

	<p>Personally, I don't think the proposed DYL and ban on HGV/coaches parking overnight at the south end of Iffley Turn goes far enough to address the problem. HGV/coaches park along the whole length of Iffley Turn, not just the far south end between Augustine Way and Cavell Rd. This ban should include the whole of that section of Iffley Turn and also, importantly, the other section of Iffley Turn that runs east/west from Henley Avenue to the mini roundabout. The timings should also include daytime as coaches often park up here during the day, adding to already congested parking problems and causing visibility issues for residents exiting driveways and coming out of side junctions such as Anne Greenwood Close.</p> <p>If the HGV/PSV ban does not apply to the whole of Iffley Turn the problem of HGV/PSV parking will be displaced further along Iffley Turn and make the existing situation worse for residents, who already experience difficulties finding on-street parking, because there are no CPZ residents parking restrictions in place, thus enabling non-residents to park without restriction. As a result non-residents vans, cars and lorries are often parked for days or even weeks at a time without moving.</p> <p>I really think this needs some reconsideration if possible please.</p> <p>The other issue I would like to raise is that residents of the far western end of Iffley Village did not support the recent CPZ scheme consultation as they are not affected by parking issues at the east end. Residents of Iffley Turn would likely support a CPZ scheme here because of the issue of people parking here all day as commuters or shoppers and going into town by bus, or parking for weeks at a time as there is no other parking available locally. Even van hire companies are parking their company hire vans here due to the lack of restrictions. Is there not scope to reconsider a smaller CPZ consultation for Iffley Turn only?</p>
(30) Local Resident, (Iffley, Oxford)	Support - Parking throughout Oxford should be reduced and space re-allocated to active travel
(31) Local Resident, (Iffley, Oxford)	Support - I live on Maywood Road and my family (including two young children) cycle on all the affected roads. We cycle or walk on Iffley Turn daily (cycling on the way to and from school and work, walking on the way to and from Donnington Recreation ground). It is a source of huge stress and has been the location of a couple of frightening near misses as my children, crossing the road, were nearly hit by speeding motor vehicles. Although the proposed restrictions will not stop the speeding, they will make the visibility for people crossing and the accessibility of the drop kerbs a great deal better: at present cars are routinely parked on both sides of the road during school run times in ways that render children waiting to cross invisible to oncoming traffic and force them to spend longer on the roadway trying to navigate their way around parked cars to the kerb. In addition, the pollution from idling coaches parked on the

	<p>west side of Iffley Turn just north of the junction with Augustine Way, and the reduction in visibility for both cyclists and motorists turning out of Augustine Way of having large-silhouette vehicles parked there, makes the junction both unhealthy and dangerous. So I am strongly supportive of the measures there.</p> <p>We also cycle via Tree Lane to get to Blackbird Leys and Littlemore, and we walk and cycle via Mill Lane to get to the Thames Path. The proposed restrictions will make these journeys much safer.</p>
(32) Local Resident, (Iffley, Oxford)	<p>Support - I support the following traffic measures:</p> <p>SE and NW Mill Lane: I support this plan in order to ensure emergency access to all residents as well as to Iffley Lock, the river and its users. The plan will also eliminate much inconsiderate parking.</p> <p>NW Mill Lane: to ensure unhindered access of all emergency vehicles to nos. 20, 24 and the river, the No Parking double yellow lines will need to follow the top-most camber of the tarmac and extend 2.2m north of the gate to no.18 (just north of the drain cover). Any closer and in my experience access has been compromised in the past by parked vehicles (especially vans).</p> <p>Iffley Turn: I support this plan in order to limit inconsiderate parking and long-term stays by coaches</p> <p>Iffley is a Conservation Area I would like to request that narrower double yellow lines in the lighter colour are used throughout</p>
(33) Local Resident, (Iffley, Oxford)	<p>Support - This comment speaks only to the proposed double yellow lines for Mill Lane. I support the Highways Department's preferred plan.</p> <p>My wife and I have lived on Mill Lane for many years. Our house is along the footpath to Iffley Lock. I appreciate the Council, the Friends of Iffley Village and our councillors taking this matter seriously. Every year in our time, usually multiple times a year, the emergency services have needed access either to residents on Mill Lane or, more frequently, to the river community broadly defined.</p> <p>This is not a hypothetical matter. What prompted my own involvement happened in about 2014 when a pensioner on a boat at the lock had his first diabetic coma. The emergency services could get no closer than Abberbury Road and were unable to return the patient to their ambulance without first contorting the patient and themselves into a Ford</p>

	<p>Fiesta to get there. Most of the year, Mill Lane is still quiet. But in the good weather, especially at weekends, there are hours at a time when a taxi, let alone an ambulance, cannot get through.</p> <p>This is a beautiful spot but it hides a lot of tragedy. In the immediate proximity of our house there have been an attempted murder, one torched and two stolen cars, multiple drownings and suicides, persistent activity by the Operation Bullfinch perpetrators, to mention only the most immediately memorable. In the last two years, four Mill Lane residents each have needed multiple visits from the emergency services due to end-of-life circumstances.</p> <p>As with every public policy decision, there are trade-offs. But priority must be given here to emergency access.</p>
(34) Local Resident, (Iffley, Oxford)	Support - These are all areas where parking, either by private vehicles or goods vehicles and coaches cause problems locally
(35) Local Resident, (Iffley, Oxford)	Support - The parking in Iffley Turn, is dangerous, sometimes extremely dangerous, for other road users. The only basis for objection would be that it risks displacing the parking so that it will narrow even more the parts of the road which will not be protected. In particular, the parking of buses and coaches, most of them foreign-registered, is a problem in the whole of Iffley Turn, and it should be stopped in its entirety. The council provides (and the ratepayers pay for) places for these things to park; it should confine them to those places.
(36) Local Resident, (Iffley, Oxford)	<p>Support - I support the parking restriction in Mill Lane & Tree Lane because I have seen poorly parked cars making it impossible for delivery vehicles to pass on a number of occasions. It is dangerous if the emergency services are blocked.</p> <p>I support the Iffley Turn parking and HGV restrictions because the numbers of coaches and HGVs parked there to avoid parking fees, often overnight and for many days, restricts visibility dangerously when turning into Iffley Turn.</p>
(37) Local Resident, (Iffley, Oxford)	<p>Support – Iffley Turn: These seems very sensible to me, as do the 5 tonne weight and coach restrictions.</p> <p>I would also request that the double yellow lines on the other corner of Cavell Rd (with Iffley Rd, no.386 and neighbouring houses) get extended a little further than they are at present. Often turning left out of Cavell Rd can be hazardous as the line of sight onto that triangle between Iffley Rd and Iffley Turn is obscured by tall vehicles such as</p>

	<p>vans and SUVs parking rather close to that corner.</p> <p>Mill Lane: Also look fine though I don't quite understand why there are two small gaps in the double yellows on the western side (around nos.10 and 12), but if you think they're needed I don't object.</p>
(38) Local Resident, (Iffley, Oxford)	<p>Support - We welcome your intention to paint double yellow lines along Mill Lane. However, the stretch of road between numbers 26 and 28 Mill Lane, which you plan to leave free of parking restrictions, is also very narrow, measuring 3.9 metres in width. With a typical modern car width of 2.2 metres (including mirrors), the only way to navigate that section of the lane when cars are parked there is to mount the pavement, which is not practical due to the very high kerb.</p> <p>We would therefore request that you continue the double yellow lines along that section too.</p>
(39) Local Resident, (Iffley, Oxford)	<p>Support - I was glad to receive your notification as above, regarding parking and waiting restrictions on Iffley Turn. I am a resident of Iffley Turn and the problem of coaches and inconsiderate parking has been an ongoing one for several years.</p> <p>I note that a ban on coaches and HGVs will apply between 8pm and 7am between the junctions of Cavell Road and Augustine Way. However, coaches have also been a problem on Iffley Turn south of Augustine Way, in particular on the stretch of road between the junction of Augustine Way and the entrance to Grove House at Number 44. This stretch includes the entrance to our block of flats and residences at Numbers 22 to 36 Iffley Turn.</p> <p>Before the Covid pandemic, coaches regularly entered Iffley Turn looking for parking spaces, causing congestion at the top roundabout before trawling the next stretch of road between the roundabout and Cavell Road.</p> <p>Coaches and HGVs parked overnight in front of our flats, with the following negative impact for residents:</p> <ol style="list-style-type: none"> 1. They took up several parking spaces in front, which could otherwise be used by residents and visitors 2. They blocked out light and reduced sightlines 3. They caused noise and pollution by starting their engines in the early morning, sometimes keeping them running for 15 - 20 minutes while still stationary <p>Would it be possible for the ban on parking for coaches and HGVs to be extended to cover the stretch between the</p>

CMDHM5

	junction of Augustine Way and the entrance to Grove House, as outlined above?
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Division(s) affected: *Jericho and Osney*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 14 OCTOBER 2021

OXFORD – QUEEN STREET: USE BY CARGO BIKES

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for Highway Management is RECOMMENDED to approve making permanent the provisions of the current experimental Traffic Regulation Order (TRO) that permits the use of Queen Street in both directions by cargo bikes (pedal cycles designed or adapted for carrying goods commercially) to use Queen Street in both directions at all times. Other cyclists will continue to be prohibited from riding between 10.00am and 6.00pm daily.

Introduction

2. An experimental traffic regulation order permitting the use of Queen Street in both directions by cargo bikes (pedal cycles designed or adapted for carrying goods commercially) to use Queen Street in both directions at all times was introduced on 18 May 2020 following consultation with key stakeholders.

Sustainability Implications

3. The experiment was proposed because council officers are of the view that allowing cargo bikes to use Queen Street during the day would have environmental benefits by encouraging zero carbon transport for the movement of goods within Oxford.

Financial and Staff Implications (including Revenue)

4. Funding for the proposal has been provided from the Central Oxfordshire Locality revenue budget.

Equalities and Inclusion Implications

5. Some concerns were expressed during the pre-consultation that allowing cargo bikes between 10am and 6pm would introduce conflict with pedestrians which would cause difficulties for very young and old people or those with mobility and visual impairments (this could include people who are pregnant). This issue is addressed in the Equality and Climate Impact Assessment at Annex 2. In summary, during the experiment, there has been no evidence received that this issue has proven to be a problem. If made permanent, the scheme will continue to be monitored and action taken as appropriate.

6. Since the start of the experiment there have been no recorded injury accidents involving bikes or cargo bikes. Before the experiment, in the last ten years there have been 4 recorded injury accidents in Queen Street and Bonn Square (2 serious, 2 slight). Only one of these (in Bonn Square) took place during the hours of the experimental TRO i.e. 10am to 6pm.

Formal Consultation

7. In line with national regulations governing experimental TROs formal consultation started when the order came into effect (18 May 2020) and lasted for a period of six months (to 17 November 2020). A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 100 properties in the area. Additionally, street notices were placed on site.
8. Whilst the formal consultation closed on 17 November 2020, the experimental traffic regulation order has remained in place until now (due to end 17 November this year) in order to give more chance for feedback on the arrangements.
9. 76 responses were received during the formal consultation. 54 in support (71%), 18 objections (24%), 3 raising concerns (4%).
10. The individual responses are shown at Annex 1 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

11. Oxford Bus Company raised a concern about how the speed of the cargo bikes would be controlled and the fact that there would be two way movements including, therefore, in the opposite direction to bus flow in the street.
12. The riders of the two main commercial cargo bike operators use only trained personnel and are committed to responsible behaviour whilst using the street. Due to the bikes being easily recognisable, it should be possible to raise any concerns about cargo bike rider behaviour with the company in question. To date, there have not been any recorded injury accidents involving cargo bikes during the experiment
13. On a related point, the concerns most frequently raised during the consultation were about the negative impact on pedestrian safety that cargo bikes pose as well as the risk that their presence would encourage more illegal cycling between 10am and 6pm.
14. During the experiment, there have been no recorded injury accidents at any time of the day involving either cargo bikes or normal bikes. The level of take-up of the experiment by the two main businesses operating commercial cargo

bikes has been at most around 120 one-way movements per day between 10am and 6pm. This equates to an average of one movement every 4 minutes. Even if this level of use doubled, there would still only be one movement every two minutes.

15. The main cargo bike operators only use trained professional riders and it is relatively easy to record the details of any unsafe or antisocial behaviour by any of these riders if that were to happen. Council officers could then simply follow up these reports direct with the cargo bike operators.
16. If necessary, officers will work with the cargo bike operators to encourage responsible riding of their cargo bikes in Queen Street. It would even be possible to develop a code of conduct for riders if concerns continue to be raised by members of the public and stakeholders. This could include a clear stipulation for such things as the need for all cargo bike riders to be trained for riding in shared use streets such as Queen Street (which they are already) and for all commercial cargo bikes to be clearly marked with company contact details.
17. Some people responding to the consultation highlighted that there is minimal enforcement of illegal cycling in Queen Street and that if allowing cargo bikes led to more illegal cycling between 10am and 6pm, it would not be possible to tackle any negative effects that this might have. It does appear to be the case that police enforcement of illegal cycling in Queen Street is rare although this has clearly not resulted in any recorded injury accidents involving cyclists. If there are sustained concerns about the effect that cargo bike use of Queen Street has on illegal cycling levels between 10am and 6pm, council officers will liaise with Thames Valley Police about possible targeted enforcement.
18. Some concerns were expressed that the experiment was inappropriately favouring a small number of businesses by allowing freight delivery movements only by cargo bike in Queen Street between 10am and 6pm. However, it is worth noting that in order to deliver positive policy outcomes, transport initiatives often have differing economic impacts on some groups compared to others e.g. bus lanes, taxi ranks, car parking, cycle parking. In the case of this experiment, the intended outcome is to encourage the use of zero emission freight initiatives to improve air quality, road safety and traffic congestion.
19. Some of those opposed to the use of Queen Street by cargo bikes believed that there was no need for there to be a shortcut for this type of freight operation. However, whilst it is physically possible for cargo bikes to follow a detour for journeys through Queen Street, this does little to encourage and positively promote this form of zero emission freight transport. A direct route through the city centre for east to west journeys and vice versa improves the efficiency of these freight journeys.

Monitoring and evaluation

20. It was decided to go ahead with the experiment in the knowledge that numbers of cyclists and pedestrians in Queen Street were lower than normal

due to the Covid pandemic. The decision was taken not to carry out any surveys during the experiment. However, as set out above, we do know that there have been no recorded injury accidents involving cyclists during the experiment.

21. Nonetheless, there is survey data for cyclist and pedestrian numbers in Queen Street from before the pandemic, so as and when normality is resumed, these can be repeated. Injury accident data will continue to be collected irrespective of the levels of cyclists and pedestrians.

22. Officers will continue to assess the impact of the proposals if the recommendation to make them permanent is approved. This is important as pedestrians and cycle flows in Queen Street begin to recover back towards pre pandemic levels. Recorded injury accidents will continue to be monitored as always. Arrangements for cyclists in the street can be reviewed on an ongoing basis.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation responses

Annex 2: Equality and Climate Impact Assessment

Contact Officers:

Tim Shickle 07920 591545

Craig Rossington 07880 945891

October 2021

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No response
(2) Oxford Bus Company	<p>Concerns – My initial and very serious concern on this matter is how the speed of cycles going against the one-way system is going to be set, monitored and enforced? Having observed these bikes around Oxford they do travel at quite a speed and if they go the same speed whilst heading towards oncoming buses and having pedestrians in the mix too it does give me some serious safety concerns indeed. Buses enter Queen Street in one direction with extreme caution and a 5mph speed limit but what safety provisions are there in place for this trial please?</p> <p>I'm also very surprised that this hasn't been raised with us at all before implementation. Whilst I see it is a trial, I feel that the 'ground rules' for the trial should have been agreed in advance of any trial starting so all those that use Queen Street understand the basis of it and we can give advance warning to drivers to improve safety.</p>
(3) Local group/organisation, (OXTRAG)	<p>Concerns – I am sure you will appreciate that once cyclists see cycles in these streets they will presume freedom for all cycles. Cycles move fast and silently so surprise people / cause clashes with pedestrians (Also University populations change too frequently for everyone to keep updated on the latest standards)</p> <p>From the viewpoint of an aging population this decision will be seen as a retrograde step. People presume safety in pedestrian areas and bikes can move faster than the restricted bus speed.</p> <p>Please ensure you attend an OXTRAG members meeting with more information on this issue. I hope you will be watching closely via CCTV cameras and recording not only clashes between pedestrians and cyclists but also near misses)</p>
(4) Local County Cllr/Cycling Champion – no longer in post	Support – really good news.

(5) Local Resident, (Oxford)	<p>Object - 1 - I have no objection to cycle couriers as a concept. 2 - I have strong objections to changing a traffic scheme to suit the whims of two very niche businesses with a limited client base and other routes they can use. 3 - Pedestrians should always have priority on the roads discussed. 4 - Enforcement will be almost impossible as there aren't the staff available to do it - which will mean it will actively encourage more cyclists to use the space than do so under normal circumstances 5 - Cycling is an incredibly privileged activity - and one that is largely centred on the White population. The council should be thinking about all communities - not just the vocal cycling lobby. 6 - Giving priority access to a very small set of cycle couriers may seem insignificant - but it gives permission to all cyclists to use these routes. That puts pedestrians at risk. 7 - If we want a return to normal retail activity then pedestrians have to be at the forefront of thinking - not cyclists.</p> <p>This is - as with many of the traffic schemes being implemented or discussed - is based on a very narrow perspective of the needs of the city - filtered by very well organised but also very niche campaign groups. Cycling should be part of the mix for Oxford (as it already is) but it should not dominate and it should not come before the needs of the pedestrian or the wheelchair use. Those with mobility and health issues don't have the privilege of being able to cycle - their rights are more important.</p> <p>This scheme will encourage more cyclists to break the rules - and there is too much of that going on already.</p> <p>Put more effort into policing the existing cycle users - then once they are all obeying the basic rules of the road, we can look at expanding things for them.</p> <p>Until then - pedestrians first.</p>
(6) Local Resident, (Oxford)	<p>Object - A very dangerous idea. Cyclists have always flouted the pedestrianised area of town centre, and you are opening up the flood gates and only encouraging this to get worse. This will not simply stop with delivery drivers, the rules will be confusing. You will destroy more retail opportunities (what's left) and those who have mobility issues will avoid the area. Please reconsider this for the people of Oxford, it for the companies/organisations it seems to be powered by.</p>

(7) Local Resident, (Oxford)	Object - All cycling permission in Queen Street and Cornmarket should remain as at present. And should be properly policed (which is not happening at present). Cargo bikes can be pushed if they choose to deliver between 10:00 and 18:00.
(8) Local Resident, (Oxford)	Object - As an ex-carer of those with learning difficulties and the elderly, I have usually found cyclists extremely ignorant and uncaring of their position and speed in relation to other users of the road or pavement. I myself have avoided streets where cyclists and pedestrians share the same route. Oxford centre used to be one of the most beautiful and good shopping areas but now is destroyed!
(9) Local Resident, (Oxford)	Object - As there is no effective enforcement of cyclists currently, unless some is proposed, this proposal will only make the present unsatisfactory situation worse
(10) Local Resident, (Oxford)	Object - Bicycles pose a severe hazard to pedestrians, particularly pedestrians who may be visually impaired. Queen Street is a busy pedestrian zone, and enough hazards are posed by buses and roadworks, without adding to hazards by introducing cargo bikes to the mix.
(11) Local Resident, (Oxford)	Object - Far too dangerous for pedestrians, especially visually and hearing impaired pedestrians. An accident waiting to happen. These cargo bikes are large vehicles and it would be quite dangerous if they were to collide with a pedestrian.
(12) Local Resident, (Oxford)	Object - Given the very hectic area I do not see why cargo bikes should be allowed as dangerous for us pedestrians. I also see this as complicated from a competition policy point of view. You would basically support one trader (Pedal and Post) to take market shares from all others by discriminatory advantages.
(13) Local Resident, (Oxford)	<p>Object - I find it very strange that the council is making exceptions from general rules to a specific company. It is astonishing how cyclists always get a priority over pedestrians and cars. This is discrimination against those who have physical difficulties in favour of those fortunate to be strong and young. And to be straightforward, often not very caring for others.</p> <p>Queens Street is not the only way to get to The Covered Market, quite the opposite. This special rule for a special company only creates a short cut for them to rat run among pedestrians. The bus drivers are very considerate which the</p>

	cyclists concerned are not.
(14) Local Resident, (Oxford)	<p>Object - I know there is a strong lobby in favour of cargo bikes, and our admirable City and County Councillor, Susanna Pressel, is leading supporter. But I fear that allowing cargo bikes - in itself a desirable development - would only increase the degree to which other cyclists flout the regulations. There is almost no 'policing' of the present arrangements in Queen Street - or Cornmarket for that matter. Oxford is full of young people in a hurry; it is almost traditional for University of Oxford students to cycle to and fro. To permit cargo cycles without taking measures to enforce the existing restrictions on cycling is asking for dangerous encounters between cyclists and pedestrians. (A good example of a similar phenomenon is the result of the contra-flow cycle lane in Little Clarendon Street. Cyclists now seem to believe that they can ride wrong way up other streets)</p>
(15) Local Resident, (Oxford)	<p>Object - It is shameful that the council would offer such benefits to the detriment of other transport businesses, rules should be the same for everyone and we shouldn't have privileged individuals.</p> <p>You either allow all business to deliver through Queen street or you allow none, creating a different tier of laws is a dangerous precedent.</p> <p>More so, by allowing them to conduct their vehicles against the one way direction could dangerous for traffic, a nuisance to pedestrian and a potential cause of accident, if the rules of the road are to be respected by everyone, they should respect them to and use the road in the way one way system.</p> <p>Not only you are creating an unfair system, but you are telling cyclist that is fine for them to break the rules, and we already have a major problem with cyclists ignoring lights and all sort of regulations.</p>
(16) Local Resident, (Oxford)	<p>Object - It provides an unfair advantage to cargo bicycle companies over those with motorbikes / vans (long established companies who will have invested in their vehicles / have employed drivers). Surely, we should be thinking more about electric vehicles - particularly a scrappage scheme for diesel vans. This in turn would need investment in charging points. OCC must start providing these to encourage motorists' next car to be an electric / hybrid. There is a very noticeable and deliberate lack of charging points in Oxfordshire.</p>

(17) Local Resident, (Oxford)	<p>Object - It won't hurt the riders of cycle delivery service to push their bikes along this short stretch of road. There are alternative routes should they "need" to cycle. Giving cargo bikes permission means that they will travel at speed and since they are silent in operation will be a considerable hazard to the partially sighted.</p> <p>Opening to cargo bikes will set a precedent for all delivery bikes eg deliveroo</p> <p>It should not be turned into a cycle highway which will happen since there will be no enforcement of the rule it will be a green light for all bikes in both directions all day long.</p>
(18) Local group/organisation, (Oxford)	<p>Object - Numerous cyclists ride illegally in Queen Street throughout the hours of the ban from 10 a.m. to 6 p.m. Enforcement is almost non-existent. This has been true ever since the Queen Street Interim Scheme was implemented at least a decade ago.</p> <p>If cyclists see cargo bikes using Queen Street, more of them either will feel encouraged to flout the ban or will form the mistaken impression that all bicycles are allowed in Queen Street at all hours. Illegal cycling in Queen Street will increase.</p> <p>We should seek to emerge from the covid-19 epidemic with a better sharing of road space, with more space for pedestrians, cyclists and public transport and less for cars. But this does not change the balance in Queen Street, where pedestrians and buses are a sufficiently complex mix without adding cycling as well.</p> <p>Most cargo bike journeys in Queen Street would be for a short cut between Bonn Square and Carfax, rather than to serve premises in Queen Street. The current cycle route via St Ebbes, Pembroke Street and St Aldate's is sufficient for this purpose/</p> <p>Queen Street is only a few hundred yards long. To serve premises in Queen Street it would take cargo bike riders only a matter of minutes to walk, with or without their machines.</p> <p>The current ban should not be modified.</p>
(19) Resident, (Kidlington)	<p>Object - Even with current rules re cyclists during the daytime many do not take notice. I have frequently had to dodge bikes in the road and the addition of these bikes will be worse as they will have time frames attached to any deliveries and will feel they have the right over pedestrians and it will make using the road more nerve racking for people walking.</p>

(20) Local Resident, (Oxford)	Object - No comments.
(21) Local Resident, (Oxford)	Object - No comments.
(22) Resident, (Thame)	Object - No comments.
(23) Local Resident, (Eynsham)	<p>Concerns - In principle this is a good idea and I would support access to Queen Street for cargo bikes delivering to businesses. However, how will it be managed to ensure that all bikes don't use this as a cycling route at all times? It is already confusing and plenty of cyclists use this busy stretch, which causes problems for pedestrians who are not looking out for silent bikes (this isn't a problem with the buses as the drivers drive carefully and you can hear them approaching). I work in Oxford city centre and have witnessed bikes travelling fast down Queen Street and then the cyclist getting angry when a pedestrian accidentally steps in front of them. Either the road is pedestrianised, or it is not. Opening up the road to cargo bikes (and the inevitable use of it by all other cyclists) at all times will potentially cause a hazard. Or we will end up with everyone pinned on the pavements, once lockdown ends, and this will pose issues for maintaining social distancing for pedestrians.</p> <p>In summary, my concern is that the revised opening of the street to cargo bikes at all times will be open to exploitation by all cyclists and pose a hazard to pedestrians. It will be best to make it a fully pedestrianised route with no vehicles during the day.</p>
(24) Local Resident, (oxford)	<p>Support - Allow all bicycles and dedicate a lane. This is done in every Scandinavian country, why are you not considering a bold move.</p> <p>You are allowing buses but not bike, how does this make any sense !!! This is an essential street to connect east oxford to the train station.</p>
(25) Local Resident, (Oxford)	Support - Buses, Royal Mail vans, trades vans, Sainsbury's delivery lorries can use Queen St, so why not non-polluting, limited space using cargo bikes?

(26) Local Resident, (Oxford)	Support - Facilitating operations by non-motorised vehicles is a sound policy. Users of cargo bikes are generally responsible adults and are well able to appreciate the care with which Queen St will need to be negotiated.
(27) Local Resident, (Oxford)	Support - Great Initiative
(28) Local Resident, (Oxford)	<p>Support - I believe Queen Street should be opened up for all cyclists because the justification for prohibiting cyclists was, I believe, because of the large volumes of pedestrians using the street after the Westgate Centre opened. Surely those levels of footfall will not be seen again for months if not years in Oxford. Further points of justification for enabling all cyclists to use Queen Street are:</p> <ul style="list-style-type: none"> (a) The council and the government are actively promoting and funding active travel, (b) It is easier to police than having to differentiate between cargo and ordinary bikes (c) It is a key route and a wide thoroughfare across the city which provides a quicker, wider route for cycling at a safe distance
(29) Local Resident, (Oxford)	<p>Support - I commend the council for this decision, however I think that this order should also allow the non-commercial transportation of people. A consistent approach should be applied for all cargo bike users. Cargo bikes are increasingly used to transport young children and by the disabled as a low carbon and sustainable form of transportation. There is very limited bike parking (and it is not well suited for cargo bikes due to space issues) at the end of high street which means that often cargo bike riders need to park nearer the Westgate centre. The weight of these bikes means it can be difficult to push them fully loaded e.g. with two young children (essentially they are a replacement for a buggy) and so it is easier to cycle them at a very low speed is easier to access the parking spaces by the entrance to west gate centre. Furthermore, why are we penalising people who are adopted a low carbon and sustainable transportation solution and encourage them to take a long detour by bike on among the buses on the main road with negative safety implications for cyclist and their disabled/ child passengers? Surely this will discourage people from using such sustainable forms of transport? Furthermore, it seems unfair that the more polluting and expensive forms of transport i.e. buses are still allowed to use Queen Street. If people cite pedestrian safety concerns as a reason to prevent cargo bike riders with children in them from using queen street, surely then buses which are considerably more dangerous to pedestrians should be banned from the street!</p>

(30) Local Resident, (Oxford)	Support - I fully support commercial cargo bikes being permitted to use Queen Street, but I continue to be mystified at the nonsensical prohibition of other cycles.
(31) Local Resident, (Oxford)	Support - I strongly support the trial. It will be another step towards improving the air quality and ambience of the city centre. I hope that it will be a great success and a stepping-stone towards considering how best to open Queen Street to other cycles.
(32) Local Resident, (Oxford)	<p>Support - I support allowing cargo bikes to use Queen Street - we need to do everything we can to encourage environmentally-friendly, sustainable business in Oxford, and far more needs to be switched from polluting lorries/vans to clean cargo bikes.</p> <p>I would also like to see other bikes allowed to use Queen Street, but in a controlled manner e.g. with a clear cycle lane, separated from pedestrians. As a pedestrian I walk with my children on Queen Street and would be very happy to have bikes there (happier than having huge busses!) as long as they are clearly (preferably kerb-) separated.</p>
(33) Local Resident, (Oxford)	<p>Support - I support cargo bike access as a means of reducing motor vehicles needing to access the city centre. Deliveries by cargo bike are an innovative and welcome use of low pollution transport which supports local businesses and provides employment.</p> <p>I would like to see all bicycle traffic allowed in Queen Street but I understand that emotions run high about this from pedestrians, particularly vulnerable groups. That said, buses move through Queen street so why not bicycles? The objection appears to be that pedestrians and people cycling can't co-exist on the fully pedestrianised street but surely some method can be found/ perhaps a well marked cycle route and a commitment to promote slow movement across such shared spaces?</p>
(34) Local Resident, (Oxford)	<p>Support - I support the expanded use of bikes for delivery of food and other essential items.</p> <p>I would request that cargo bike companies are given guidelines for their 'drivers' on use of pedestrianised streets</p>
(35) Local Resident, (Oxford)	Support - I support this - cargo bikes are one way to improve delivery transportation and active travel in Oxford and to decrease the number of motorised vehicles and so improve the air quality in central Oxford. This is much needed.

(36) Local Resident, (Headington)	Support - I think all bikes should be able to use queen street. It's wide enough for a bi-directional cycle path. The buses should not be allowed. It's ridiculous that buses can use this road but cyclists cannot
(37) Local Resident, (Oxford)	Support - I was surprised to discover that cycling on Queen St is not allowed and can't really work out why. Unlike on Cornmarket St, there appears to be enough space for everyone. Is this about pedestrian safety - then why are buses allowed? In any case, the no-cycling rule is generally ignored (and I assume most of the cyclists have no idea it exists) without appearing to cause any problems, so could it be scrapped for all cyclists please?
(38) Local Resident, (Oxford)	Support - I would rather all bikes could go through queen street but support.
(39) Local Resident, (oxford)	Support - I'm a 30-year resident of Oxford and really wish to see a city with low emissions and priority to cyclists. please open Queens Lane to ordinary cyclists at extended peak hours up to 10 am in the morning and from 5 pm in the evening. These are not peak shopping hours and we all know that high street retail is going to be diminished. So why stop the flow of bike traffic on the main East-West axis to the rail station and beyond?
(40) Local Resident, (Bicester)	Support - In my opinion, all bicycles, including cargo bicycles should be permitted to use Queen Street. They are quiet, non-polluting and cause no danger to people walking. As far as I'm aware, there are far more injuries and deaths caused by motor vehicles, including buses, which are currently allowed to use Queen street. Additionally, making it easier for people to travel by bicycle and transport goods by bicycle will help us reduce carbon emissions and will contribute towards mitigating climate change.
(41) Local Resident, (Oxford)	Support - It would be nice to see this scheme extended to the whole of the city centre, and not just for cargo bikes but all bikes. It would be lovely to have city completely free from buses, just pedestrians and cyclists.
(42) Local Resident, (Oxford)	Support - Let's do as much as we can to support this pollution-free delivery service.

(43) Local Resident, (Oxford)	Support - More bikes, fewer non bikes. Stop the buses and let bikes use the road 24/7
(44) Local Resident, (Oxford)	Support - Of course Cargo Bikes should be allowed down Queen Street. It is frankly ridiculous that bicycles are prohibited from using Queen Street. For a city and county council that claim to support sustainable travel they really need to reconsider their approach to Queen Street to support active travel. The idea that a double decker bus is not dangerous to pedestrians but a bicycle is absurd.
(45) Local Resident, (Oxford)	Support - Oxford needs to decarbonise asap. Its air also needs to be safer for vulnerable people to breathe.
(46) Local Business, (Pedal & Post, Oxford)	<p>Support - Pedal & Post instigated this change due to concerns from using cargo bikes going from west to east of the city multiple times a day.</p> <p>The contract is delivering chemotherapy medication to hospital sites in Oxford. However, the equipment needed is around 16ft long which includes a four cargo bike with trailer set ups. This is unsuitable for the re-design of the Hythe Bridge/George street junction so we had to find an alternative route that wouldn't delay riders and they could still filter to be on time for this contract. This promoted the conversation around queen street and its use.</p> <p>People using bikes on queen street have an impeccable safety record and if we allow 15 ton metal boxes down here at 5mph then it seems absurd to not allow cargo bikes weighing 20kg to use this street at 5mph as they pose 750 times less potential harm to pedestrians.</p> <p>We employ our riders and as such can hold them accountable, our cargo bikes have license plates and are fully insured.</p> <p>Royal mail use this as a through route with diesel vans, we wanted to have a level playing field to offer business's a zero emission alternative to royal mail and we hope this will prompt royal mail to make this shift as well</p> <p>If we are to move to a zero emission city centre, championing the use of cargo bikes to replace vans will be crucial and changing public opinion to make this shift will be required. This is a really positive step in the right direction for oxford sustainable future</p>

(47) Local Resident, (Oxford)	Support - Pedal cargo bikes could deliver around 50% of goods currently delivered by van. They should be exempt from the bike restriction on Queen Street (and elsewhere). Although I cycle, I think the current restriction on cycling should remain.
(48) Local group/organisation, (Cycling UK, Oxfordshire)	Support - Queen Street is wide and already has a mix of bus, cycling and pedestrian movement, with the cycling being restricted from 10am to 6pm. Commercial cargo bikes, like buses are controlled by professional drivers, who have their careers and their company reputations to protect. They travel at low speeds and perform a vital service in the city, moving freight, but not adding to pollution and creating very little congestion. This small relaxation of the restriction would enable a practical cargo bike service from west to east of the city without, we believe, significant risk to pedestrians.
(49) Local group/organisation, (Cycling UK, Oxford)	Support – I am pleased the County Council are trying out this experimental traffic order. The wording of the traffic order seems quite clear/specific, which is good and should provide clarity and certainty. A question however, how will this be signed at each end of Queen Street? I guess the sign wording ideally needs to be as clear as the traffic order, but somewhat briefer than the wording in the traffic order, which might take some linguistic dexterity!
(50) Local Resident, (Oxford)	Support - Queen street should be open to all cyclists because it is wide enough to accommodate pedestrians, cyclists and busses. Pedestrians should have right of way.
(51) Local Resident, (Oxford)	Support - Queen street supposed to be open to all bicycles in my opinion.
(52) Local Resident, (Northway)	Support - The exemption doesn't go far enough and should allow all cycles to use Queen Street in both directions at all times. This would encourage cyclists and help maintain low pollution levels. It would be better for all buses to divert around the bottom of the Westgate than to expect cyclists to do so.

(53) Local Resident, (Oxford)	Support - The more encouragement we give to collecting goods from the Westgate centre by bike, the better for health and pleasure in walking this street.
(54) Local group/organisation, (Oxford)	Support - The university department I lead receives many deliveries each day, some by cargo bike (lunches for instance), but more by van. I would welcome it very much if a larger share (or all) of our deliveries could be made by (e-) cargo bike. Allowing cargo bike traffic in Queen street would be highly beneficial for our suppliers and encourage increased uptake of bike deliveries. This is a good thing for our department and for the quality of life in the city centre.
(55) Local Resident, (Oxford)	Support - The use of cargo bikes for first/last mile (and beyond) helps to reduce both emissions and congestion in Oxford. It is healthy employment except for the emissions the riders have to contend with and we should enable them to use areas with limited traffic.
(56) Local Resident, (Radley)	Support - There needs to be better segregated cycling infrastructure across all of Oxford and more restrictions placed on cars. I support this opening of Queen St. to cargo bikes, but it is really a very small step.
(57) Local Resident, (Botley)	Support - This is a step in the right direction. However, these two streets should be fully opened to cyclists. How can Oxford claim to be a cycle friendly city when the two main routes through the city centre are shut to them for a substantial part of the day. Mark out an actual segregated cycle lane in each direction with some minor physical barrier to make it obvious where pedestrians should be, and where cyclists should be.
(58) Local Resident, (Oxford)	Support - This is sensible, but also, all bicycles should be allowed on Queen Street.
(59) Local Resident, (Oxford)	Support - This seems a good idea -- encouraging lower-carbon cargo transport is a good contribution to the Climate Emergency. It is also right that you experiment and learn as there are risks to pedestrians and other vehicle users (and to the cyclist themselves) in particular when the cargo bikes pull up and dismount.

(60) Local Resident, (Oxford)	Support - This should be restricted to slow-moving cargo bikes, and riders should be encouraged to use a bell or other form of 'gentle' approach warning - certainly not airhorns or shouting.
(61) Local Resident, (Oxford)	Support - We need to make it easier and cheaper for cycle freight inside Oxford, so that it becomes the only sensible choice for anything that it can move, and larger delivery vehicles are only used where unavoidable.
(62) Local group/organisation, (Network for Clean Air, Oxford.)	Support - We support this measure as it reduces motor vehicle movements and their associated air pollution.
(63) Local Resident, (Botley)	Support - No comments.
(64) Local Resident, (Oxford)	Support - No comments.
(65) Local Resident, (Oxford)	Support - No comments.
(66) Local Resident, (Oxford)	Support - No comments.
(67) Local Resident, (Oxford)	Support - No comments.
(68) Local Resident, (Oxford)	Support - No comments.
(69) Local Resident, (Oxford)	Support - No comments.

(70) Local Resident, (Oxford)	Support - No comments.
(71) Local Resident, (Oxford)	Support - No comments.
(72) Local Resident, (Oxford)	Support - No comments.
(73) Local Resident, (Oxford)	Support - No comments.
(74) Local Resident, (Oxford)	Support - No comments.
(75) Local Resident, (Oxford)	Support - No comments.
(76) Resident, (Witney)	Support - No comments.



Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment

TEMPLATE

July 2021

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Section 1: Summary details

Directorate and Service Area	Environment and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Impact of Experimental Traffic Regulation Order (TRO) in Queen Street, Oxford, allowing use of commercial cargo bikes at all times of day.
Is this a new or existing function or policy?	Amendment to existing TRO which restricts use of Queen Street by bicycles to 6pm to 10am only.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Allowing commercial cargo bikes to use Queen Street, a busy shopping street, at any time of the day is a change to the current arrangements where people are not allowed to cycle between 10am and 6pm. There is a possibility that people with protected characteristics could be at a disadvantage as additional cycle movements between 10am and 6pm could cause safety concerns – this relates especially to very young and very old pedestrians as well as those with mobility and visual impairments. This could include women who are pregnant.</p> <p>The maximum number of cargo bike journeys in the street since the start of the trial has been 120 per day between 10am and 6pm which equates to one movement every 4 minutes. Whilst this could rise in the future, even a doubling of that number of cargo bike movements would still only mean one movement every 2 minutes. Added to this, the main cargo bike operators use only trained riders who are aware of the nature of Queen Street with its heavy pedestrian flows and since the start of the experiment in May 2020, there have been no recorded injury accidents involving cargo bikes in Queen Street.</p> <p>As such, officers conclude that the proposal to make the changes to the TRO for Queen Street to allow cargo bikes to use the street at any time of the day doesn't not disadvantage individuals or groups within the community.</p>
Completed By	Craig Rossington, Senior Transport Planner, Central Oxfordshire Locality

Authorised By	
Date of Assessment	27 September 2021

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	In Queen Street, the current Traffic Regulation Order (TRO) allows people to cycle in the street only between 6pm and 10am (this includes cargo bikes). It was requested that commercial cargo bicycles could be allowed to cycle in the street 24 hours a day in order to encourage this zero emission form of freight transport.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The experimental TRO has allowed commercial cargo bikes to use the street 24 hours a day to support the councils transport policies to reduce congestion, improve air quality and make safer, more attractive conditions for people walking and cycling. The proposal therefore naturally also supports the councils wider aims to progress towards a zero carbon future. Given that some concerns have been raised about additional cycle movements during the middle part of the day (10am to 6pm) it was felt that the best course of action would be to run an experiment to better understand the impacts.
Evidence / Intelligence List and explain any data,	Cargo bike freight company operators have made the case that not allowing cargo bikes to use Queen Street 10am to 6pm introduces inefficiencies in the journeys they make to deliver goods and also reduces the advantages they

<p>consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>could otherwise have compared to existing combustion engine powered deliveries.</p> <p>It is apparent that there are some concerns about the safety of cargo bikes mixing with pedestrians in Queen Street, particularly for very young and old people and those who have mobility and visual impairments.</p> <p>The proposal to allow commercial cargo bikes to use Queen Street for 24 hours a day was put forward as an experiment to understand if these concerns translated into a real safety problem.</p> <p>There have been no recorded injury accidents during the experiment to date (18 May 2020 to 27 September 2021).</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The alternative is to continue to prevent cargo bikes from using Queen Street 10am to 6pm and to therefore require them to continue to take a detour or to push the bikes through the street. Or to re-time their journeys to 6pm to 10am. This would not fulfil the aims of the experiment which is to give an advantage to these cargo bike operations to encourage zero emission forms of transport.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Additional (cargo) bicycle movements in the street may cause some elderly pedestrians to have safety concerns	Work with cargo bike operators to ensure their riders use the street in such a way as to minimise the possibility of a collision with pedestrians. If real concerns arise, a code of conduct could be entered into to formalise the type of riding behaviour that is required of the cargo bikes i.e. very low speeds. The main existing cargo bike operators already only allow trained riders to work for them.	Senior Transport Planner, Central Oxfordshire Locality	Ongoing if experiment made permanent

Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Additional (cargo) bicycle movements in the street may cause some pedestrians with mobility and/or visual impairments to have safety concerns	Work with cargo bike operators to ensure their riders use the street in such a way as to minimise the possibility of a collision with pedestrians. If real concerns arise, a code of conduct could be entered into to formalise the type of riding behaviour that is required of the cargo bikes i.e. very low speeds. The main existing cargo bike operators already only allow trained riders to work for them.		
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Pregnancy & Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Additional (cargo) bicycle movements in the street may cause some pregnant pedestrians to have safety concerns	Work with cargo bike operators to ensure their riders use the street in such a way as to minimise the possibility of a collision with pedestrians. If real concerns arise, a code of conduct could be entered into to formalise the type of riding behaviour that is required of the cargo bikes i.e. very low speeds. The main existing cargo bike operators already only allow trained riders to work for them.		
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Our fleet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If council adds cargo bikes to its fleet this will enable it to use Queen Street like other operators.			
Staff travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maintained schools	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	12 months after the Experimental arrangements are made permanent or sooner, should routine monitoring demonstrate any problems sooner than 12 months.
Person Responsible for Review	Craig Rossington, Senior Transport Planner, Central Oxfordshire Locality team
Authorised By	Owen Jenkins, Director of Growth and Economy

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Divisions affected: *Wolvercote and Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 14 OCTOBER 2021

OXFORD – BOURNE CLOSE - PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the no waiting at any time restrictions in Bourne Close, Oxford as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on proposed no waiting at any time restrictions as a result of concerns over the obstruction of a turning area in a residential cul-de sac, in particular for access by ambulances/other transport for infirm residents.

Financial Implications

3. Funding for consultation on the proposals has been provided by the Oxfordshire County Council revenue budget

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals. The proposals will facilitate the provision of transport to residents with severe mobility impairment.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Consultation

6. Formal consultation was carried out between 12 August and 10 September 2021. A public notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. Additionally, letters were sent to approximately 28 properties in the

immediate vicinity of the proposals and public notices were placed on site in the area.

7. Thames Valley Police did not object.
8. Five responses were received from members of the public. One objection and four expressions of concern. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.
9. The objection and expression of concern related to the loss of parking provided within the turning area (a maximum of two cars can be accommodated, but this results in the turning area not being available for use by any vehicle) with respondents noting the current significant parking pressures in the road, which – at the request of the then residents of Bourne Close– was not included in the adjacent Cutteslowe Controlled Parking Zone at the time approval was given for the latter in March 2013 and also noting that addresses within Bourne Close are not eligible to apply for permits.
10. Balancing the demand for parking and the need to keep the turning area clear it is recommended that the proposals are approved and that at the next review of the Cutteslowe CPZ, consideration is given to consulting on the inclusion of Bourne Close within the scheme.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses



Contact Officers:

Tim Shickle 07920 591545

Anthony Kirkwood 07392 318871

October 2021



Drawing No.		Revision 0			
Key					
 Proposed 'No Waiting at Any Time' (double yellow lines) parking restriction					
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076026</small>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div><div><small>Bill Cotton Corporate Director of Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small></div></div>					
Project title					
BOURNE CLOSE CUTTESLOWE, OXFORD					
Drawing title					
PROPOSED PARKING RESTRICTION					
Drawing Status					
Scale @ A3		Drawn by	Checked by	Approved by	
N.T.S.		Date drawn	Date checked	Date approved	
		08/21			
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local resident (Bourne Close)	Concerns - It would be good to maintain a wide-enough turning area that can be used by delivery vans. There is an increasing number of cars in Bourne Close and the current situation is just about manageable. My suggestions would be to widen the turning area to allow a car to be parked there, while allowing vans to turn. This will reduce the grass a bit but will not impact on the overall feel of the Close; to reduce the length of the double yellow lines coming in to the Close at the southern end; to reduce the length of the disabled bay in the middle of the Close, the current users do not need this much space and it is unclear why they need it as they seem to be well and mobile and also provide indicative parking bays so that space is used optimally, as people have a habit of leaving large gaps.
(3) Local resident (Bourne Close)	Concerns - There is barely enough space for residents to park in Bourne Close as it is, this proposal will only make the available spaces worse. Given the restrictions in the adjacent roads we would not be able to park anywhere near our homes if all the spaces were taken up in the close. I would suggest that new spaces could be created by forming them in the grassed area, thereby allowing the residents the opportunity to park in the Close, whilst freeing up the turning area.
(4) Local resident (Bourne Close)	<p>Objection – My wife and I strongly object to this change. The issue is that there is not enough parking space for residents, taking the turning area away would mean that sometimes people living in Bourne Close would not be able to park nearby their homes. We cannot park legally in the surrounding area because Bourne Close residents are not part of the parking scheme.</p> <p>Another issue is that we get folk who don't live in the area coming and parking in our street because there are no restrictions.</p> <p>Furthermore, some residents are older and less physically able. Not being able to park close to their homes would be a burden. The one disabled parking space we have is already always occupied by a resident.</p> <p>The current state-of-affairs works. Just. The proposed change would cause a lot of problems: more than the problem we sometimes have in turning our cars around.</p>

<p>(5) Local resident (Bourne Close)</p>	<p>Concerns - While painting double yellow lines on the turning space allows emergency vehicles to turn and protects the private estate at the end of the Close from turning vehicles, it does not solve the parking problems in the Close. It exacerbates them.</p> <p>As I pointed out before, there are fifteen parking spaces at a pinch and twenty-two dwellings on the Close, not counting the additional six dwellings on the private estate who may have visitors who wish to park on the Close.</p> <p>Two of the ten council bungalows are only occupied in theory as the residents appear to live elsewhere. If they return to live on the Close, they both own cars and our parking problems will be even worse.</p> <p>As I suggested before we need extra parking space and I wonder if a small part of the pleasant grassy area on one side of the road could be cleared and paved either at the top or bottom of the road.</p> <p>I do hope the Council can help us out here.</p>
<p>(6) Local resident (Bourne Close)</p>	<p>Concerns - As long as Resident don't need to have parking permit. Restrictions should be for near the curve for turning and nowhere else.</p>

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Divisions affected: *Otmoor*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 14 OCTOBER 2021

AMBROSDEN/ BICESTER: GRAVEN HILL: PROPOSED 20MPH SPEED LIMIT, WAITING AND LOADING RESTRICTIONS AND TIME- LIMITED PARKING PLACES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to:
 - a) approve as advertised the 20mph speed limit in the Graven Hill development;
 - b) defer a decision on the proposed no waiting and loading at any time restriction on Austin Way, Anniversary Avenue West, East Circular Road, Graven Hill Road, Roberts Road and Westcott Road pending further discussions and engagement with the Graven Hill Village Development Company and Graven Hill Residents' Association;
 - c) to approve time limited waiting at the 20 parking bays fronting the retail premises on the northwest side of Graven Hill Road, but with a 2-hour time limit in place of the 1-hour time limit as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce of waiting and loading restrictions, time limited parking places and a 20mph speed limit on roads within the Graven Hill development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of the Graven Hill project.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling within the development and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 17 June and 16 July 2021. A notice was published in the Bicester Advertiser newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Cherwell District Council, Ambrosden Parish Council, Bicester Town Council and local County Councillor. A letter was also sent via the postal mail directly to approximately 635 properties within the area of the development.
7. 65 responses were received during the formal consultation. These are summarised in the table below:

View	No waiting / loading	1 hour Parking places	20mph speed limit
Object	39 (60%)	15 (23%)	2 (3%)
Support	15 (23%)	25 (39%)	52 (80%)
Concerns	9 (14%)	17 (26%)	3 (5%)
No objection/opinion	2 (3%)	8 (12%)	8 (12%)
<i>Total</i>	<i>65 (100%)</i>	<i>65 (100%)</i>	<i>65 (100%)</i>

8. Thames Valley Police did not object to any of the three proposals.
9. The Graven Hill Village Development Company while supporting the proposed waiting and loading restrictions and 20mph speed limit requested that the proposed 1-hour parking places at the village centre would be better designated as 2-hour parking to facilitate the letting of the retail units as currently there is extremely limited interest.
10. The Road Haulage Association object to the proposed loading restrictions, noting that this would be especially disruptive given the build-out of this project is planned over many years during which time deliveries of building materials etc. will be required and also noting their impact on routine home deliveries.
11. The Graven Hill Residents Association support the 20mph proposal but object to the proposed waiting and loading restriction on the same grounds, citing also concerns over the lack of visitor parking and also that a survey of residents views on parking which they carried out in 2020 showed – from 206 responses that 83% of residents felt that parking was not a direct local problem for them, 57% felt that parking was not a problem on Graven Hill generally and when asked “would you welcome a parking control and permit system” 76% had said no, 15% were not sure and only 9% said yes. The

Association also suggest that the time limited parking by the shops is 2-hour, rather than 1-hour.

12. The Bicester Bike Users' Group support all the proposals, noting that cyclists benefit from roads being clear of parked vehicles.
13. The remaining responses were from members of the public, the majority being residents of Graven Hill. While there was a high level of support for the 20mph speed limit, the proposed waiting and loading restrictions were poorly supported overall. Similarly, more objections and expressions of concern than expressions of support were received in respect of the time limited parking places.
14. In view of the above it is recommended that the 20mph speed limit is approved, but that a decision is deferred on the proposed waiting and loading restriction to allow further investigation of this and whether amended proposals are more appropriate.
15. It is also recommended that the time limited waiting at the 20 parking bays fronting the retail premises on the northwest side of Graven Hill Road should be approved, but with a 2-hour time limit in place of the 1-hour time limit as advertised.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1-4: Consultation Plans

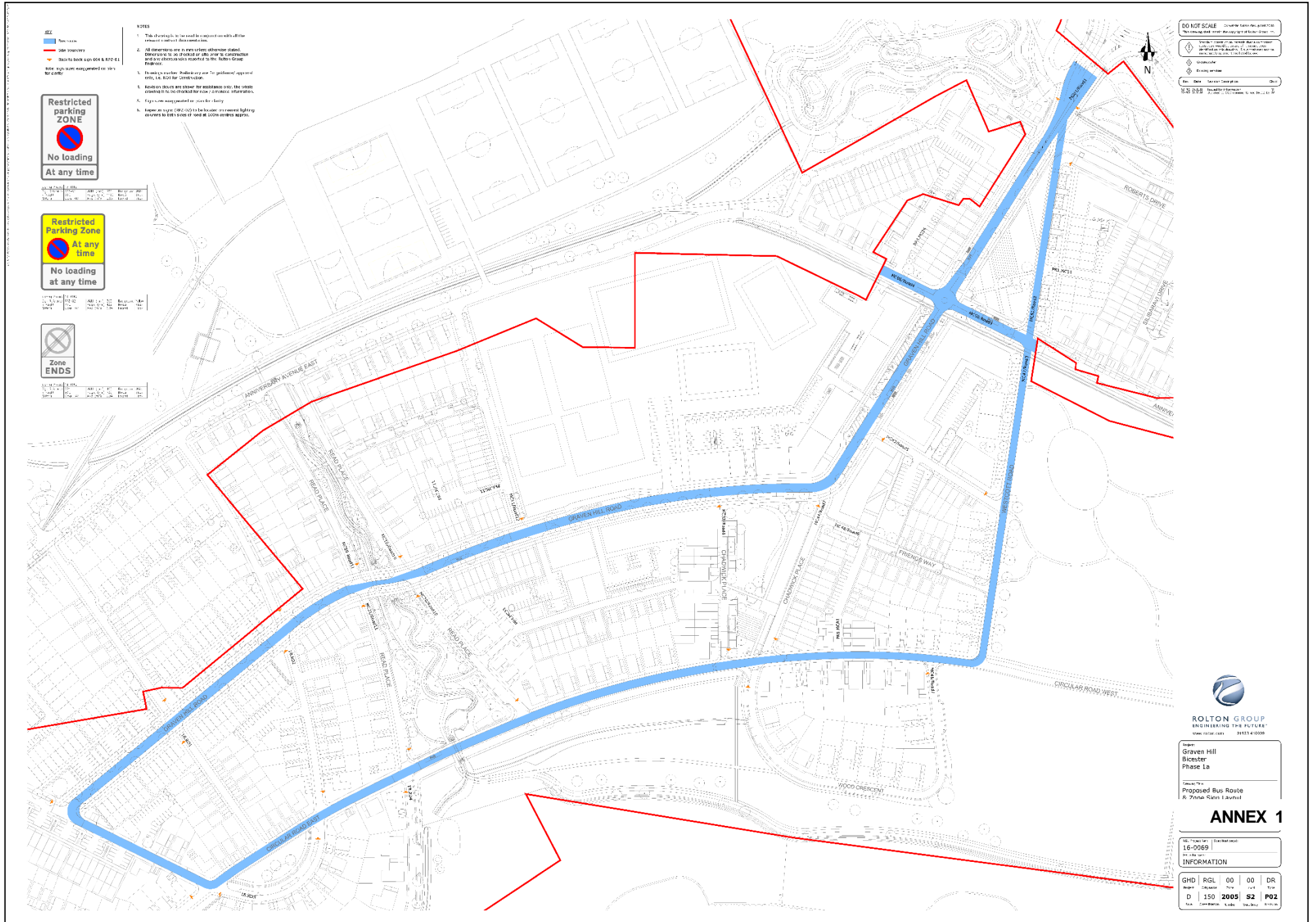
Annex 5: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Julian Richardson 07783 878987

October 2021



Standard construction hazards that a competent contractor would be aware of have not been identified on this drawing. Risks that may not be immediately apparent are listed below:

- ① Groundwater
- ② Existing Services

Rev	Date	Revision Description	Chgd
P1	01.02.10	Preliminary Issue	SP
P2	02.03.10	Restricted parking signs repositioned as per OCC comments Rec:05.03.10	SP
P3	10.03.10	Sign repositioned	SP



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Project:
**Graven Hill Development
Bicester**

Drawing Title:
**Proposed TRO Plan &
Parking Restriction Sign
Layout**

Drawn By:	Checked By:	Series:	Date:
CB	SP	1:250 @A1 1:500 @A3	Jan. 18

RGJ Project Ref:	Specification(s):
16-0069	
Issue Purpose:	
PRELIMINARY	

GHD	RGL	00	00	DR
Project	Originator	Zone	Level	Type
D	150	2004	S1	P3
Role	Classification	Number	Suitability	Revision

1. This drawing is to be read in conjunction with all the relevant contract documentation.
2. All dimensions are in mm unless otherwise stated.
Dimensions to be checked on site prior to construction and any discrepancies reported to the Rolton Group Engineer.
3. Drawings marked Preliminary are for guidance/ approval only, i.e. NOT for Construction.
4. Revision clouds are shown for assistance only, the whole drawing is to be checked for new / amended information.



Significance level	10-2008				
Significance level	0.01	mean (mm)	0.05	background	white
Significance level	0.05	mean (mm)	0.05	background	black
Significance level	0.01	mean (mm)	0.05	background	black

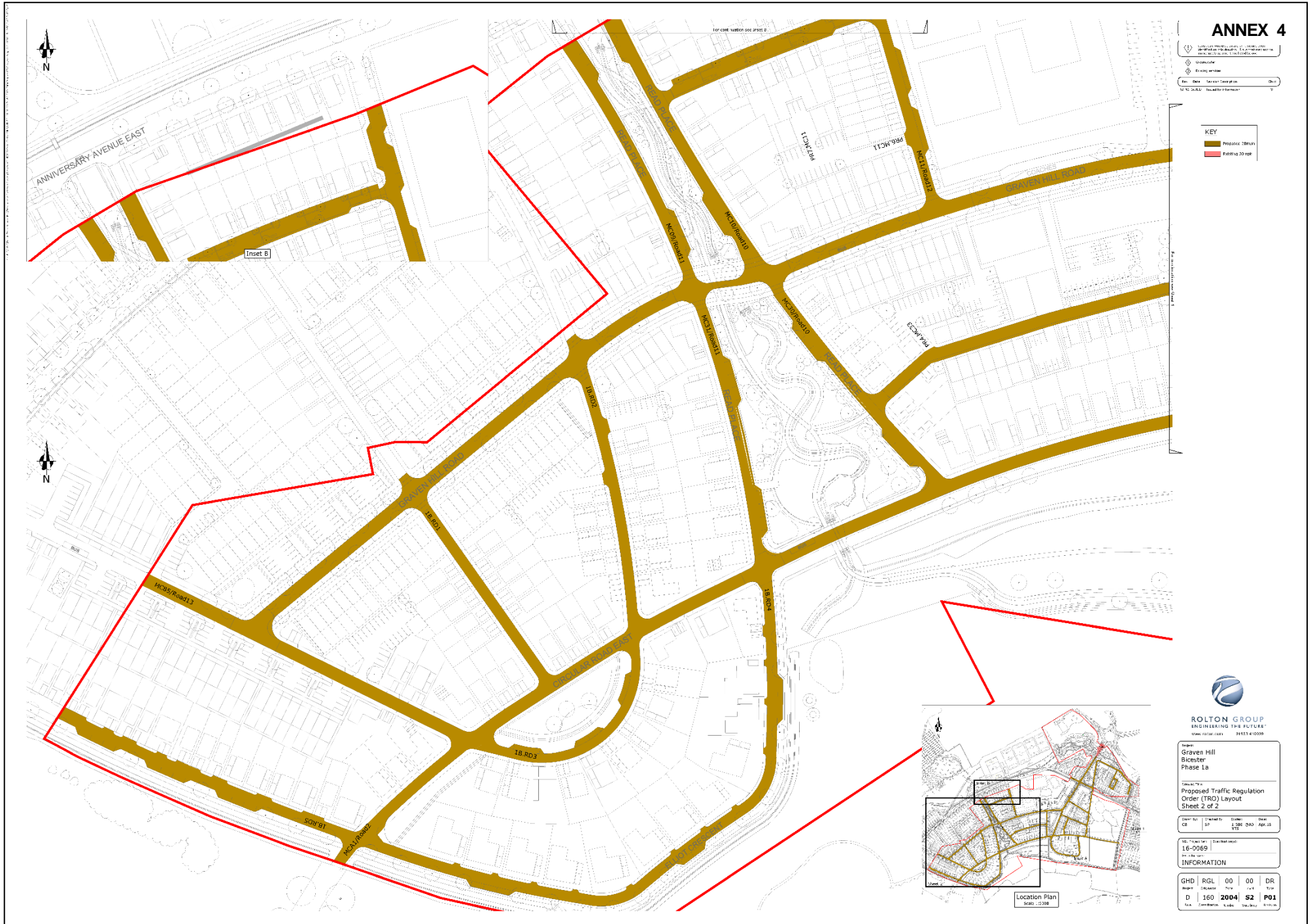
Key

 'Restricted parking' sign

 'Restricted parking' space

PIPES WITH CAPPED
TO BE PROVIDED FOR
IBLE REAR CONNECTION.





RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Restricted Parking – No objection 1 hour Parking Bays – No objection 20mph Speed Limit – No objection</p> <p>Based upon previous response (dated 1st June 2018) I have no objection</p>
(2) Graven Hill Village Development Company	<p>Restricted Parking - Support 1 hour Parking Bays – Concerns 20mph Speed Limit – Support</p> <p>I write on behalf of Graven Hill Village Development Company (GHVDC), the developers of this site.</p> <p>GHVDC requests that the parking restrictions proposed in 3 be extended to two, rather than just one, hour. Interest in the proposed retail premises is exceedingly limited, and we are concerned that a restriction to just one hour will be insufficient to allow customers to access and use the facilities, providing a further deterrent to take up of the commercial properties.</p> <p>I can confirm that I and my client would be happy to discuss this point further.</p>
(3) Road Haulage Association	<p>Restricted Parking - Object 1 hour Parking Bays – No objection 20mph Speed Limit – No objection</p> <p>Our concerns are that this will effectively prohibit any deliveries to residents on these roads, with the increase in home</p>

	<p>shopping and deliveries, these proposals do not offer any exemption for deliveries, as the proposals state a prohibition on loading and unloading, this will impact residents having grocery shopping or parcel deliveries, as they are loading and unloading.</p> <p>We are also aware hauliers are delivering building materials to the site, as it is a long-term building project, some deliveries of materials can take time to unload at the roadside.</p> <p>We understand the retail centre will have its own delivery access and unloading area, so should not be affected, but if this is blocked with residents' cars, then there may be occasions when delivery vehicles will need to unload on the road.</p> <p>For the reasons stated above, the RHA therefore object to the proposal to implement a Prohibition on waiting and loading and unloading at any time.</p> <p>We have no objection to the proposed 20mph limit or the One Hour waiting, parking restriction.</p>
(4) Local group/organisation, (Graven Hill Residents Association)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p> <p>20 mph Speed Limit (support): This is a positive safety measure for Graven Hill residents and school</p> <p>Restricted Parking (object):</p> <ul style="list-style-type: none"> • Given the significant and increasing trend for online shopping and home delivery of groceries, it is unreasonable to introduce restrictions that prohibits the possibility of what is now a normal everyday lifestyle choice. • Lack of any visitor parking especially on East Circular Road and West Circular Road makes on-road waiting and loading/unloading necessary. • Graven Hill is the largest self-build project in Europe and will continue to be so. Part of East Circular Road is still under construction and will be for some time. It is not possible to build new houses without material deliveries and associated loading/unloading. • The residents carried out a survey to establish views on parking restrictions at Graven Hill in general. The survey was carried out a year ago and 206 responses were received. 83% of residents felt that parking was not a problem for them. 57% felt that parking was not a problem on Graven Hill generally. When asked "would you welcome a parking

	<p>control and permit system", 76% said no, 15% were not sure and only 9% said yes. This demonstrates that residents are clearly unhappy about the introduction of any parking restrictions on Graven Hill, let alone waiting restrictions.</p> <p>1 hour Parking Bays (concerns):</p> <ul style="list-style-type: none"> • One hour parking is not sufficient for visiting a café or other service-related retail premises. We therefore propose that the time restriction should be extended to 2 hours. • While we agree that parking restrictions need to be in force to enable shoppers to park, the retail premises will not operate 24 hours a day. We therefore propose that restrictions should be in line with retail trading hours at Graven Hill, not "at any time".
(5) Local group/organisation, (Bicester Bike Users' Group)	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>Responding on behalf of cyclists in Bicester. Lower speeds will make it safer and more attractive to cycle. Restricted parking will keep roads clear for good visibility. Limited parking will encourage active travel.</p>
(6) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns 20mph Speed Limit - Object</p> <p>I believe 30mph restrictions are fine enough. I detest restricted parking. It's all about making money rather than actually improving parking conditions. 1hr parking is too short. What if there's a salon and a female is getting their hair cut? It quite often takes longer than an hour. It should be 2hrs minimum.</p>
(7) Local Resident, (Ambrosden)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p> <p>1 Support 20mph speed limit to improve road safety.</p>

	<p>2 Restricted parking unnecessary. The bus route is incorrect, the bus does not go beyond MC50/Road4. Off road parking has been under-provided in general. There are no particular parking problems on these roads. Cars parked in these roads effectively slow traffic to 20mph.</p> <p>3 As there are no occupied shops on Graven Hill and no sign of this situation changing in the immediate future. it seems petty to prevent these bays from being used for visitor parking.</p>
(8) Local Resident, (Bicester)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p> <p>Supporting the 20mph speed limit as Graven Hill is a residential area. Pedestrians and cyclists use the outside space, adults push buggies etc, all then having to cross roads. Speeding traffic is therefore dangerous.</p> <p>Generally supportive but have some concerns about time restricted parking bays outside the retail area. I support a time restriction as this enables customers to access a parking space when using the retail units and prevents others from parking for considerably lengthy periods of time, which would then deny customers from accessing the parking bays when using the retail units. However, I do not consider a time restriction of one hour to be sufficient. For example, if one of the retail units was to be a hairdressers, then one hour would not be long enough for a client to park for the duration of their appointment. Similarly, if one of the units was to be a coffee shop/ bistro, then one hour would not be long enough for a customer to have lunch etc. If the time was to be restricted to 2 or 3 hours then this would allow customers to park and make use of the retail units but would prevent others from parking for prolonged periods - such as all morning/afternoon/day.</p> <p>Do not support the restricted parking in the designated residential roads. This would prevent necessary tradespeople from loading or unloading and could prevent necessary services from being carried out for those residing, still building, in these designated roads. For example on-line shopping deliveries, plumbers, electricians, carpenters, window cleaners, mobile hairdressers.</p>
(9) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p> <p>I support the 20mph speed limit and believe it is important to keep it safe for the pedestrians and cyclists I object to the restricted parking as this causes issues for those that live on these roads</p>

	The 1 hour parking restrictions seems to be too short if you are using some of the community facilities. Could this be extended to 2 or 3 hours
(10) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p> <p>I support the 20mph speed limit. Need painted limits on the roads in Graven Hill or something more obvious.</p> <p>Furthermore, with no double yellow line, non-residents do not understand that there is no parking in most of the road on GH. We need to have a traditional solution i.e. double yellow lines where parking is not allowed.</p> <p>We have no need for the no loading zone a proposed. It's a solution looking for a problem. There are no issues with loading. Also, they confuse people and take away the primacy of 20mph speed limit signs.</p> <p>1 hour is too short for shops/cafes. 2hrs more appropriate.</p>
(11) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p> <p>About the speed limit is good enough. A lot of children around and it's safer at 20Mph.</p> <p>About the Park Restriction I don't see any reason for this at the moment. Graven Hill is not on the way of any busy area and any park restriction is pointless. It just makes the neighbourhood unfriendly and it is already the way people that doesn't live here see us. We're very friendly with each other but some overprotective behaviour and more restrictions definitely won't help.</p> <p>About 1 hour parking bays I agree ONLY if we're talking about the surroundings of the future shops. Anywhere else just cause trouble for the residents.</p>
(12) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns</p>

	<p>20mph Speed Limit - Support</p> <p>1) I fully support the 20mph speed limit on Graven Hill Village. If anything, I would welcome additional road markings to draw drivers' attention to this limit.</p> <p>2) I object to the prohibition of waiting and loading/unloading at any time on the nominated roads. I live on East Circular Road and as a clinically extremely vulnerable person I am depending on deliveries of groceries and other goods. There are no visitor spaces on East Circular Road which means that there is nowhere for delivery drivers to stop near our house.</p> <p>3) I have concerns about the one hour waiting restriction at any time outside the retail premises on Graven Hill Road. With no retail units having opened yet, it is difficult to judge the demand, but one hour is insufficient time when visiting a service-related retail unit such as a cafe, hairdresser, etc. I therefore suggest that the time limit should be increased to two hours and be in line with shop opening hours, not at any time.</p>
(13) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p> <p>20mph speed limit across the development is a welcome safety measure</p> <p>Restricted parking measures not considered practical. Many properties already have more cars than parking spaces. Notwithstanding that issue, there is insufficient parking spaces available for visitors, particularly on East Circular Road and West Circular Road. A restriction of no loading/unloading at any time is equally not practical in a self-build environment and in a trending world of online shopping.</p> <p>1 hour parking bays should be restricted during trading hours, although 90mins or 2 hrs would be more practical. Parking should be permitted without restriction outside of normal trading hours.</p>
(14) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p>

	<p>I strongly agree with the 20 mph speed limit and hope it will be enforced as currently many drivers are speeding. I do not agree with the restrictions on parking as it will be very difficult for any visitors to find parking such as plumbers, hairdressers etc.</p> <p>Rather than a ban on parking, why not have it there is no parking between 2-4pm for example to prevent long term parking.</p> <p>I think the 1 hr parking bay is reasonable when there are shops to visit, but seems premature at present.</p>
(15) Local Resident, (Graven hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p> <p>I am objecting because parking should not be restricted</p>
(16) Local Resident, (Graven hill)	<p>Restricted Parking - Object 1 hour Parking Bays - No opinion 20mph Speed Limit - Support</p> <p>I live on Graven Hill Road and with lack of Guest parking available, a lot of my neighbours and visitors rely on being able to pull up at the front of the houses. It's unacceptable that the aesthetic element of our development (with the grass borders on each side and trees) has been put before the practicality of the development.</p> <p>I object to the no parking allowances on Graven Hill Road.</p>
(17) Local Resident, (Bicester)	<p>Restricted Parking - Object 1 hour Parking Bays - No opinion 20mph Speed Limit - Support</p> <p>I am a resident on Graven Hill road and I strongly object to the parking restrictions. To not be able to stop outside my house to load or unload at my front door or let a visitor park (there is insufficient parking across the entire development) near my home is really impractical. This proposal seems completely arbitrary as this is an entirely residential road and people currently park on the side of the road without any issues. I am not clear on what this is supposed to achieve so it would appear this proposal will just unnecessarily inconvenience the residents for no</p>

	benefit. When we moved to the development we had concerns about the parking situation but decided that with additional on road parking it would be OK. At no point did anyone mention that the intention was to remove on road parking so I would appreciate if I could be informed on whether this was always the intention, in which case I'd like to understand from the developers why this wasn't mentioned when we discussed the parking situation? Or, if this is a more recent decision, what has prompted this proposal?
(18) Local Resident, (Bicester)	<p>Restricted Parking - Object 1 hour Parking Bays - No opinion 20mph Speed Limit - Support</p> <p>We live in a house on this street and only have one parking space. There would be nowhere for our visitors to park without parking on this road.</p>
(19) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - No opinion 20mph Speed Limit - Support</p> <ol style="list-style-type: none"> 1. Sheer lack of parking for detached houses. 2. We don't have any space to park visitors 3. living in a freehold property, we don't want to live in constant fear of not being able to park our own car in front of our house on the odd occasions we might need to
(20) Local Resident, (Ambrosden)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - No opinion</p> <p>as a resident of Graven hill, it seems to me that there is no need (yet) for the 1-hour parking bays to be limited to 1 hour, and for parking to be restricted for now.</p> <p>given that there is no real reason for a non-resident to be venturing into Graven hill as the planned school, and community centres haven't been built yet.</p> <p>for this reason, it makes sense to me to allow the residents to use this parking on a first come first serve basis until</p>

	<p>there is a reason to restrict it</p> <p>alternatively, graven hill residents could be given a parking permit to be allowed to park in these spots to avoid non-resident use, but still, I suggest it working on the first come first server basis as ordinary street parking might</p>
(21) Local Resident, (Ambrosden)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - No opinion</p> <p>Imposing these restrictions will be detrimental to feeling this is a happy, friendly and relaxed place to live. It will cause anxiety and stress to us and any visitors to our home who maybe cannot get fully onto our drive and create a horrible feeling that they may be 'caught and fined' for visiting our home. Elderly parents who cannot walk a distance from lay-bys and who are worried about doing something wrong just because they want to visit their family! This would create a horrible place to live rather than somewhere to be proud of.</p>
(22) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - Support</p> <p>20mph speed limit is needed due to many children playing & unfortunately lots ignoring the need to drive slowly.</p> <p>However, I do not support the need for parking restitutions. Ultimately this is a community area not a busy town, the parking spaces here are very limited, many of the properties have more than one vehicle although they only have one allocated space leaving zero spaces available for visitors due to the space being taken up because of this. Having restrictions won't solve this issue but will create needless stress for residents here at graven hill, with worry of fines and so on. Also with the expected primary school coming up in the future this will also create issues with parents trying to drop their children, encouraging them to park within streets without restrictions, mostly likely in usual residents parking spaces.</p> <p>Most throughout the estate park responsibly within areas that are habitual, it's mostly only an issue where there is still lots of building work going on, which is expected with the different trades coming and going.</p> <p>I would be grateful if you could please reconsider the need for restrictions, I know personally this will create a lot of</p>

	disagreements between neighbours over parking spaces, also create stress & worry over parking here due to above. It's a lovely community here it would be great to keep it that way.
(23) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - Support</p> <p>There is no problem with parking, stop making life harder.</p>
(24) Local Resident, (Graven hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - Support</p> <p>Graven hill have not provided enough parking spaces for residents and visitors, and parking permits and no returns within the hour will put people off buying into this community</p>
(25) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - Support</p> <p>Many households have more than one vehicle, with the parking spaces already being limited, any additional parking restrictions across Graven Hill will severely impact us residents, actually forcing many of us to consider relocating. In particular for families with children and those with disabilities, who are unable to walk so far from vehicles to their homes. Such restrictions don't paint the welcoming and "open for business" picture that Graven Hill wishes for the community and the new commercial opportunities- parking restrictions will only prevent people from wanting to visit and live on Graven Hill. This would truly be detrimental to the future of Graven Hill, as there will be no demand for future housing and commercial opportunities. As a pioneer development, I do not believe these parking restrictions reflect who Graven Hill aim to be, and we should instead take a more trusting approach.</p>

(26) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - Support</p> <p>I support the 20mph speed limit because this will make our area safe for children and pets.</p> <p>I object the parking restrictions because we have limited parking in the area and people have to park where they can. Parking on the main roads doesn't seem to inconvenience traffic. Also, I object the 1h parking bay limits because I believe a first come first served approach is better.</p>
(27) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - Support</p> <p>20 mph speed limit: support because there are so many children living in this area</p> <p>Restricted Parking: object because there are not enough private parking spaces provided for residents, house prices are so high that most households needs 2 earners and consequently the need for 2 cars.</p> <p>1 hour Parking Bays: this should be changed to 2 hour parking bays to allow for people from outside the area to do shopping, a visit to the hairdresser or similar and a coffee with friends.</p>
(28) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - Support</p> <p>Speed limit: the lower speed limit is safer for children in this only residence area</p> <p>Restricted Parking: Planning conditions are not reflecting the reality of many families, requiring 2 cars for work and transporting children to school/nursery, therefore object to the 1 hour parking bays: This will be damaging for business, too short and shorter what is allowed in town, 2 to 3 hours parking slots more realistic and still preventing permanent parking, therefore objection</p>

<p>(29) Local Resident, (Bicester)</p>	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - Support</p> <p>I see no reason to have restricted parking, as the road I live on is not very busy</p>
<p>(30) Local Resident, (Graven Hill)</p>	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - Support</p> <p>I object strongly to the proposed parking restrictions on Westacott, West and East Circular Roads and to the one hour limit in front of the proposed retail units for the following reasons</p> <p>Re no waiting on Westacott, East and West Circular Roads</p> <p>This should NEVER be designated a no waiting zone because</p> <ol style="list-style-type: none"> 1. There is absolutely no problem with parking along any of these roads currently, despite ongoing building work (see point 3) I can provide ample photographic evidence of this at all times of the day and night. What is proposed will create numerous problems for residents, builders, visitors, contractors for nothing. I thought the aim of OCC and GHVDC was to assist residents, not cause them stress and problems? 2. There is no designated visitor parking for residents of these streets. If implemented it will put pressure on other visitor parking and cause inconvenience for everyone 3. There is considerable building in these streets still in progress which requires parking of large vehicles over long periods. Introduction of no waiting just hinders progress and causes unnecessary stress and problems, see 1. above. 4. Normal Deliveries for residents (e.g. groceries, removals etc) would be impossible if this happens. There are a number of vulnerable people residing in these streets for whom deliveries are essential 5. The proposed bus route is impractical along Westacott Road with a sharp turn and will, therefore, have to be rerouted. Not even a single decker will make the turn. In addition there is no timescale for this bus route and along

	<p>with many other aspects of Graven Hill it is not likely to materialise in the next five years, if at all. Why put no waiting in place for something that is unlikely to happen</p> <p>There should NOT be 1 hour 24/7 parking restrictions in front of flats/retail units</p> <p>1. There are currently no retail units, no school and no firm timetable for the retail units (despite numerous enquiries) and a timetable that keeps being pushed back for the school. Whilst this is the case the spaces should be useable without restriction by visitors/residents and contractors. No budget should be expended in changing this until there is certainty regarding what will be in the retail units and what the parking requirements may be. Otherwise, this could be interpreted as 'punishing' people for nothing. We have no facilities to park for but can't park there anyway. This appears a shortsighted waste of money and not community minded at all, not looking at the welfare of residents or the practicalities at all.</p> <p>2. When timetable and businesses for retail units are confirmed parking restrictions can be applied - but these could be 2 hours no return and only applied 8-5 on weekdays, That is a fairer and more workable arrangement which is applied in many locations locally.</p> <p>For both the above proposed parking restrictions my question is why time, effort and money is being expended on proposing pointless measures when there are so many pressing issues on Graven Hill that need urgent action and investment - implementing a route from main site to Foundation Square, implementing drainage measures to prevent flooding of gardens/houses, issues with private road maintenance charges(what are they being charged for?) , lack of community centre, retail, pub, public access to woods, leisure areas and one children's playground with no fixed timetable for when any of this will happen...Let's have a consultation about one or all of those.</p> <p>Speed limit.</p> <p>Agree the speed limit should be 20mph. But no measures such as speed bumps or chicanes should be introduced due to the pollution and noise issues caused by these.</p>
(31) Local Resident, (Graven Hill)	<p>Restricted Parking - Object</p> <p>1 hour Parking Bays - Object</p> <p>20mph Speed Limit – No objection</p>

	<p>We do not oppose the 20mph speed limit on all roads within the development as this is entirely appropriate. However, we strongly oppose the prohibition of waiting and loading/unloading at any time on East Circular, Graven Hill and Westacott Roads.</p> <p>This will cause untold inconvenience and misery, particularly to all those who live on these roads, and there will be a 'knock on' effect on the rest of the residents at Graven Hill. Whilst all the self-builders have been forced to provide at least two parking spaces on their properties, there are currently insufficient parking spaces provided for those who live in many of the houses built by GHVDC which means that all parking is in short supply and visitors' spaces are often used for residents' parking. Those who live on the above mentioned roads already have little or no visitors' parking which in itself is unsatisfactory. One would ask the question what are residents to do if they need to have visitors for any of the following reasons;</p> <ul style="list-style-type: none"> • A carer who visits every day • Family member(s) looking after terminally ill person • A daily nanny, child-minder or cleaner • Mobile hairdresser • GP visit or visit from any other medical practitioner i.e MacMillan Nurse, District Nurse • Funeral • Birthday or other family party • Tradesperson - attending to carry out maintenance or repair. <p>We already have insufficient parking for our visitors with too few visitors' spaces. This will make living on Graven Hill INTOLERABLE and we may find it difficult to engage trades people if they are not able to park their vans etc.</p> <p>We also object to the provision of one hour parking restrictions on all bays on the 20 designated parking bays fronting the retail premises on Graven Hill Road.</p> <p>There is already insufficient parking provision for those who live in the apartments and this will push them into parking in the already scarce visitors' parking spaces in the rest of the village. Also this is extremely short sighted in light of trying to attract new business into the unlet retail units in an already extremely difficult market. This would deter almost every business who might be attracted to come here i.e. hairdresser, beauty business, coffee shop or restaurant where customers might wish to stay for over an hour.</p> <p>Many of us have invested a great deal into a future at Graven Hill and we are extremely disappointed that many of the</p>
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	<p>attributes which brought us here are one by one being removed. At no time during the purchase process of our site were parking restrictions mentioned. We would never have contemplated moving here if there had been. I am heartbroken at the prospect that I will not be able to invite my family and friends round for a gathering for fear that they will not be able to park their vehicles - or worse - may receive a parking fine. This is NOT what we moved to Graven Hill for.</p>
(32) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit – No objection</p> <p>Regarding the prohibition of waiting and unloading at any time: I believe this to be valid in front of the retail locations on Graven Hill Road, Westacott Road and Anniversary Avenue West, and it should also include MC49/Road5 to prevent people parking on this side road to access the retail premisses. I also see the validity in extending the prohibition along the entirety of Graven Hill Road due to this being the main artery on the estate. However, I see no reason for the same to apply on other roads in the estate and therefore object to this proposal. This will be highly detrimental to any households that have visitors and also to households that have less allocated parking bays than the number of cars (e.g. 1 parking bay allocated in a 2-car household, or 0 parking bays allocated in a 1 car household). In addition, the proposed changes will drive additional traffic to the roads not included on the prohibition proposal, creating a detrimental and unbalanced scenario. I believe the above proposed alternative would be a fair and balanced solution.</p> <p>Regarding the one hour waiting for the parking bays fronting the retail premises: I object to the times associated with the proposal. Rather than all days, all the time, I propose that this changes to the hours of operation of the retail premises. For example, if the maximum retail opening hours are 10am-10pm, then the parking restrictions only apply during these hours.</p> <p>Regarding the 20mph speed limit: there are not objections to this.</p>
(33) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Support 20mph Speed Limit - Support</p>

	Concerns re restrictions
(34) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>This is a quiet residential area, not a London arterial route. To impose restricted parking, especially with no loading or unloading. how on earth in a residential area can a household operate, take deliveries etc without loading or unloading. This item is a ridiculous suggestion.</p>
(35) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>I live at Graven Hill</p> <ul style="list-style-type: none"> * 20mph Speed Limit - this is essential to prevent a serious accident or even death - probably of a child. Vehicles - especially delivery vehicles - tend to drive dangerously fast - especially along the straight roads and a properly enforced speed limit is the only way to prevent loss of life. * Restricted parking - no loading/unloading is a step too far in terms of restrictions as those elderly and vulnerable will no longer be able to receive deliveries if drivers cannot stop outside their houses. This would also ruin the friendly neighbourhood feel of Graven Hill. * 1 hour parking bays - this seems acceptable to ensure that as many people as possible get the chance to visit the retail premises and do their shopping.
(36) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>As residents of Graven Hill we were assured by the developers when we bought here that there would be on street parking in order that visitors to our house were able to park nearby, lay-bys have been built for this very purpose. It is ludicrous that we would be unable to use these lay-bys if this proposal went ahead.</p>

	<p>This is a residential area and residents should be able to park on the roads where they live.</p> <p>Additionally there should be no restrictions on loading and unloading, this is a residential area and as such we have a right to have deliveries be made to our house.</p>
(37) Local Resident, (Bicester)	<p>Restricted Parking - Object 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>Will we be provided with visitor parking permits for free? I would like to have family and friends come over and for them to be able to park outside my house. I don't feel it is unreasonable to be able to have people over.</p>
(38) Local Resident, (Bicester)	<p>Restricted Parking - Object 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>It is normal to have visitors park outside your property.</p> <p>This road should also not be a bus route given people have paid a premium for the plots at the edge of Graven Hill to build these homes on a 'rural lane'.</p>
(39) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>The proposed measures for a quiet residential estate of making it impossible for any resident on the roads in question to receive deliveries or load/unload any goods make it in my view impossible to operate a normal household. How exactly do you envisage guests being dropped off, food, goods to reach the houses? The plan makes no sense nor does it propose anything like a common-sense alternative. This is not a cosmopolitan arterial route and makes no sense at all. So please note my STRONG objection to this plan. I'm sure there must be a common sense and practical alternative.</p>

	<p>If the bus route is the reason and has been put in place to provide service to this part of the estate I believe it's important to listen to the residents who would be the ones who may use it. The current bus stop location is a short walk from Circular road and feels entirely more suitable for the bus to circle round without having to go through the residential areas.</p> <p>With regard to all the other suggestions 20mph, 1 hour waiting I'm totally for them and believe this is sensible in line with the area and the demographic etc.</p>
(40) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays – No opinion 20mph Speed Limit – No opinion</p> <p>I am contacting you to voice objections in the method of implementing point #2: the Prohibition of waiting and loading/unloading at any time on the inner circulatory route (Circular Road East, Graven Hill Road and Westcott Road) on the following grounds:</p> <p>A. These signs have already been in place over the last two years and have been entirely ineffective in keeping those roads clear along East Circular and Graven Hill roads. This plan only continues to have the signs placed in the same locations, meaning this prohibition will continue to be ineffective. There also has been no parking enforcement in this time to re-enforce the RPZ.</p> <p>B. As per paragraph 15.1.2 of the Traffic Signs Manual Chapter 3 (Regulatory Signs), restricted parking zones are suitable only for single streets or clearly defined small areas. The area marked in the consultation plan is neither, with the inner circulatory route comprising of multiple streets and interspersed with many secondary streets.</p> <p>C. The RPZ-01 signs size are overkill for a modern housing development which is meant to have a 'rural' theme with minimal pavements and streetlamps along most of the roads which comprise the inner circulatory route. Paragraph 15.2.5 of the Traffic Signs Manual Chapter 3 (Regulatory Signs) indicates that the smaller size of the sign should be appropriate in most situations. Given this is a residential development the smaller size signs should be used.</p> <p>The first suggestion I would like to put forward is to simplify the restricted parking zone to address by encapsulating all the roads within the inner circulatory route within the RPZ. There should be sufficient parking for all residents in these</p>

	<p>areas given two mandatory spaces per property within the design code, and there are bays along the street that support visitors.</p> <ul style="list-style-type: none"> • Read Place (x2) • Chadwick Place (x2) • Cherry Walk • Edmunds Dr • Bolero Gardens <p>The second suggestion is to reduce the size of the RPZ-01 signs. The proposed nearly 1 m2 signs are overkill for a modern housing development which is meant to have a 'rural' theme with minimal pavements and streetlamps along most of the roads which comprise the inner circulatory route. Paragraph 15.2.5 of the Traffic Signs Manual Chapter 3 (Regulatory Signs) indicates that the smaller size of the sign should be appropriate in most situations. Given this is a residential development the smaller size signs should be used other than at the very entrance by the roundabout.</p> <p>Will parking enforcement come into effect following a successful consultation? If not, the whole RPZ is not going to be effective in practice.</p> <p>This proposal also does not clarify the purpose of point #2. We have been led to believe by GHVDC that this is to support the temporary routing of the bus route until Phase 1b infrastructure is complete. Is this still the case and if so can that please be clarified in the proposal please along with the final proposed route. If not, can you please indicate the public notice where the permanent bus route was established.</p>
(41) Local Resident, (Graven Hill)	<p>Restricted Parking - Object 1 hour Parking Bays – No opinion 20mph Speed Limit – No opinion</p> <ul style="list-style-type: none"> • All houses are provided with 2 car parking spaces but we have no visitor spaces along Austin Way, their only option is to park on the street - so if these restrictions were imposed, where are our visitors supposed to park their cars during the day - we are a 2 car family • We appreciate parking along any street, can make entering on and off the drive quite difficult, we have in fact experienced this numerous times when cars park opposite our drive so there is a need for some kind of restrictions, • We also appreciate if there were no restrictions on these roads, it may become lined with the cars who currently line other streets as restrictions are enforced elsewhere but our question still remains, where do our visitors park?

	<ul style="list-style-type: none"> • The options posed don't seem to address the problem of those who misuse current visitor spaces and line the streets with their cars, the proposed appears to restrict and penalise everyone, even those of us who do not line the streets and occupy visitor spaces all of the time, • Surely, the question should be how can visitor spaces be enforced for visitor spaces? They may just be occupied by residents again who do not wish to use their own spaces? • How can on-street parking be limited to deliveries and visitors where no visitor spaces are provided?
(42) unknown, (Oxford)	<p>Restricted Parking - Object 1 hour Parking Bays - Object 20mph Speed Limit - Object</p> <p>Object 20mph Speed Limit, this is simply a money spinning device invented by the council to impose speeding fines on residents, and impose further cctv monitoring and control on the local community by the council.</p> <p>Object Restricted parking, another money spinning device which will make life more difficult to residents, but is a great way to squeeze more cash out of them by imposing fines on them.</p> <p>Object 1 hour Parking bays. There is no need for this, there is no parking congestion in this area, it is further misuse of our council tax by introducing the need for more paid personnel to be outsourced by the council to police this policy, and further burden the administration costs of keeping the council afloat.</p> <p>Conclusion : This proposal in its entirety is solely for the specific purpose of squeezing cash out of the residents who already are burdened by paying onerous council tax and this will be on an ongoing basis. These funds will be included in the council's income going forward.</p>
(43) Local Resident, (Bicester)	<p>Restricted Parking - Concerns 1 hour Parking Bays - Concerns 20mph Speed Limit - Concerns</p> <p>I support the measures being put forward but there is no clarity in the consultation materials as to when they would be implemented. I would like to see the measures and roads adopted (and tarmac applied) as soon as possible.</p>

	<p>However, it might be appropriate for there to be temporary waivers granted to the few remaining builders of plots on these routes (N.B. I am not one of those and reside in a completed property).</p> <p>Additionally, with respect to the parking restrictions proposed, it has been suggested that other parking restrictions might be applied by the site developer: Graven Hill Village Development Company. Early residents were led to believe that the site would prohibit parking on the roads (outside of parking bays) across the whole site. I appreciate that this might be possible on a few private roads (i.e. Friend Way) but is this perhaps also possible on the other roads that are intended to be adopted? If so, then the signage indicating that Restrictions no longer apply would be confusing. It might seem obvious that this cannot be the case, but there have been some mixed messages sent to residents on the matter and clarity would be appreciated.</p>
(44) Local Resident, (Graven Hill)	<p>Restricted Parking - Concerns 1 hour Parking Bays - Concerns 20mph Speed Limit - Concerns</p> <p>I own a house on the section of West Circular Road (sic) between the junction with Chadwick Place and the junction with Westcott Road. Although your map indicates that this section of road is part of the new bus route, West Circular Road appears not to be included in these proposals.</p> <p>As I am sure you are aware the site rules already contain parking restriction (albeit excluding weekends) and speed limits. The long-standing issue with these has been the enforcement by GHDC. This has fluctuated between partisan and entirely absent. Self-builders have been routinely harassed about parking outside their plots during construction, yet purchasers of GHDC built properties have had no restrictions placed upon them. Is it your intention that the new regulations replace the current ones in their entirety? In that case could you explain the future situation regarding estate roads not explicitly included in the order.</p>
(45) Local Resident, (Graven Hill)	<p>Restricted Parking - Concerns 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p> <p>happy with speed limit restricted parking concern as no provision for older residents having deliveries or visitor parking on east/west circular road 1 hour would not give enough time for coffee and a snack</p>

(46) Local Resident, (Bicester)	<p>Restricted Parking - Concerns 1 hour Parking Bays - Object 20mph Speed Limit - Concerns</p> <p>I'm ok with a 20mph speed limit in principle. But I think it should be for the whole development and signed at the entrance only. If speeding can't be controlled in that way I'd be happy with speed bumps, for example. But not signs that are just ignored and unenforced.</p> <p>Restricted parking signs don't work already, no one seems to pay any attention to them. They are massively oversized for what is supposed to be a rural development and are a massive eye sore. Either use floor line markings or remove everything. I would detest seeing any more of these. They don't do the job and are massively intrusive.</p> <p>1 hour parking bays at the moment are unnecessary. There aren't even shops open. What needs to happen is the council needs to ensure that houses built by ghvdc follow the same rules as they give self builds. Every home needs 2 parking spaces. Full stop. We are a residential area, so it's unlikely parking bays will be abused once the building work in the area is done.</p>
(47) Local Resident, (Graven Hill)	<p>Restricted Parking - Concerns 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>20mph is safer Cars parked on major roads cause obstruction However, loading and unloading must be permitted.</p>
(48) Local Resident, (Bicester)	<p>Restricted Parking - Concerns 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>20mph speed limit is fine. 1 hour parking bays are fine. Restricted parking could lead to vans parked down smaller side roads.</p>

(49) Local Resident, (Ambrosden)	<p>Restricted Parking - Concerns 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>I do not think that a Prohibition of waiting and loading/unloading should be 'at any time'. It's a quiet residential neighbourhood with little reason to wait, load or unload at all hours of the day.</p>
(50) Local Resident, (Graven Hill)	<p>Restricted Parking - Concerns 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>Happy to support restrictions as long as more visitor parking is made available for residents and their guests.</p>
(51) Local Resident, (Graven Hill)	<p>Restricted Parking - Concerns 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>Restricted Parking; If there is to be no loading/unloading on the proposed roads will this affect residents from receiving deliveries? Are the drivers going to be receiving fines/penalties for parking up to deliver goods? I.e. amazon, Royal mail, Argos etc.</p> <p>20mph Speed Limit; How will this be managed? Current signage is not enough, we regularly have cars, including council vehicles and builders speeding through the estate.</p> <p>1hr Parking Bays; Again, how will this be managed? Traffic warden? ANPR? Tickets (pay and display)?</p>
(52) Local Resident, (Graven Hill)	<p>Restricted Parking - No opinion 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p>

	<p>To limit the retail unit parking will mean that other 'visitor' spaces around the estate, which do not have this limit, will be used instead- when these are for visitors of the residents. I think 1 hour limit is not realistic or feasible especially as these units may include a coffee shop for example. Surely a 2hr limit is more appropriate, if there has to be a limit at all as I don't believe that the Langford village shops have a limit on them.</p>
(53) Local Resident, (Graven Hill)	<p>Restricted Parking - Support 1 hour Parking Bays - Concerns 20mph Speed Limit - Support</p> <p>Only concern about the 1hr parking limit is that this isn't long enough to encourage visitors to stay and use the commercial outlets. A trip to the local shops, followed by eating a lunch at a coffee shop, for example, can easily take longer. Recommend this be extended to 90mins.</p>
(54) Local Resident, (Graven Hill)	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>Too many cars parked badly all over the place at the moment. Need to make it safe and encourage walking and cycling.</p>
(55) Local Resident, (Bicester)	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>Many children at graven hill. Speed needs to be low. Building contractors are speeding every day.</p> <p>parking is a nightmare - people need to use their allocated parking and not park on streets</p>

(56) Local Resident, (Graven Hill)	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>1. A site wide 20mph limit is perfectly reasonable for a residential area. 2. Unfortunately, without this people park wherever they like so it seems to be the only solution. Maybe some sensible additional visitor street parking could be added or some extra residents parking that is restricted to the adjacent houses - thinking in particular the left side of Chadwick place where the street parking is not a problem but should be restricted by permit. Street parking on Graven Hill road is a pain as it makes the road single direction when it is meant to be one of the main routes. 3. While this may not seem important at this stage with no shops it will be important once the units are occupied.</p>
(57) Local Resident, (Graven Hill)	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>These proposals are thoroughly sensible and should be implemented. It's also important that they're policed once they're in place.</p>
(58) Local Resident, (Graven Hill)	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>There are multiple cars parked 24/7 on Gravenhill Road making it impossible for general resident's traffic to flow smoothly.</p>
(59) Local Resident, (Graven Hill)	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>We built a house here for many reasons, two being the 20mph speed limits so the village was safe for children and pets and so there would be no parking on the roads like traditional housing estates. We were told that there should be</p>

	no parking on any road in Graven Hill. Already, with less than 500 residents parking is a problem.
(60) Local Resident, (Graven Hill)	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>Fully support - however actions must be imposed. My main/only worry, however, is that if only the two circular roads (Graven Hill and East Circular) have parking restrictions, that the side roads might then get clogged instead with illegal parking - but presumably if this occurs, then subsequent bans/restrictions on parking outside of designated parking spots can be imposed their too.</p>
(61) Local Resident, (Bicester)	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>I live on graven hill road right by the 20 zone camera and yet vehicles continue to zoom up and down this road at all hours! Too many not getting the message and it is so dangerous with children and animals around. Something needs to be done to restrict the ability to be able to speed in both directions but it is worse when cars can see lights are green at the roundabout so speed up to hurtling to catch them.</p> <p>I have been raising this concern since I moved here as the first resident back in May 2018 and anyone living on the main trunk roads will absolutely share the concerns!!</p> <p>Shame on Graven Hill DC for not bothering to share this petition/ questionnaire with anyone living here!</p>
(62) Local Resident, (Bicester)	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>I live of Graven Hill & want to take a active part in how the community I live in is run.</p>

<p>(63) Local Resident, (Graven Hill)</p>	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>Since my moving in time of June 2020, the issue of speeding cars has been on the increase, along with cars parked parked on kerbs.</p> <p>Although I fully support the enforcement of the 20mph speed limit, I believe there are currently enough signs alerting drivers to this. I would object to further signposts. (If drivers cannot see/understand the limit is 20mph, they shouldn't be driving in the first place)</p>
<p>(64) Local Resident, (Graven Hill)</p>	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>To restrict outsiders from parking in our spaces.</p>
<p>(65) Local Resident, (Graven Hill)</p>	<p>Restricted Parking - Support 1 hour Parking Bays - Support 20mph Speed Limit - Support</p> <p>Please note that I wholeheartedly support your proposals to apply a site wide 20mph speed limit at Graven Hill, and prohibition of waiting and loading/unloading on various roads so long as there is a commitment to enforce those restrictions by the county council and police.</p> <p>GHVDCs attempts to enforce speed limits and any kind of parking on the site have proved laughable. Having lived on the site for 2 years it's unsafe for children and pedestrians due to speeding traffic, and construction traffic frequently blocks up the roads restricting access to properties. Despite numerous complaints to Graven Hill they have taken no action to protect the welfare and rights of its residents.</p> <p>I have one question - if agreed when would these restrictions become enforceable? In my opinion the sooner the better.</p>

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Divisions affected: *Thame and Chinnor*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 14 OCTOBER 2021

ASTON ROWANT: PROPOSED 20MPH SPEED LIMIT AND TRAFFIC CALMING BUILD-OUTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve as advertised a 20mph speed limit within Aston Rowant village and traffic calming build-outs on the B4009 Chinnor Road as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit within Aston Rowant village and traffic calming build-outs on the B4009 Chinnor Road as shown at Annexes 1 and 2.

Financial Implications

3. Funding for consultation on the proposals has been provided by Aston Rowant Parish Council. The costs of implementing the proposed 20mph speed limit, estimated to be £1,000, would be met from the County Council's budget for Third Party Support Schemes. The costs of implementing the proposed traffic calming build-outs, estimated to be £30,000 would come partly from Community Infrastructure Levy (CIL) funding of £25,000 with the remaining £5,000 from Aston Rowant Parish Council.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling within the village and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 25 August and 24 September 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue

Service, Ambulance service, Bus operators, South Oxfordshire District Council, Aston Rowant Parish Council and local County Councillors. Letters were also sent directly to approximately 100 properties within the village.

7. Twenty-nine responses were received during the formal consultation as summarised in the table below:

View	20mph speed limit	Traffic calming
Object	2 (7%)	6 (21%)
Support	21 (72%)	17 (59%)
Concerns	2 (7%)	5 (17%)
No objection/opinion	4 (14%)	1 (3%)
<i>Total</i>	<i>29 (100%)</i>	<i>29 (100%)</i>

8. The responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object to the proposals.
10. The majority of responses are in support of both the 20mph speed limit (72%) and Traffic Calming (59%).
11. Those objecting to or raising concerns about the village speed limit cited the following reasons:
- The speed limit within the village is academic as the existing limit is never policed. Funds would be much better spent on speed enforcement specifically in the inner village area if the 20mph limit is adopted

Officer response

The Department for Transport suggests that 20mph speed limits should be self-enforcing to avoid additional demand on police resources. A speed survey undertaken in the village in February/March 2020 indicated that average speeds are already below 20mph and so a high degree of compliance with a 20mph limit is expected.

- Other improvements are necessary such as to the narrow section of road around the Church and white lines on the blind bends which is being treated as a single carriageway in both directions.

Officer response

Such improvements can be considered on their own merits, and it is considered that a lowering of the speed limit can only assist road safety and deter excess speeds around such hazards.

- c) As an alternative, '20 is Plenty' signs could be erected instead of the 30-mph statutory signs which is far too fast for safe driving in this hazardous winding rural cul-de-sac.

Officer response

Such signs would conflict with the existing 30mph signs if they were to remain. Proceeding with the change to a 20mph speed limit can only support any community speed campaign such as '20 is Plenty'.

- d) The proposed 20mph limit in the village should be extended to include the road between the calming measures in both Aston Rowant and Kingston Blount.

Officer response

This section of the B4009 Chinnor Road route is unsuitable for a 20mph limit. It has no frontage development, is straight with good forward visibility and would offer little justification to motorists for driving at that speed. It is currently subject to a 50mph limit.

- e) As there will need to be a 20mph sign on the bank of grass we are responsible for, can we please ask it to be positioned on the existing pole with signage.

Officer response

Wherever possible, existing street furniture will be used for installing new signposts.

12. Those objecting to or raising concerns about the Traffic Calming have cited the following reasons:

- a) Chicanes are too close to the junction with Aston Rowant Road.

Officer response

The initial design for the chicane had located the first build-out 28m from the junction. Following an on-site trial of the build-outs, using temporary traffic cones, some traffic emerging from this side road had to pull-in due to there being oncoming traffic from the Chinnor direction traversing the chicane already. Consequently, this distance has now been extended to 33m to provide an extra car's distance to allow further space for vehicles to pull-in when emerging from the side road.

- b) Braking and accelerating creates CO2 emissions affecting houses - a greater distance would help.

Officer response

If the chicane were to be moved further away from the side road, this would lessen the impact of the first build-out on reducing vehicle speeds when exiting the built-up part of the village.

- c) Priority to traffic exiting the village will suggest there is no need to slow down since they will have priority over oncoming traffic – especially traffic coming from the motorway which will continue to travel in excess of 30mph, have priority over oncoming traffic and will probably not slow down to exit the village.

Officer response

Chicane arrangements necessitate a 'priority working' in one direction or the other. Traditionally, such traffic calming features at village gateways are arranged to give priority to traffic exiting the village, with the emphasis being on slowing down vehicles from the opposite direction - entering the village, which tends to be the faster approach. In Aston Rowant, the proposed chicane priority would mean that westbound traffic (from a faster 50mph-speed limit approach) would give way to eastbound traffic exiting from the village 30mph speed limit. The chicane would be located some $\frac{3}{4}$ mile from the M40 exit slip road junction and that traffic would have had to negotiate the section of the village within the 30mph speed limit on the B4009.

- d) The chicane should be located closer to the Motorway instead, near to the A40 junction/Butts Way, not in an intervening section that encourages speed before the Kingston Blount Chicane. It would be more effective there and would protect the occupants in that part of the village where the pavement is narrow. This type of calming only works if there are restrictions at both ends of the village, and so without a similar calming measure at this other end of the village near to Butts Way, people would accelerate hard as they come out of the chicane.

Officer response

At this stage, the amount of funding available would only afford one chicane. The original request from the Parish Council was for the proposed location rather than the other end of the village, nearer the motorway. Further monitoring of speeds could be undertaken to assess the impact of the chicane at the single location proposed, on existing speeds through the rest of the village section along the B4009.

- e) The vehicle activated sign (VAS) is being activated before the extreme end of the Village.

Officer response

There is a request from the Parish Council to relocate one of the VAS signs, and this can be undertaken in tandem with the chicane being implemented.

- f) Lorries use the village for U-Turns, damage the road surface, a small roundabout would suffice to enforce a slowdown and allow easier exit when turning right.

Officer response

A roundabout is unlikely to have the same speed-reducing impact as the traffic volumes are not 'balanced' sufficiently. Vehicles emerging from the

side road would struggle to gain priority over the main road traffic, which would then face less 'impedance' on its progress through the junction than with a chicane build-out. There are 'no through road' signs at the junction and if lorries are entering the village unnecessarily, or just using the junction to 'u-turn', then this can be monitored and, if road safety is compromised, further warning signs could be considered.

- g) Fast traffic makes it difficult to exit the A40 Junctions with the B4009 and roundabouts are also needed there.

Officer response

The funding available for the advertised proposal does not extend to such an improvement at the A40 junctions.

- h) Studies have found that chicanes present a more unpredictable effect.

Officer response

Similar chicanes have been introduced at nearby Kingston Blount. The Parish Council has supported their introduction and wishes to see a consistent approach to calming features at Aston Rowant.

- i) At Kingston Blount, there are many attempts to transit the chicane at high speed, this is likely to be the same at this proposal. Has the chicane in Kingston Blount made any difference to speeding and so, without that evidence, why proceed.

Officer response

The Kingston Blount chicane was promoted and funded by the Aston Rowant Parish Council due to their concerns over vehicle speed, having passed the 'gateway', not reducing sufficiently through the Kingston Hill & Stert Road junctions and on into the populated High Street. It is understood that the Parish Council are pleased with the success of the chicane, having previously commented on the speed/noise reduction and positive change to the environment.

- j) Why aren't we introducing an average speed check through multiple villages e.g. from Chinnor to the M40.

Officer response

The management of average speed camera sites would be a matter for Thames Valley Police (TVP), who would prioritise according to the accident record / level of speeding. There are currently no such sites within TVP's area, and their resources are very stretched such that it is unlikely they would consider this location at the present time.

- k) In other villages there are signs that flash the speed the driver is doing (happy or unhappy face). Why would we not follow suit. Other villages are given a camera with which to log speeds and report speeders.

Officer response

These 'speed indicator device' (SID) signs are funded by Parish Councils and could be considered for use here if required. The use of hand-held speed cameras by villagers themselves is something managed by Thames Valley Police as part of their 'community speedwatch' campaign.

- l) There can be flooding where the B4009 meets the road into the village. Has this new chicane given this due consideration? Best practice would be a drainage/cycle channel so cyclists don't have to ride through the chicane itself and it keeps rain water to the edges of the chicane.

Officer response

As indicated on the plan shown at Annex 2, drainage channels and 'grips' are proposed as part of the design of the chicane. It is not possible to provide a cycle 'bypass' at the chicane due to inadequate lateral width. Recent Department for Transport guidance on such features would reduce the remaining width available for the build-outs themselves.

- m) The chicane in this particular position will create a danger to road users especially during rush hour, especially at school turn out time and the evening rush hour.

Officer response

Following an on-site trial of the build-outs, using temporary traffic cones, some traffic emerging from this side road had to pull-in due to there being oncoming traffic from the Chinnor direction traversing the chicane already. Consequently, the proposed distance between the side road and the build-out has been extended. The trial was not undertaken at rush hour but can be repeated at this busier time if needs be.

- n) I would prefer speed humps, of sufficient height to prove a positive deterrent and across the full width of the road (while allowing for cyclists).

Officer response

Similar chicanes have been introduced at nearby Kingston Blount. The Parish Council has supported their introduction and wishes to see a consistent approach to calming features at Aston Rowant.

- o) This is a particularly awkward and potentially dangerous junction, as traffic from the M40 rarely slows down. The traffic calming should ensure that exit from Aston Rowant Road, turning right, is made easier and safer, but the current proposals don't ensure that.

Officer response

This would require a different design of the junction, possibly with a roundabout to facilitate a better access to/from the side road. However, due to 'unbalanced' flows, a roundabout would be unlikely to achieve the same speed reduction as a chicane.

- p) Along the B4009 the speed limit should be consistent and not 30mph through the villages, 50mph in the short gaps between villages and 40mph either side of the M40.

Officer response

The assessment of speed limits takes into account both typical existing speeds and the degree of frontage development. There are fluctuations in both of those characteristics along the B4009 route, making it difficult to achieve a common speed limit that can be applied to the whole route which would achieve a high compliance amongst drivers.

- q) There is a bend where sight lines from the junction are reduced by a tree and the growth around its base. At certain times of the year it grows rapidly and massively reduces visibility when turning out of Aston Rowant Road onto the B4009. Our concern is the positioning of the new signs and ask they are positioned in line with the tree trunk on the grass verge, so the poles are not visible when turning out of Aston Rowant Road and are behind the tree, so as not to reduce visibility any further and cause more potential for accidents.

Officer response

The tree has been cut back already, but the impact on visibility would still recur during the growth season, and so will need to be maintained. It is intended to reposition one existing signpost (repeater signs) so that it does not obscure visibility, and similar care will be undertaken with any new signposts.

BILL COTTON

Corporate Director, Environment and Place

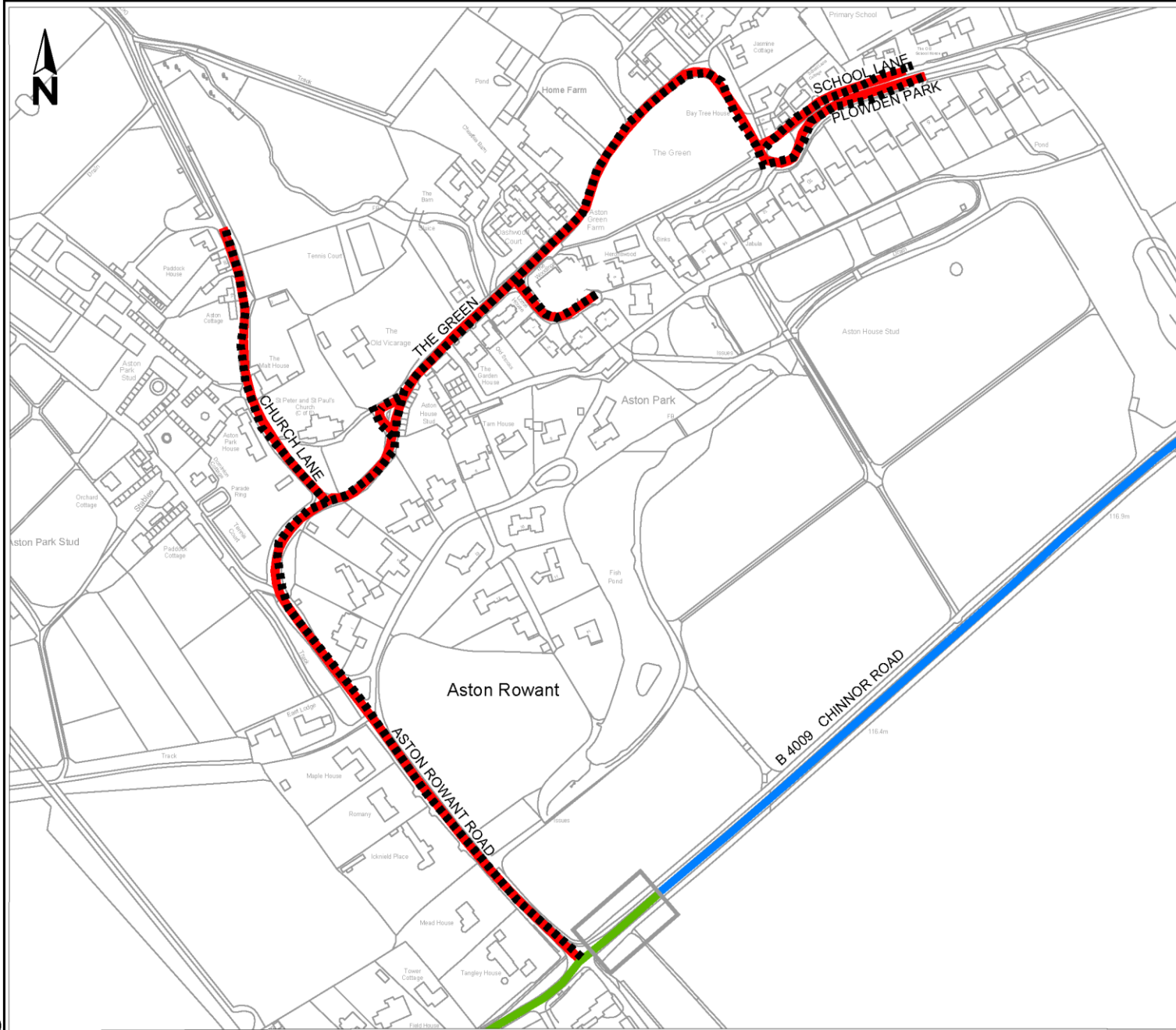
Annexes

Annex 1-2 Consultation Plans
Annex 3 Consultation responses

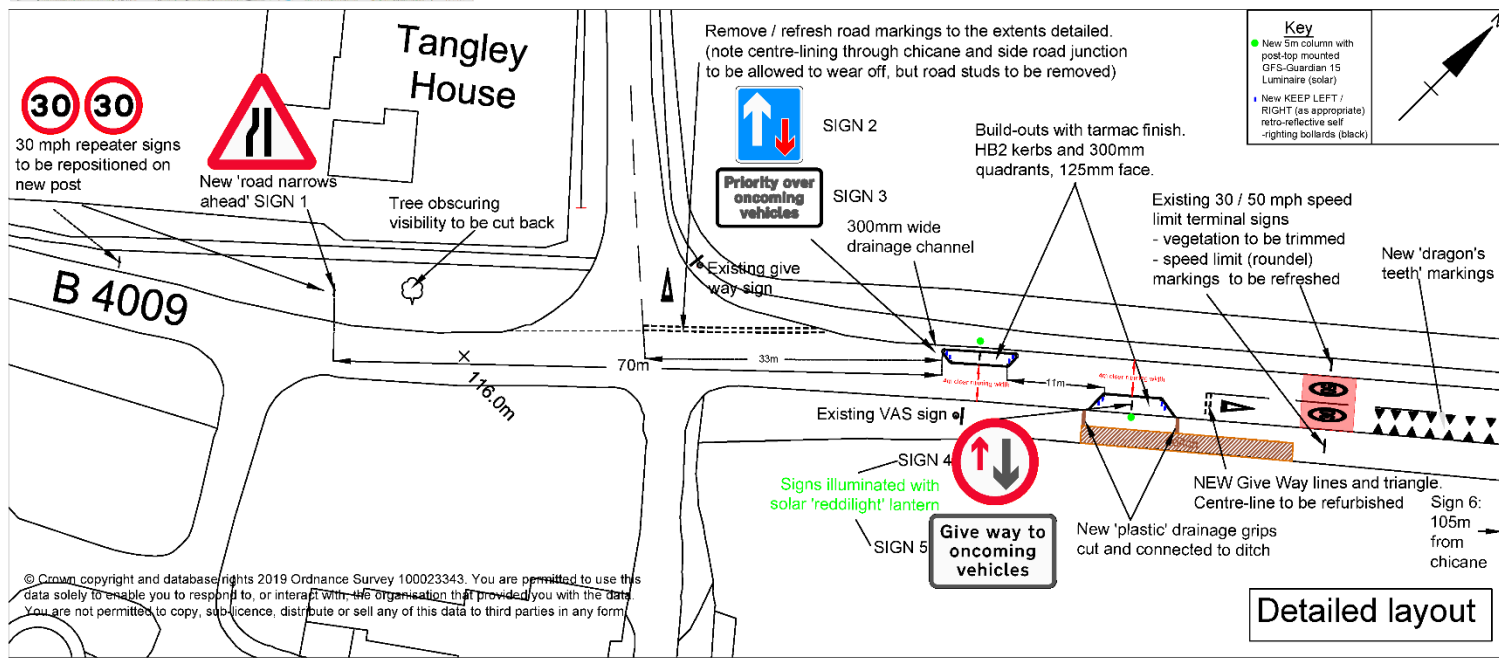
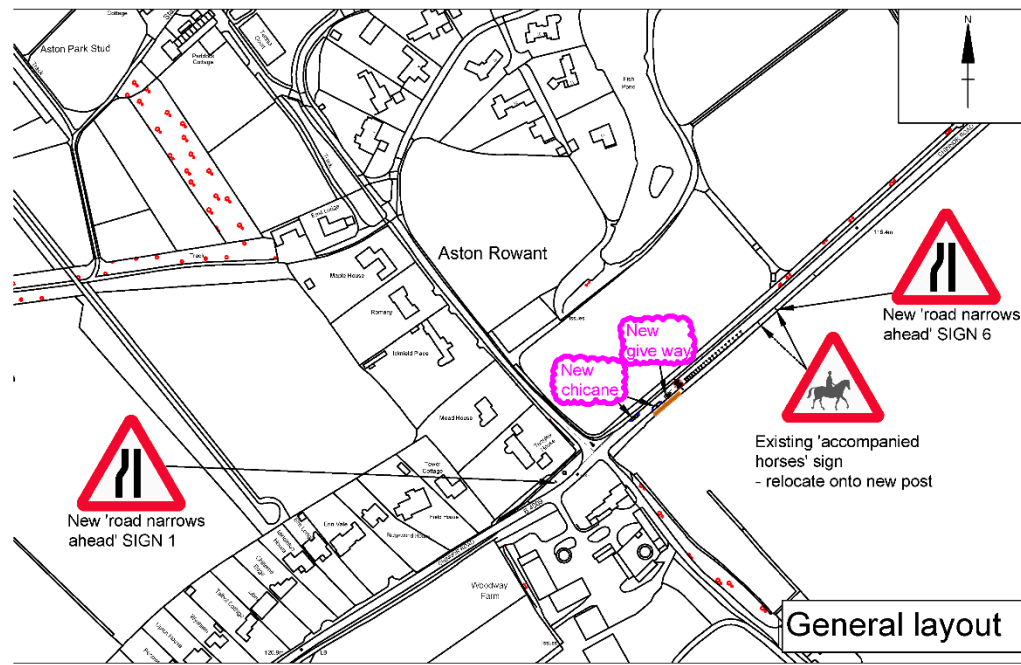
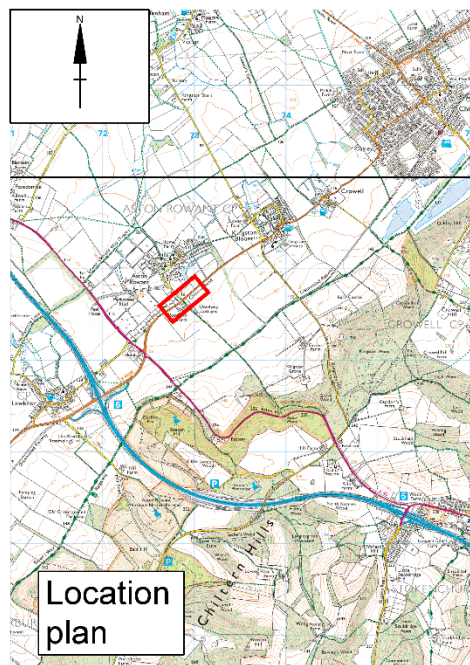
Contact Officers:

Tim Shickle 07920 591545
Lee Turner 07917 072678

October 2021



Drawing No.		Revision																	
		0																	
Key																			
		Proposed 20mph speed Limit in place of existing 30mph speed limit																	
		Existing 30mph Speed Limit																	
		Existing 50mph Speed Limit																	
		Location of Build-outs																	
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Rev.	Date	Purpose of revision	Drawn Checked Approved																
<div style="display: flex; align-items: center;"> <div style="font-size: 0.7em;"> Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577 </div> </div>																			
Project title <div style="text-align: center; padding-top: 10px;">ASTON ROWANT</div>																			
Drawing title <div style="text-align: center; padding-top: 10px;">PROPOSED 20MPH SPEED LIMIT</div>																			
Drawing Status <table border="1" style="width: 100%; border-collapse: collapse; font-size: 0.7em;"> <tr> <td style="width: 15%;">Scale @ A3</td> <td style="width: 15%;">Drawn by</td> <td style="width: 15%;">Checked by</td> <td style="width: 15%;">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>07/21</td> <td></td> <td></td> </tr> </table>				Scale @ A3	Drawn by	Checked by	Approved by	N.T.S.	JaC				Date drawn	Date checked	Date approved		07/21		
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Notes:

1. Do not scale from this drawing.
2. Site verify all dimensions prior to construction
3. Report all discrepancies to the Drawing Originator immediately
4. This drawing is to be read in conjunction with all relevant documents and drawings

MH	10-08-21	Chicane repositioned 5m east and grips added for drainage on south side	MH	LJT
0	05-07-21	First Issue	MH	LJT
Rev	Date	Description	On Check	
Revisions				

Drawing Originator



Drawing Status

Draft

SA² Code

Project Name

Aston Rowant - B4009 Traffic Calming

Title

Original drawing sheet is A3

Formal layout proposals
for consultation

Scale 3A3	Drawn by MDH	Checked by	Approved by
Not to scale	Drawn Date JUL 2021	Checked Date	Approved Date

Drawing Number

Five

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – Based upon the speed data provided, the Police have no objection.
(2) Local Resident, (Aston Rowant)	<p>20mph speed limit – Object Traffic calming - Object</p> <p>I am against the proposals made since I am convinced the proposed chicanes are in the wrong place, being far too close to the junction with Aston Rowant Road.</p> <p>Apart from the siting issue it is a well-known fact that braking and accelerating creates a huge increase in CO2 emissions and I was under the impression that the Government wished to minimise such. This will have a huge effect on the owners of Tangley House which fronts the B4009 and has a return frontage to the same road.</p> <p>By giving priority to traffic exiting the village drivers will learn that there is no need to slow down since they will have priority over oncoming traffic. Traffic coming off the M40 motorway will have been used to considerable speeds (the majority well over the 70mph limit) and this is why many vehicles take no notice of the 30mph speed limit. I would venture to suggest traffic in this direction largely travels at a greater speed than traffic from Chinnor which has already had to slow down or stop at the existing chicane near Kingston Blount.</p> <p>In my opinion any chicane should be located on the B4009 at or near the existing 30 mph sign and giving priority to traffic from Chinnor direction. This would also minimise the effect of emissions since the houses are at greater distance.</p> <p>So far as the 20mph limit within the village is concerned this is largely academic since even this speed would not be suitable in Church Lane, Plowden Park, Aston Park and Aston Gardens. In my 33 years living in the village I have never seen a policeman so there will be no one to monitor/check speeds which will inevitably remain as previously. What does need improvement is the narrow section of road around the Church.</p>

<p>(3) Local Resident, (Aston Rowant, Plowden Park)</p>	<p>20mph speed limit – No objection? Traffic calming - Object</p> <p>I consider that the introduction of the proposed Chicane but 1 or 2 Car length to the North East of the Village Entrance would be a Major Error.</p> <p>This will lead to frustration with ingress & egress to and from the Village being frequently obstructed and further consideration should be given for its location Closer to the Motorway.</p> <p>Drivers approaching from the South West have little incentive to reduce Speed despite 40-mph Limit Signs and 30-mph VAS Signs being activated before the extreme end of the Village.</p> <p>The proposed post-Village location will not reduce Traffic Speeds until it compresses at the Old Village Entrance and by then it is far too late to have any welcome effect for speeds prior to the old Village Entrance. It has the potential to completely block our Only Village Entrance at Peak Traffic Periods with likely Tailbacks due to priority being given to Northwest Traffic already exceeding the speed limit on approach. Particularly experiencing the frustration of the many Drivers intent on completing the 'School Runs' which already causes excessive speed and confrontations on the 3- 'Blind' bends adjacent to the Churchyard.</p> <p>Add to this the Horses using the Bridleways and the Woodway & Home Farm or Stud Farms Vehicle access combined with increased Home Delivery Vehicles.</p> <p>The Chicane if it must be Built should be in the area of Butts Way Village sign on the B4009 and not in an intervening Section that presently encourages a Speed Limit of 50-mph between and before the Kingston Blount Chicane. I would further add that White Lines on the Aston Village Blind Bends would be a discipline to Lanes being observed on a Village Road that is now being treated as a single Carriageway in both directions by Drivers with seemingly charmed lives approaching such hazards in the Middle of the Road. Please give this imminent and expensive solution further consideration.</p> <p>Articulated Lorries use the Village Entrance for U-Turns and damage the Road Surface and a small Painted roundabout with 'Give Way' markings would suffice to enforce a slowdown to speeding traffic from both directions and allow easier exit when turning right on egress.</p> <p>Meantime encourage 20 is Plenty MPH signs instead of the impossible 30-mph statutory signs which is impractical</p>
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	<p>already far too fast for safe driving in this hazardous winding Rural Cul-de-sac. Kingston Blount Chicane works reasonably as there is much clearer vision on all approaches and it is free of Trees with little or no traffic turning Left after coming down Kingston Hill and again a small or Double Roundabout would have been much cheaper than a chicane.</p> <p>Ongoing Fast Traffic at 50/60-MPH makes it difficult to exit the 2-A40 Junctions with the B4009 and Roundabouts are also needed there, rather than the 2 displaced junctions in order to further reduce the through Traffic Speeds despite the 40-MPH Limit.</p>
(4) Local Resident, (Aston Rowant)	<p>20mph speed limit – No objection Traffic calming - Object</p> <p>In terms of the suggested traffic calming chicane this is objected to. The current one that has been imposed approaching Kingston Blount, I feel is ineffectual and in fact creates an increased safety risk because of the close crossroad coming down from the Chilterns. despite many studies that I am sure have been updated recently including ones such as " IMPACTS OF TRAFFIC CALMING MEASURES ON SPEEDS ON URBAN ROADS " while basic chicanes were found to reduce speeds in some cases, it certainly wasn't shown to be definitive in doing so and very much dependent on local behaviours. It also seems to have found that Chicanes presented a more unpredictable effect, with some having little impact on speeds. While what I have seen in the case of Kingston Blounts example has shown generally courteous and aware use, there are also many cases of attempts to transit the chicane at high speed, cut offs and added confusion with the close entry point of two crossroads. This is likely to be the same at this proposal most likely adding queuing at the village exit and increasing confusion of transiting specifically when three direction entry into the area is experienced. Over decades while traffic volume has increased on the B4009, with reasonable egress/ingress clearances in this area the small benefit of marginal speed reductions will be outweighed by the above issues and simply putting more things in the road to run into is not going to contribute, one need only look at chicanes that have been in service for decades such as the instance off the M40 intersection in little milton and the amount of smashed windscreen and taillight debris around it. These funds would be much better spent on speed enforcement specifically in the inner village area if the 20mph limit is adopted and even more importantly to more infrastructure type measures in the area such as extents of bike paths that would remove a much bigger problem.</p>
(5) Local Resident, (Aston Rowant, Dashwood Court)	<p>20mph speed limit - Concerns Traffic calming - Concerns</p>

	<p>Traffic calming on this stretch of road is both welcome and long overdue, as are the proposed speed restrictions. There are, however, a number of other points to take into account:</p> <ol style="list-style-type: none"> 1. As with Kingston Blount, until recently, this type of calming only works if there are restrictions at both ends of the village. Once through the chicane, vehicles will speed up in the direction of the M40, so the benefit is soon lost. Coming from the motorway, non-local traffic will continue to travel in excess of 30mph until reaching the traffic calming features, and, having priority over oncoming traffic, will probably not need to slow down to exit the village. The proposed measures therefore need to be at both ends of the village, close enough to each other to prevent cars from gathering speed between the two sets. As a measure to slow traffic through the village, I would have a preference for speed humps, of sufficient height to prove a positive deterrent and across the full width of the road (while allowing for cyclists). The separated humps, as on the exit to Chinnor, are too easily avoided with little loss of speed. 2. Most of the dwellings in the village are on or off Aston Rowant Road. This is a particularly awkward and potentially dangerous junction, as traffic coming from the south/M40 rarely slows down to 30mph and is coming round a bend where sight lines from the junction are reduced by a tree and the growth around its base. One of the purposes of any traffic calming measures here should be to ensure that exit from Aston Rowant Road, turning right, is made easier and safer. I do not see that the current proposals go far enough to ensure that this is the case. Traffic moving towards Chinnor will not have to slow down and will not have been slowed down already. Traffic moving towards the M40 may be tempted to race through the gap, ahead of oncoming traffic, and/or, once through the gap, will be accelerating just as they approach the junction with Aston Rowant Road. 3. Along the B4009 there are constant changes in the permitted speed limit, 30mph through the villages, 50mph in the short gaps between villages and 40mph either side of J6/M40. This is confusing to drivers and potentially dangerous. The B4009, from Chinnor to Lewknor, ought to have only one speed limit, 30mph, regardless of any traffic calming measures, or, better still, the proposed 20mph limit in the village itself should be extended to include the road between each paired set of calming measures in both Aston Rowant and Kingston Blount.
(6) Local Resident, (Aston Rowant, Chinnor Road)	<p>20mph speed limit - Support Traffic calming - Concerns</p> <p>I'm constantly irritated about the speeding on this road and as a father with small children, overall, it's unacceptable. So whilst I am supportive of reducing the speed through Aston Rowant, I have a few concerns / questions I'd like to understand ahead of the 24th deadline.</p>

	<p>1) Has the work undertaken in Kingston Blount made any difference to speeding and how can you evidence that before proceeding with Aston Rowant? I understood that this has not been measured so without that evidence, why proceed? Better to know our money is being well spent and will result in the outcomes sought?</p> <p>2) Without a similar road calming measure at the other end of the AR village near to Butts Way, people are most likely to accelerate hard as they come out of the chicane and go up the hill (when coming from Chinnor) - as they do today. This proposal won't prevent this happening but could actually make it worse as they have to slow down more and therefore accelerate more. This will happen right outside my house and will increase noise and pollution. How do we ensure this is not the outcome and more cars in less control.</p> <p>3) I don't know why we aren't following the measures introduced in Surrey, Lancashire and other counties - they have, across 5+ miles of road introduced an average speed check through multiple villages - for us, this could be from Chinnor to the M40 - it's much more cost effective than all these chicanes. Evidence has showed these are most successful in reducing speed and many villages would benefit overall?</p> <p>4) In other villages around AR, there are signs that don't just say slowdown or flash the speed limit, but they actually flash the speed the driver is going, some of which have a happy or unhappy face. I'm surprised to see that there is no inclusion for this in your proposal and indeed an increase in the number of repeater signs through the village. Certainly talking to some of these villages, when people see the speed that going versus the speed limit in real numeric terms, this has a massive impact and a reduction in speeding. Why would we not follow suit.</p> <p>5) I would welcome at the same time is this proposal the introduction of a residence speed campaign. By that I mean some of the other villages close to Aston Rowant are given a camera with which to log speeds and report speeder to the appropriate authorities should they exceed that stated. I think at the launch of this scheme, should it go ahead, such a program would target those who drive excessively through the village regularly and really show we mean business.</p> <p>On two separate notes:</p> <p>I have previously raised concerns about the chicane on KB; specifically, best practice for the creation of these where a drainage / cycle channel is put next to the roadside. For cyclists this means they don't have to ride through the chicane itself (and therefore away from cars) and it keeps rain water to the edges of the chicane rather than through the middle. I understand that has been addressed.</p> <p>As a separate and related issue there can be flooding where the B4009 meets the road into the Aston road village.</p>
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	Has this new chicane given this due consideration.
(7) Local Resident, (Aston Rowant)	<p>20mph speed limit – No objection Traffic calming - Object</p> <p>Whilst it is undoubtedly desirous to calm the traffic through Aston Rowant, the introduction of "kerbed build outs" in this particular position will in fact create a danger to other road users especially during rush hour. If Traffic is stopped when proceeding toward Chinnor, it will mean that traffic from the village itself will be blocked in. There is a school in the village which is predominantly served by car with many of those vehicles coming from the Chinnor direction and thus trying to turn through stopped cars going in the opposite direction. As it is a cull de sac village, the problem will be exacerbated by the cars having dropped off children trying to get out of the village and going on to work in both directions. This will happen again at school turn out time and on into the evening rush hour. for that reason I wish to object to this proposal. It would make more sense and be much more effective to move the speed limit toward the A40 junction and place this construction between that junction and the first houses beyond the End of Butts Way. This would protect the houses and occupants along the 4009 which are part of the village and reduce speed where the pavement is extremely narrow and where pedestrians are in danger from large vehicles.</p>
(8) Local Resident, (Chinnor, Oakley Lane)	<p>20mph speed limit - Object Traffic calming - Object</p> <p>I have travelled through Aston Rowant probably thousands of times and the pedestrian volume are near non-existent. Chicanes simply slow traffic and create additional pollution at that point, those that speed will simply do so between the entry and exit points. Disruption to traffic for no discernible benefit.</p>
(9) Local Resident, (Aston Rowant)	<p>20mph speed limit - Support Traffic calming - Object</p> <p>In terms of the suggested traffic calming chicane this is objected to. The current one that has been imposed approaching Kingston Blount, I feel is ineffectual and in fact creates an increased safety risk because of the close crossroad coming down from the chilterns. despite many studies that I am sure have been updated recently including ones such as " IMPACTS OF TRAFFIC CALMING MEASURES ON SPEEDS ON URBAN ROADS " while basic</p>

	<p>chicanes were found to reduce speeds in some cases, it certainly wasn't shown to be definitive in doing so and very much dependent on local behaviors. It also seems to have found that Chicanes presented a more unpredictable effect, with some having little impact on speeds. While what I have seen in the case of Kingston Blounts example has shown generally courteous and aware use, there are also many cases of attempts to transit the chicane at high speed, cut offs and added confusion with the close entry point of two crossroads. This is likely to be the same at this proposal most likely adding queuing at the village exit and increasing confusion of transiting specifically when three direction entry into the area is experienced. Over decades while traffic volume has increased on the B4009, with reasonable egress / ingress clearances in this area the small benefit of marginal speed reductions will be outweighed by the above issues and simply putting more things in the road to run into is not going to contribute, one need only look at chicanes that have been in service for decades such as the instance off the M40 intersection in little milton and the amount of smashed windscreen and tailight debris around it. These funds would be much better spent on speed enforcement specifically in the inner village area if the 20mph limit is adopted and even more importantly to more infrastructure type measures in the area such as extents of bike paths that would remove a much bigger problem.</p> <p>Please also add our support for lowering the village speed limits to 20 mph as we believe that in almost all instances this will improve safety.</p>
(10) Local Resident, (Aston Rowant, Chinnor Road)	<p>20mph speed limit - Support Traffic calming - Concerns</p> <p>Whilst I am supportive of reducing the speed through Aston Rowant, I have three concerns</p> <p>1) Has the work undertaken in Kingston Blount made any difference and how can you evidence that before proceeding with Aston Rowant? I understood that this has not been measured so without that evidence, why proceed? Better to know our money is well spent?</p> <p>2) Without a similar road calming measure at the other end of the AR village near to Butts Way, people are most likely to accelerate hard as they come out of the chicane and go up the hill (when coming from Chinnor) - as they do today! This proposal won't prevent this happening but could actually make it worse. This will happen right outside my house and will increase noise and pollution. How do we ensure this is not the outcome?</p> <p>3) I don't know why we aren't following the measures introduced in Surrey, Lancashire and other counties across 3+ miles of road and simply introduce an average speed check from Chinnor to the M40 - it's much more cost effective than all these chicanes. Evidence has showed these are most successful in reducing speed and many villages would</p>

	benefit overall
(11) Local Resident, (Aston Rowant, Aston Park)	<p>20mph speed limit - Support Traffic calming - Concerns</p> <p>The village road should be 20mph. I feel that build outs on B4009 will not get the desired result in slowing traffic down. I would prefer cushion speed bumps</p>
(12) Local Resident, (Aston Rowant, Plowden Park)	<p>20mph speed limit - Support Traffic calming - Support</p> <p>I feel there are a number of vehicles driving too fast within the village, the 20mph limit may slow some of these down. There is a significant problem with vehicles driving along the B4009 at speeds greatly exceeding 30mph. As someone who crosses the B4009 regularly on foot, the traffic calming measures should assist in slowing the traffic, at least at the junction into Aston Rowant Road. Another installation at the M40 end of the village on the B4009 would assist in slowing the traffic as vehicles tend to leave the M40 and not adequately regulate their speed before entering the village.</p>
(13) Local Resident, (Aston Rowant, The Green)	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Re: 20mph speed limit, the village side roads are narrow in places and with bends too. Furthermore, many properties have little visual splay and leaving driveways to enter onto the highway can be a gamble. This is a very sensible move - especially with the number of parents and delivery drivers. 30mph is a limit, not a target.</p> <p>Re: Traffic calming, the B4009 suffers greatly from drivers who move at such a rate, far in excess of the speed limit, so as to be dangerous. The T-Junction is difficult, especially for those turning right toward the M40. This too is a sensible move considering the increase in traffic in light of both COVID and the developments built in Chinnor.</p>
(14) Local Resident, (Aston Rowant , Aston	20mph speed limit - Support

Rowant)	<p>Traffic calming - Support</p> <p>Traffic driving to Chinnor on B4009 does not take any notice of the 30mph sign. School traffic through the village is travelling too fast.</p>
(15) Local Resident, (Aston Rowant, Chinnor Road)	<p>20mph speed limit - Support Traffic calming - Support</p> <p>I live near the traffic calming site and would be happy if the traffic went slower</p>
(16) Local Resident, (Aston Rowant, The Green)	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Traffic moves too quickly.</p>
(17) Local Resident, (Kingston Blount, High Street)	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Since all the new housing has been built in Chinnor the traffic through our parish and out to the M40 has become unbearable - it seems to be acceptable to treat the villages like a racetrack in everyone's haste to get where they are going, with no consideration whatsoever to those who live there. Various measures have been tried in the past, but the way to slow traffic appears to be putting something physical in their way.</p>
(18) Local Resident, (Kingston Blount, High Street)	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Something needs to be done about the boy-racers and the sheer volumes of traffic speeding through our villages now all the housing has been built in Chinnor and beyond. We are less than 1 mile from M40 J6, yet traffic seems to think it is already/still on it</p>

<p>(19) Local Resident, (Kingston Blount, Stert Road)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>This will slow down traffic approaching the entrance to Aston Rowant from Kingston Blount and reduces the risk of an accident.</p>
<p>(20) Local Resident, (Kingston Blount, B4009)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>The B4009 is a busy and dangerous road and traffic does not slow down when passing through Aston Rowant and traffic calming measures are now necessary. As similar scheme in Kingston Blount is working well and this should be repeated in Aston Rowant.</p>
<p>(21) Local Resident, (Kingston Blount, Pleck Lane)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Too many vehicles speed along the 4009, there will be a fatality if nothing is done.</p>
<p>(22) Local Resident, (Kingston Blount, High Street)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>The road through Aston Rowant village is narrow and is well used by horse riders, cyclists and pedestrians (as there is no footpath). Reducing the speed limit will improve safety.</p> <p>Traffic entering the village along the B4009 from Kingston Blount rarely slows to 30mph at the start of the restriction. Installing a chicane will ensure that most traffic will be slowed to the speed limit entering the village and make the turn into Aston Rowant village safer. This has very much proved to be the case in Kingston Blount.</p>
<p>(23) Local Resident, (Chinnor, Hailey Croft)</p>	<p>20mph speed limit - Support Traffic calming - Support</p>

	<p>The B4009 links the M40 with Chinnor and on other larger places Thame, Princes Risborough, Aylesbury and numerous villages in-between. Many drivers are in motorway "driving mode" or are cutting through to reach the motorway and are in a hurry to get on with their journey. The narrow twists and turns of the B4009 through the villages can make this road quite scary to drive when there is aggressive driving happening. A 20 mile an hour limit would help to put drivers in a different mindset or avoid the route altogether.</p>
<p>(24) Local Resident, (Carterton , Milestone road)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Because I know we need more of this to slow traffic, reduce pollution of exhaust and noise and potential accidents. This applies to my road which services the lower RAF base gate. Milestone road is a bypass for many to avoid the town.</p>
<p>(25) Local Resident, (Aston Rowant)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>I write to express my support for the proposed traffic calming measures. I feel that a 20mph speed limit in the village is entirely appropriate to the number of horse riders and dog walkers that there are here.</p> <p>Traffic calming measures on Chinnor Road would also greatly improve the experience of walking along the rather narrow pavement beside what is now quite a busy road.</p>
<p>(26) Local Resident, (Aston Rowant, Aston Park)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>Would greatly welcome this proposal. The B4009 can often be like a racetrack, especially when coming from the M40, even though there is a 30 mile limit, which is often ignored, before the turning into Aston Rowant village itself the road slopes down, which seems to encourage vehicles to go even faster, making the turning out of the village, especially when turning right (together with a lime tree blocking vision) dangerous.</p> <p>Horse riders also cross this road regularly, as do many walkers, again making them very vulnerable to fast vehicles.</p>

	<p>If your plans for a 20mph limit include the road round past the church, we would also welcome this, as at certain times of day (to and from school) it is very busy especially and again dangerous for walkers, cyclists, anyone pushing a pram and horse riders. I have a mobility scooter and have to go through the church yard to avoid that part of the road.</p>
<p>(27) Local Resident, (Aston Rowant, The Green)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>I am e- mailing you to ask that you record my unreserved support for these measures.</p>
<p>(28) Local Resident, (Aston Rowant, Plowden Park)</p>	<p>20mph speed limit - Support Traffic calming - Support</p> <p>These plans have our full support</p>
<p>(29) Local Resident, (Aston Rowant, Aston Rowant Road)</p>	<p>20mph speed limit – Concerns Traffic calming - Concerns</p> <p>Regarding the lime tree needing to be cut back, at certain times of the year it grows rapidly and massively reduces visibility when turning out of Aston Rowant Road onto the B4009. Our concern is the positioning of the new signs and ask they are positioned in line with the tree trunk on the grass verge, so the poles are not visible when turning out of Aston Rowant Road and are behind the tree, so as not to reduce visibility any further and cause more potential for accidents.</p> <p>My understanding is that there will need to be a 20mph sign on the bank of grass we are responsible for. Can we please ask if at all possible, it is positioned on the existing pole with signage.</p>

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Divisions affected: *Benson and Cholsey*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 14 OCTOBER 2021

BENSON – A4074 HENLEY ROAD: PROPOSED TOUCAN CROSSING

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposals for a Toucan Crossing (a signalised crossing for use by pedestrians & pedal-cyclists) on the A4074 Henley Road in Benson as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on a proposed Toucan Crossing (a signalised crossing for use by pedestrians & pedal-cyclists) on the A4074 Henley Road in Benson.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by developer contributions through the Community Infrastructure Levy (CIL). £140,000 has come from the County Council's CIL monies with a further £20,000 contributed by Benson Parish Council's CIL fund.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of pedestrians (including those accessing the bus stop) and cyclists and thereby support the use of sustainable and active travel modes.

Consultation

6. Formal consultation was carried out between 25 August and 24 September 2021. A notice was published in the Oxfordshire Herald Series newspaper and an email sent to statutory consultees, including Thames Valley Police, the

Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Benson Parish Council and local County Councillor. Additionally, letters were sent to approximately 80 properties in the immediate vicinity of the various proposals and public notices were placed on site in the area.

7. 67 responses were received during the formal consultation. 56 in support (84%), 1 objecting, 8 raising concerns (12%) and two non-objections. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

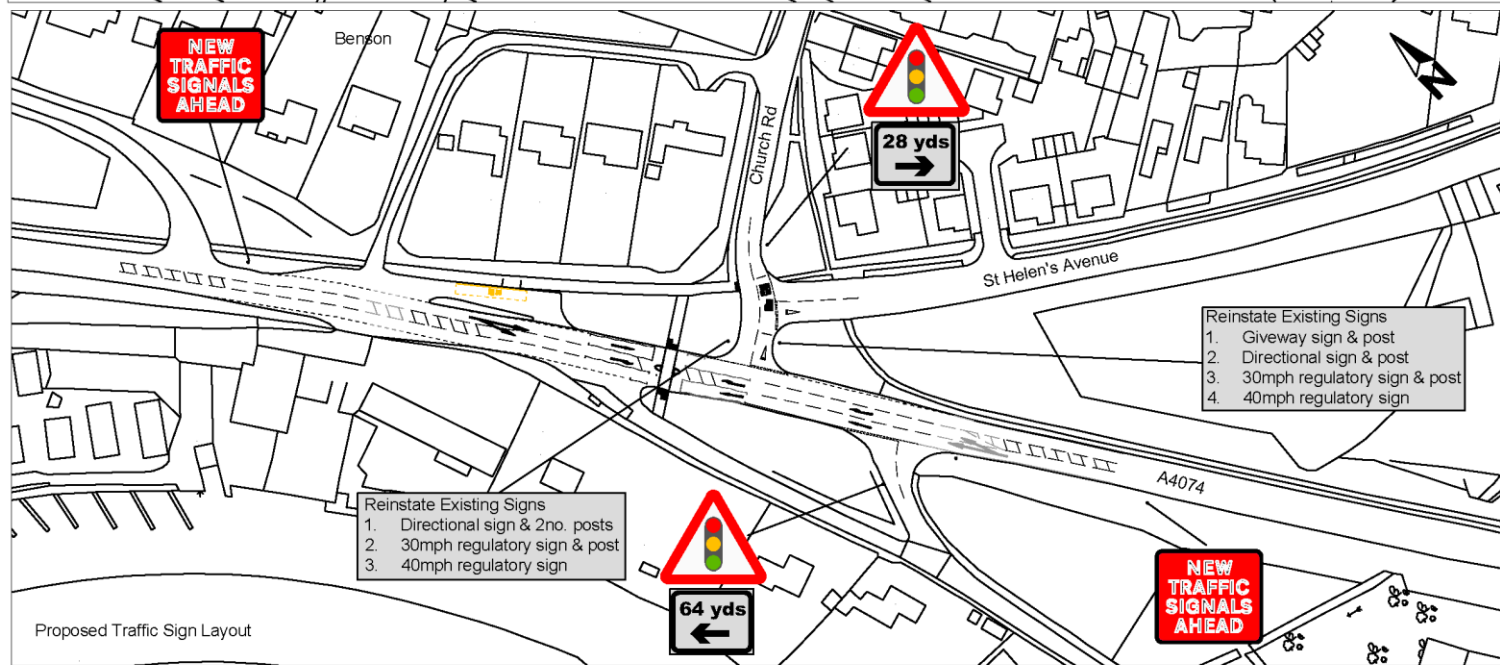
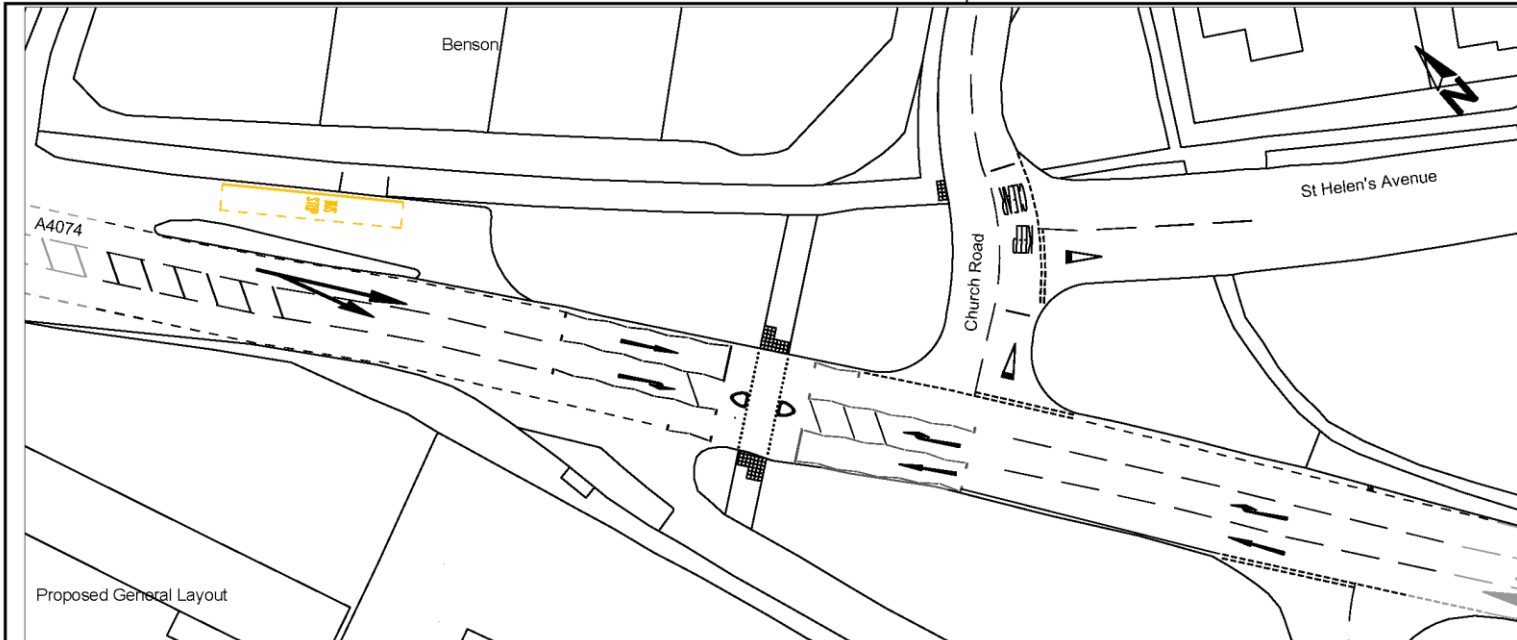
8. Thames Valley Police did not object as speed data supports the proposal.
9. Benson Parish Council are partners in the project and so support it, stressing that it is desperately needed for safety.
10. Oxford Bus Company did not object.
11. Of the 56 expressions of support from local residents, 50 cited safety and the level of traffic as a reason the crossing was needed. 30 mentioned increasing pedestrian demand prompted by the desire to access facilities such as buses, the riverfront café and Thames-based activities like the towpath and footpaths for leisure and access to Preston Crowmarsh and vice versa. One response highlighted the benefit in integrating the 2 communities. Six replies cited the importance of the proposal in protecting children and two cited its calming effect on traffic flow. Four submissions highlighted the need to better manage parking and how the proposal might help in this regard.
12. Of the 8 expressions of concern. 4 supported the proposal but 2 emphasised the need to address the parking situation, another the need for a guardrail to combat possible reduced pedestrian alertness and another was concerned about pollution and congestion from slowing vehicles. Parking concerns were also cited by 3 other respondents with one suggesting unused land in St Helens Avenue could be used as a car park to reduce parked traffic and thus remove the need for the proposals.
13. Three concerns were not directly related to the proposals. One thought funds should instead go to a safe cycle route to Wallingford, another to footways along the A4074 and another to also improving the exit from Churchfield Lane through the bus layby. One person suggested the proposals weren't required as they were unaware of any accidents.
14. One person suggested a far more comprehensive solution to crossing A4074 was needed instead but that a pedestrian island was required 200m further north which would also calm the traffic flow. Another person thought the crossing should be in this more northern location.
15. The sole objector was a regular user of the existing facility and saw no need to improve it as they never considered it busy. They were also concerned about the effect on traffic flow and would rather see money spent elsewhere.

BILL COTTON
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Geoff Barrell 07392 318869

October 2021



Drawing No.		Revision											
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK, DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION</p> <p>MAINTENANCE/CLEANING</p> <p>DECOMMISSIONING/DEMOLITION</p> <p>© Crown Copyright and Database rights 10023343 2017</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked/Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked/Approved					
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<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0945 310 1111</p>		<p>Project title</p> <p>Benson A4074 Proposed Toucan Crossing</p>											
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – The Police have no objection providing that speed data supports such a facility at this location, and design meets current standards.
(2) Oxford Bus Company	No objection – No issues with this proposal
(3) Benson Parish Council	Support – We are supporting this proposal. It is desperately needed for safety. The proposal has been agreed at full Council.
(4) Local Resident, (Benson, Church Close)	Object - I use the crossing several times every week and see no need to upgrade it. I have never known it to be very busy. The upgrade was expensive and I would rather see the money spent on other things, such as library support or social services. It will impede the flow of traffic on the A4074.
(5) Local Resident, (Benson, Churchfield Lane)	Concerns - The proposed crossing is directly at the rear of our property. As such we have no objection to the proposed crossing, however, the illegal parking which takes place around the bus stop and the 4074 and Churchfield Lane entrance will one day causes a serious accident. The fencing off of the green space has made a positive difference to the number of illegal parked cars, but now the bus stop and foot paths have become parking spots, a number of times we have problems exiting Churchfield Lane onto the 4074 as parked cars obstructing any view. Therefore, while carrying out work on the crossing, you need to take action to stop the illegal parking.
(6) Local Resident, (Benson, Churchfield Lane)	Concerns - The uncontrolled expansion of the waterfront cafe has caused severe parking issues especially in the bus stop. The fencing recently erected around the grass area has made the situation much better but it is still dangerous to exit Churchfield Lane (unadopted gravel part) on to the main A4074. Siting a Toucan crossing as proposed will only encourage people to again park inconsiderately in the bus stop. Part of this proposal must include putting in parking restrictions in the bus stop and making it clear that this is a bus stop only. Also a "Keep Clear sign should be painted

	<p>on the road at the exit of Churchfield Lane (as there is at the Church Road end). I notice that the Saxon Close exit to St Helens Avenue has had a line painted to stop people parking and obstruction the view. Churchfield land onto the main road is much more dangerous</p> <p>Also consideration should be given to making the unused land down St Helens avenue into an off-road car park. This would reduce the parked traffic in St Helens Avenue and enable people to walk on the path under the road thus making the need for a toucan crossing unnecessary.</p> <p>There is also a question of the added pollution from vehicles stop /starting at the crossing and in this day and age of reducing pollution this does not seem to be the correct approach.</p> <p>Having lived here for twenty-one years we have not known of any accidents occurring in all this time. However, the way people park in the bus stop has caused people to have to walk in the road and buses not to stop or are forced to park on the main road. More consideration should be given to this rather than a new crossing.</p>
(7) Local Resident, (Benson, Old London Road)	<p>Concerns - I am worried the at there is little thought to a safe cycle route from Benson to Wallingford - how does this fit into the cycle strategy and is possible to either adapt current coding to ensure cycle-safe crossing / cycle markings and before cars/ or provide an additional safe pedestrian cycle crossing at the Agrivert/Howberry Park end of the A4074 to permit school children (abs all cyclists) to cycle between our towns?</p>
(8) Local Resident, (Benson, Triggs Mead)	<p>Concerns - As much as I think it will be a good thing for when crossing, I also worry about the traffic it will cause in busy periods (summer etc) and how it could be detrimental to the environment with everyone's cars on standby. I do however think it will make crossing easier, although with the island it isn't too much of a burden either. I do think some kind of crossing further up towards the BP roundabout where you cross at the footpath and go in the alley next to Benson house as that can be very dangerous and is the main walkway to the river for most of the residents of that side which is also getting bigger with all the new developments going up in that area</p>
(9) Local Resident, (Benson, Churchfield Lane)	<p>Concerns - The exit from Churchfield Lane onto the A4074 through the Bus stop layby is already unsafe due to parking restricting view of fast moving traffic. This should be addressed simultaneously.</p>

(10) Local Resident, (Benson, Preston Crowmarsh)	<p>Concerns - Whilst I strongly support the Proposal to provide a Toucan Crossing, there are related Pedestrian Safety issues that must be recognised and resolved:</p> <p>1. Whilst the minor carriageway from its junction with the A4074 (by the northbound bus stop) into Preston Crowmarsh is generally seen and used as a Car Park, it is a Live Roadway carrying vehicles exiting the fast-moving A4074 (via the filter provided) and entering the hamlet. As the principal safe access from the North into Preston Crowmarsh's fifty homes, it carries substantial private car and commercial vehicle traffic.</p> <p>2. I am sure you will have observed that passengers having alighted from northbound buses almost always walk round the back of the bus, straight onto the live carriageway (1 above) and take a direct line across to the mid-road (A4074) traffic island ... quite oblivious of any traffic that might be entering the lane from the A4074. If and how that might change, with a Toucan Crossing in place, should be considered.</p> <p>The safety assurance provided by the Toucan arrangement will surely add to the risk (lack of alertness) to pedestrians crossing towards the river as they step onto the minor carriageway. Pedestrian Crossing marking – linking that point to the Bus Stop ought to alert and guide people but the practical issues of providing it are recognised. Provision of some barrier fencing to guide pedestrians may/or may not be helpful, too.</p> <p>It is to be observed, also, that pedestrians still walk from the Bus Stop to the Waterfront Café along the edge of the A4074 carriageway (with traffic approaching them from behind). Quite alarming to watch! A clear and easy-to-use pathway is much needed.</p>
(11) Local Resident, (Benson)	<p>Concerns - People have been complaining about the parking for a number of years as the cafe has expanded without an associated increase in on-site parking. We have been told a number of times that when the Toucan Crossing is installed parking in the bus stop will also be addressed. There is no evidence of this is the proposal.</p> <p>Access out of Churchfield Lane (Unadopted section) is dangerous. More dangerous than the exit from Saxon Close on to St Helens Avenue yet that has had lines painted to try and stop people parking. It was agreed at a Parish Council meeting that a Keep Clear sign would be painted (There is already one in church road).</p> <p>Please can you confirm (or otherwise) what is being proposed for the bus stop.</p> <p>The fence around the grass area has made a big improvement although someone has crashed into part of the fence adjoining Church road. When is this going to be repaired?</p>

(12) Local Resident, (Benson)	<p>Concerns - In the 1940s, my childhood, and for the following two decades, the Thames was easily accessible and the main facility for villager's leisure - fishing, swimming and boating. On my retirement 29 years ago I was appalled to find the A4074 had become so busy that villagers were only able to get to the river with great difficulty. I therefore instigated a campaign to get some form of crossing in place. Mums with pushchairs with the press available eventually got the then County Councillor's support and the present crossing was built. It is not relevant to tick either the "for" or "against" box. I simply feel that, now that Benson is virtually expanding into a town, a much better solution is needed.</p> <p>When the Benson bye pass was built in 1934 it cut straight across a public footpath lying just north of the new Benson Care home, which led down to the river. Presumably there is some responsibility on the Highways Authority to ensure the footpath can still be used, safely crossing the main road at that point. As the main house building is going on north and west of Littleworth an increasing number of new residents might presume to have safe access to the river and should be able to use that footpath. Numbers will increase steadily in the coming years.</p> <p>Conversely, whilst having no statistical evidence, it is clear from the number of parked cars, that many users of the Waterfront Restaurant arrive via the main road. Pedestrians using the children's paddling pool are no greater than they ever have been.</p> <p>In summary, whilst I can see no point in going to the cost of upgrading the present crossing, there is every need to place an island to ensure a safe crossing 200 yards further north for the public footpath. This would also safely slow the traffic along the present fast stretch in front of the Care Home.</p>
(13) Local Resident, (Benson)	<p>Support - I welcome the proposed toucan crossing, the road is extremely fast and very dangerous to cross, also many children cross alone, for access to Rivermead.</p> <p>My problem is with the car parking, which has been made worse by the introduction of low-level fencing close to the bus stops. My property is situated next to the Rivermead recreation grounds and at times cannot access my drive, due to inconsiderate public parking.</p>

	<p>This parking on the one way only stretch of Preston Crowmarsh is also very dangerous as it is often double parked, if there was ever a serious incident or a fire I doubt whether the emergency departments could get prompt access. The other issue is that when cars park in the one way stretch of road they either have to reverse out of a very narrow road or indeed reverse into my drive to turn around. The issue here is that on several occasions the gates and entrance posts have been damaged.</p> <p>I accept that the riverside cafe and bus stops are very popular, although it appears nothing is planned for car parking. If the crossing is constructed, then surely it makes sense to restrict the parking on the Preston Crowmarsh one way section / junction and encourage parking in a safer place.</p>
(14) Local Resident, (Benson, St Helen's Avenue)	Support - As Benson resident I support the need for this crossing which is a very well used crossing point. There have been a number of near misses and the reflective bollards on the centre refuge area have been replaced several times.
(15) Local Resident, (Benson, St Helens Avenue)	Support - The crossing is extremely dangerous with the speeds the cars travel down the A4074. School buses use these bus stops and there is no safe place for the students to cross the road. Trying to pull out on to the A4074 from Church Road is also dangerous so a crossing may help this also.
(16) Local Resident, (Benson, Saxon Court)	Support - It is extremely dangerous trying to cross the road here and also very difficult turning right out of church lane onto the A4074 towards Oxford due to the volume and speed of traffic on this road
(17) Local Resident, (Benson, St Helens Avenue)	Support - Having lived in the village all of my life, the crossing of the main road has always been an issue, Introduction of a crossing would be much safer. A roundabout at the junction would also make a massive difference in access, both in and out of the village.
(18) Local Resident, (Benson, Elm Bridge Mead)	<p>Support - Fully support the proposal, and the reasons outlined within the proposal.</p> <p>Most notably, it is a very busy/active crossing, and particularly for families with young children, there is a heightened safety concern not having a safe means of crossing the A4074.</p> <p>There is typically a lot of traffic, and movement at this location, with vehicles entering/exiting the Church Roach</p>

CMDHM10

	Junction, vehicles entering/exiting the Waterfront Cafe, along with the volume of traffic passing along the A4074. This makes it very challenging to safely cross this road.
(19) Local Resident, (Benson, Passey Crescent)	Support - Long overdue. Will be safer for people crossing especially during busy periods. Thank you
(20) Local Resident, (Benson, Port Hill Road)	Support - The a4074 is a very busy road and I think a safe crossing will benefit the village
(21) Local Resident, (Benson, Littleworth)	Support - I feel the crossing is essential for safety. I am an able-bodied adult and I find the road challenging to cross. For anyone elderly, disabled, with children or a teenager I feel it is currently an accident waiting to happen. I also feel that not having a crossing is a barrier for some people to getting to the cafe as well as the bus stop on the other side.
(22) Local Resident, (Benson, Preston Crowmarsh)	Support - Use it every day to get to school and son will need to use crossing on own to catch school bus. Totally unsafe at the moment, a crossing is desperately needed
(23) Local Resident, (Benson, The Cedars)	Support - I see lots of people 'rushing' to cross this road. 40 MPH is pretty fast to need to have to stop in an emergency. We cross this road weekly and have occasionally had a glass of wine at the Waterfront. A crossing will add extra caution when crossing. A wait before crossing is what we already do BUT not everyone sees danger.
(24) Local Resident, (Benson, Potash Mead)	Support - A safer crossing is needed here and a few very dedicated Benson residents have worked very hard to raise this awareness and get this put into action. My only concern is that this won't improve the ease or safety of vehicles turning right out of Church Road onto the A4704.
(25) Local Resident, (Benson, Oxford Road)	Support - This is very important for road safety and to stop illegal parking around this junction - thank you for actioning.

(26) Local Resident, (Benson, Bell Weather Furlong)	Support - This is a busy pedestrian route across a busy road! It needs a proper crossing to avoid an accident. The Waterfront and Thames path are a huge draw to families and all ages and abilities should be able to get there safely!
(27) Local Resident, (Benson , Old London Road)	Support - This road is very busy now and I have teenage children crossing it numerous times a day for the bus to and from school/college
(28) Local Resident, (Benson, St Helens Way)	Support - it is well overdue to make crossing the road safer and for calming the traffic down
(29) Local Resident, (Benson, Old London Road)	Support - So many people are crossing and the road area is confusing and cars travel quickly. Only a matter of time before someone is seriously hurt due to increase in pedestrians wanting to cross the road.
(30) Local Resident, (Shillingford, The Avenue)	Support - This has needed a crossing for years. It's a very busy section of road, that is only getting busy. I cross regularly with my toddler and baby and the middle of the current crossing is not large enough for my pram with great big lorries hurtling past.
(31) Local Resident, (Benson, Castle Square)	Support - As a regular user of the road as a crossing to allow access to the bus stop, river walks and the cafe, I'm concerned that the dart across the traffic will ultimately lead to a dreadful accident also it's difficult to hold my dog in the centre reservation area with traffic at the rear and front
(32) Local Resident, (Benson, Brook Street)	Support - Important to fill a need for safe crossing of this busy road
(33) Local Resident, (Benson, St Helen's Avenue)	Support - It's a busy crossing point and the 4074 is very busy. Even with a speed camera on one side vehicles are still travelling at a high speed. This is a long overdue need for the village.
(34) Local Resident, (Benson, The Cedars)	Support - This is a very busy road to have to cross from the village to get to the river.

(35) Local Resident, (Benson, Watlington)	Support - It has always been difficult to cross this road and with the huge expansion of the village this crossing is now in constant use. The current crossing is inadequate as the central island is too small for a lot of buggies and you feel very vulnerable when traffic is speeding past you on both sides. I am aware of people who have been clipped by the traffic passing them.
(36) Local Resident, (Benson, Monarchs Court)	Support - It's dangerous to cross the road there at the moment. I use the crossing to cycle my toddler to nursery, and even though I get off my bike to walk across the Road, it doesn't feel safe. A toucan crossing sounds just like what we need! Thank you!
(37) Local Resident, (Benson, Millar Close)	Support - Safety of pedestrians, before someone is killed.
(38) Local Resident, (Benson, Millar Close)	Support - At present, crossing the A4074 represents a significant risk to the pedestrian and support the application for a crossing. I have concerns about how close the proposed crossing is to the junction with St Helen's. I don't think adding a no right turn would help as this would divert traffic past the school. Perhaps moving it further up the A4074 is an option? Additionally, I think that the speed limit needs to be reduced to 30mph through Benson and traffic calming measures introduced. I would also like to see a pavement on the side of the Waterfront cafe for added safety. Overall, it's long overdue that there is a consultation about a crossing on this road, it's fortunate there hasn't been a fatality.
(39) Local Resident, (Benson, Sunnyside)	Support - The a4074 is getting busier, also you get a lot of foot traffic across the road to get to the riverside facilities. With the amount of new housing on the horizon I wholeheartedly support this proposal.
(40) Local Resident, (Benson, St Helens Avenue)	Support - As a resident of Benson and long -erm supporter of a safe crossing for people to cross the incredibly busy A4074 to gain access to the river path to Wallingford/Shillingford and to get my 5m long kayak across this road safely, I am excited at the prospect to have a safe means of achieving this aspiration. And the sooner, the better in my opinion. For me to get my kayak over safely It will need to be a side-to-side crossing as it will block over half of the 2 carriageways if I get caught in the middle.

(41) Local Resident, (Benson, Old London Road)	<p>Support - The A4074 has become a lot busier, probably due to all the housing developments in the South Oxfordshire area, meaning it is increasingly difficult to cross the road safely. The road divides Benson from Preston Crowmarsh, the popular Waterfront Cafe and the X38/39 bus stop to Oxford.</p> <p>The number of people crossing the road to get to the bus stop and Waterfront Cafe has increased considerably and they need a safe crossing point.</p>
(42) Local Resident, (Preston Crowmarsh, A4074)	<p>Support - The A4074 takes very heavy traffic at peak times, whilst there is an increasing number of pedestrians seeking to cross the road to access the leisure facilities by the river. Cyclists are also on the increase, and a safe crossing point for them is needed. Residents of Preston Crowmarsh are becoming cut off from essential Benson facilities by the road traffic.</p> <p>The pedestrian survey I helped to organise as part of the NP showed the need very clearly, and the proposed crossing was very popular in the plan.</p> <p>The Infrastructure Team of the NP put a great deal of work into this proposal, and the finance was agreed using CIL, so it now needs to be done.</p>
(43) Local Resident, (Benson, Brook Street)	<p>Support - Both footfall and motorised traffic is increasing at the Junction A4074 and Church Road due to the large developments built and proposed in Benson. The junction also provides the main bus transport with stops to Henley, Wallingford, Reading and Oxford so a safe crossing is needed.</p>
(44) Local Resident, (Benson, Brook Street)	<p>Support - Unlike the other crossings on this road the footfall is high this was proven with a survey done by residents about three years ago for the following reasons :</p> <ol style="list-style-type: none"> 1] Bus stop on both sides for X38 X39 and X40 [as well as Saturday pick up for Reading Football Club supporters] 2] Very busy water front Caffé 3] People diverting into Benson when walking the Thames Path Long Distance Route 4] General dog walkers making their way to the weir. 5] Children's recreation area including paddling pool <p>Also I think there is a case for major changes to the lay out of this road junction and I believe plans have been discussed also a speed reduction from 40 to 30 MPH</p>

(45) Resident, (Oxford, Minster Road)	Support - I catch the bus to Benson to walk the Thames Path or to walk to Ewelme and it is very often difficult or dangerous to cross the road.
(46) Local Resident, (Benson, Brook Street)	Support - It is a very busy road which I have to cross on a regular basis
(47) Resident, (Oxford, Southmoor Road)	Support - Difficulty crossing the road during high traffic periods without a controlled crossing
(48) Local Resident, (Benson, Church Road)	Support - The crossing is needed on this increasingly busy main road. People, including wheelchair users, people with young children etc elderly people have to cross the roads to get to bus stops on the other side of the main road and also to access the river bank and the riverside cafe.
(49) Resident, (Oxford, Minster Road)	Support - I frequently catch the bus to Benson and have trouble crossing the road
(50) Local Resident, (Benson, Old Barn Close)	Support - To give pedestrians a chance for a safe crossing of a major road.
(51) Local Resident, (Benson, Westfield Road)	Support - I cross this road several times a week and find it getting more difficult with the increase in traffic especially during school term time.
(52) Local Resident, (Benson, Church Road)	Support - I live close to the proposed site of the crossing and the current arrangements (a traffic island) are insufficient for the level and speed of traffic and the numbers of pedestrians.
(53) Local Resident, (Benson, Westfield Road)	Support - Traffic too much for pedestrian safety. Lot of crossing at this point to access River Thames areas and local cafe. Improved safety needed. Would reduce speed of traffic especially large volume of motorcycles at weekends connected with their bike cafe at Berinsfield roundabout.

(54) Local Resident, (Benson, Preston Crowmarsh)	Support - This is a dangerous place to get across the road and the amount of people needing to get across is increasing.
(55) Local Resident, (Benson, Millar Close)	Support - I strongly believe that this closing is very important. A huge number of pedestrians cross the A4074 at this point, many to walk down by the river and many to get to the Waterfront restaurant/cafe. The current crossing facilities are not really safe for families coping with push chairs/buggies, or those with lively/poorly controlled dogs.
(56) Local Resident, (Benson, Oxford Road)	Support - The road is a very busy road and you need to cross it to get to walk to Wallingford, to go to the Waterfront cafe/boat hire complex or to reach the Thames Path
(57) Local Resident, (Benson, Castle Close)	Support - So many people including children are crossing to get to the cafe, buses and the paddling pool park that a safer option to cross the road must be found, before a tragedy occurs.
(58) Local Resident, (Wallingford, Blackstone Road)	Support - This road is very busy being the main A road route between Reading and Oxford. The volume of traffic makes it hazardous crossing the road. At this point there is also a very popular riverside cafe to which people come from far and wide. The cafe's limited parking facilities mean patrons' cars are left at inappropriate places along this road and at other parts of the junction, adding to the dangers of crossing the road on foot.
(59) Local Resident, (Preston Crowmarsh, Preston Crowmarsh)	Support - Because crossing the A4074 at Benson is becoming increasingly hazardous
(60) Local Resident, (Benson, Castle Square)	Support - The A 4074 is a main road between Oxford and Henley/Reading, and as such produces a large amount of traffic, day and night. Benson residents and visitors alike need to cross the road in safety, in order to reach the river and its facilities, as well as Preston Crowmarsh. The bus-stop for Oxford-bound buses is also on the opposite side of the road from Benson village. Despite the 30mph speed limit along that stretch of the road, the traffic is still fast and continuous. A Toucan crossing is an excellent idea, and it is surprising that it has not been put in place years ago.

(61) Local Resident, (Benson, A4074 Henley Road)	Support - I live very close to the road and cross it frequently. The traffic using the road, especially motorcycles, have little regard to the speed restrictions of 30mph and a controlled crossing will make it so much safer for local residents and visitors to the Waterfront Cafe. Not forgetting the recent opening of the retirement home immediately adjacent to the A4074
(62) Local Resident, (Benson, A4074)	Support - It is a very bad junction turning in and out of Benson and access to the Riverfront for pedestrians.
(63) Local Resident, (Benson, St Helen's Avenue)	Support - A sensible improvement to the existing crossing
(64) Local Resident, (Benson, Preston Crowmarsh)	Support - To slow down traffic in particular motorcycles and safer for pedestrians crossing the busy road.
(65) Local Resident, (Benson, Preston Crowmarsh)	Support - I am in total support for the proposal for the reasons in your letter. I have lived in the village for many years now and have noted the ever-increasing numbers of pedestrians trying to cross this really busy main road. The Crossing must surely improve safety for pedestrians and help to reduce the informal parking which often obstructs the Thames Travel bus service.
(66) Local Resident, (Benson)	Support - I am in full agreement with the proposal.
(67) Local Resident, (Benson, Benson Waterfront)	Support - the sooner the better. And if your department carries out a survey on the results, following the installation do send a copy to the Chief Constable of Thames Valley Police. The road either side of that intersection, is a regular "rat-run" for local motor cyclists. A speed restriction would be no bad thing, but it would need to be enforced.

Divisions affected: *Chalgrove and Watlington*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
14 OCTOBER 2021**

**WATLINGTON – B480 CUXHAM ROAD: PROPOSED BUS STOP
CLEARWAYS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed bus stop clearways on the B480 Cuxham Road as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce bus stop clearways on the B480 Cuxham Road as shown at Annex 1.

Financial Implications

3. Funding for the proposals has been provided by the developers of adjacent land.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the use of public transport.

Consultation

6. Formal consultation was carried out between 12 August and 3 September 2021. An email was sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, South Oxfordshire District Council, Watlington Parish Town Council and local County Councillor.
7. Two responses were received during the formal consultation. These are set out at Annexes 2 and 3.

8. Thames Valley Police did not object.
9. Watlington Parish Council objected to the proposal on the grounds that it does not take into account any rerouting of bus services to better serve the Red Kite development and the developments on sites Wat B and Wat C and also that it would risk damage to the local environment, in particular to the chalk stream that lies within 4.5 metres of the shelter.
10. Watlington Environment Group's Watercourses Project objected to the proposed bus shelters on the grounds that the stream running alongside the road on its south-west side (the Cuxham-bound side) is a chalk stream, a particularly sensitive and special habitat due to its high-water quality that was able to support specialist species. The erection of a bus shelter and associated removal of two trees and other vegetation on the side of the road, would remove the protective vegetated buffer and thus expose it to significantly more disturbance and, in particular, littering. They believed this damage would be significant and not justified by any conceivable benefit from the shelter and, therefore, were of the view that the project should not be proceeded with in its current form.
11. Noting the above, while acknowledging the possible future rerouting of bus services in the village, it is recommended that the bus stop clearways are approved so as to ensure the planned bus stops are available for use by the bus service given that this would also be a low-cost measure to remove should the bus route change.
12. The provision of bus stop shelters is outside the scope of the consultation on the bus stop clearways and discussions will be held with the relevant parties (including officers, the developer and Watlington Parish Council and the Watlington Environment Group) to determine a way forward on this matter.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1 Consultation Plans

Annex 2 and Annex 3: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Jet Dehal 07767 648708

October 2021

rpsgroup.com

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Watlington Parish Council	<p>Object - It is an important issue to Watlington, as I think you will recognise, and I hope that it is possible to put this aside until the plans for the proposed Edge Road has been approved and the bus companies have had a chance to consider alternative routes using the Edge Road. At this stage it is our concern that money spent on this will have a short life with bus traffic being removed from Cuxham Road once the Edge Road is available.</p> <p><i>[See Annex 3 for detailed comments]</i></p>
(2) Local group/organisation, (Watlington Environment Group's Watercourses Project)	<p>Object - The stream running alongside the road on its south-west side (the Cuxham-bound side) is a chalk stream, a particularly sensitive and special habitat due to its high-water quality that is able to support specialist species. The erection of a bus shelter, and associated removal of two trees and other vegetation on the of the road, will remove the protective vegetated buffer, and thus expose it to significantly more disturbance and, in particular, littering. We believe this damage will be significant, and not justified by any conceivable benefit from the shelter*. Accordingly, we believe the project should not be proceeded with in its current form.</p>



Watlington Parish Council

Parish Clerk: Kristina Tynan
 Watlington Parish Council
 1 Old School Place
 Watlington
 OXON OX49 5QH

Tel: 01491 613867 Email: WPC@watlington-oxon-pc.gov.uk

CONSULTATION – B480 Cuxham Road (Watlington) Proposed Bus Stop Clearways

Watlington Parish Council has raised objections to this proposed new bus shelter since April 2020 with no apparent response from Bloor Homes, SODC or OCC.

WPC fully accepts that Condition 20 to the SODC planning approval for the Red Kite View development cannot be removed as it forms part of the pre-commencement conditions and that it is for the LPA (SODC) to rule on its implementation. However, OCC, as the Highways Authority, is the sole statutory consultee for this application and as such should have a view on its delivery that takes into account the views of the local community.

The Parish Council's objections to this proposal are two-fold:

- It does not take into account any rerouting of bus services to better serve the Red Kite development and the developments on sites Wat B and Wat C. These sites were included in the Watlington Neighbourhood Development Plan which was adopted in 2019 with a large majority (86%) of residents voting for its adoption.
- It will risk damage to the local environment and in particular to the chalk stream that lies within 4.5 metres of the shelter.

On the positive side, we welcome the provision of a pedestrian crossing for Cuxham Road to provide access to the industrial estate and to the new homes on the Red Kite View site. We do however query the need for two pedestrian crossings less than 50 metres apart especially as people walking along Cuxham Road towards the town centre are forced to cross the road twice more at places without marked crossings because of incomplete footpaths on both sides of the road.

Similarly, we welcome a crossing for Pyrton Lane. The acute angle of the turn and the poor visibility for both motorists and pedestrians makes this crossing very dangerous particularly as it is used by children crossing on their way to and from school. This pedestrian traffic will increase significantly once the Red Kite View development is completed. OCC needs to ensure that there is consistency between this plan and the proposals currently being developed by OCC for a crossing of Pyrton Lane slightly further away from the junction. This crossing is part of plans for improvement of pedestrian safety on Pyrton Lane which includes a new pedestrian crossing about 15m from Cuxham Road which would go to a new area of pavement built as an extension of the verge between Pyrton Lane and lane that leads to St Leonards church. Both crossings are clearly not needed and the one offset from the junction offers greater safety as it follows the route naturally taken by people walking from the church towards Cuxham Road.

Rerouting of bus services

WPC has proposed on several occasions that the bus route would better serve the residents of the Red Kite view development and the proposed developments of sites Wat B and Wat C if bus stops were provided along the Edge Road. A single stop on Cuxham Road will leave some residents of the new developments having long walks. Department of Transport guidance (Inclusive Mobility, 2005) recommends a maximum walk to the nearest bus stop as being 400m (about a quarter of a mile) with use of public transport falling sharply if the distance is more than 200m, especially for disabled or elderly people. The furthestmost homes on the Red Kite View site will be more than a 400m walk from the bus stop, and certainly well over the 200m mark. A single stop about midway along the Edge Road through Red Kite View would provide a better service to residents.

WPC understands that the proposed positioning of the new bus stops on Cuxham Road is not something Bloor Homes is wedded to and we are surprised that they have submitted this application, rather than proposing to provide a stop on the Edge Road when it is eventually completed. If the proposal to reroute bus services around the Edge Road is adopted, a bus shelter on Cuxham road would be redundant, while one on Edge Road could serve not only the residents of Red Kite View, but would also be within acceptable walking distance of residents of Marlbrook. If the sites B and C developments provided a similar single bus stop, this would be even more suitable for Marlbrook.

We realise that this will require support from the bus operators, Thames Travel. The current drive for sustainable transport would justify an increase in bus provision from Watlington, and the increase in the total number of homes in Watlington by nearly 50% should provide further impetus for such a change.

This is an issue that needs to be addressed with some urgency now that work on the road through Red Kite View has commenced. The provision of a bus lay-by is not part of the plan for the site but could be if action were taken now. Pushing ahead with this proposal for a bus shelter on Cuxham Road risks spending money on infrastructure that will have a very short useful life and could be totally redundant once the Edge Road is complete.

The bus shelter on the north-east side of the road would appear to be largely redundant as that stop is currently used only to drop passengers. There is very little chance of people waiting here for bus that can only take them into the town centre. If provision were made in the Red Kite View for homes for the disabled or elderly there might be some justification for the shelter, but there is no such provision.

Environmental Harm

The concern here is partly loss of the attractive green screening that hides the industrial site, but of higher priority is the loss of protection for the chalk stream that runs through the area.

The proposed works involves land in close proximity to the Chalgrove Brook. This is a chalk stream and designated Main River supporting a population of wild trout with proven

potential to reach Watlington, and this stretch of stream has also been the subject of significant habitat enhancement work by local volunteers to improve suitability for trout and associated species. Since this is designated as a Main River, and the work is taking place within 8m of it, consultation with the Environment Agency is required. Such chalk streams are internationally rare and require protection.

Accordingly, it is essential that any work that takes place, including the proposed removal of trees, and (unspecified) clearance of other vegetation, is fully explained and justified, and done with the greatest of care, in a way that does not cause damage to the stream and its environs.

Additionally, any associated changes in the character and future management of the adjacent land must not lead to adverse impacts to the stream and its associated buffer, and that any risks are mitigated; these include run-off from any chemicals used, and greater littering. Any opportunities to deliver habitat measures that would be of benefit to the stream need to be taken.

Construction of a bus shelter on the north-bound side of Cuxham Road will involve the loss at the substation of two substantial birch trees on the new 2.5m pathway to the shelter, as well as a smaller laburnum tree closer to the roundabout. There are further trees behind these three so screening of the industrial building behind will not be entirely lost. Where the shelter is to be erected is mainly hawthorn, with at least two trees having to be removed to make sufficient space for the shelter behind the 2.5m pathway. This will place the rear of the shelter at about 2 to 3 m from the stream with no established trees between the shelter and the stream. However, there are trees on the far side of the stream so again the industrial building will be partially screened from the road. If the shelter is placed there some smaller trees or shrubs should be planted there, both to help with the screening the industrial building and more importantly to help make the stream less accessible.

To allow full assessment of the impact of construction of the shelter the site clearance and sections drawings (JKK10252-102 and JKK10252-106) need to be included in the information provided for this consultation.

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Divisions affected: *Witney South and Central*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 14 OCTOBER 2021

WITNEY – CORN STREET: PROPOSED SHARED USE CYCLE TRACK

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve a shared use footway/cycle track as advertised on the south side of Corn Street at and on the approach to its roundabout junction with Ducklington Lane.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a shared use footway/cycle track on the south side of Corn Street at and on the approach to its roundabout junction with Ducklington Lane as shown at Annex 1 and forming part of the Witney 'Active Travel' improvement scheme which was consulted on in January/February 2021.

Financial Implications

3. Funding for the proposals has been provided by the Oxfordshire Local Enterprise Partnership in support of the Department for Transport's 'Active Travel' programme.

Equality and Inclusion Implications

4. A copy of the Witney Active Travel scheme Equality and Climate Impact Assessment is available at Annex 3.
5. The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability, such as those with a sight impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, herein referred to as LTN 1/20.
6. In adherence to LTN 1/20 (paragraph 6.5.4) the proposals for the conversion of a footway to shared use is considered a last resort due to lack of other appropriate options. It is acknowledged that shared use facilities are generally not favoured by either pedestrians or cyclists and can create particular

difficulties for visually impaired people. Whilst actual conflict may be rare the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. This can make the path unattractive for both types of user.

7. In order to try to reduce the likelihood or perceived risk to conflict between those walking and cycling we will deliver shared use routes that meet the recommended minimum width of 3.0m (where route traffic is up to 300 pedestrians and 300 cyclists per hour). We acknowledge that wherever possible and where pedestrian flows are higher, greater widths should be used to reduce conflict.

Sustainability Implications

8. The proposals will help facilitate the safe movement of cyclists and pedestrians and positively contribute to the council's climate change and carbon reduction targets. Additionally, investment in active travel measures is known to deliver significant health, environmental and congestion benefits.

Consultation

9. Formal consultation was carried out between 19 August and 17 September 2021. An email was sent to statutory consultees including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, West Oxfordshire District Council and Witney Town Council and the local County Councillor. Additionally, letters were sent to 120 properties in the immediate vicinity of the proposal and notices placed on site.
10. Eleven responses were received during the formal consultation. 4 in support 3 objections, 2 raising concerns and 2 non-objections. The responses are set out at Annex 2 with and copies of the original responses available for inspection by County Councillors.
11. Thames Valley Police and West Oxfordshire District Council did not object.
12. Cycling UK while agreeing that the scheme will help make the existing cycle provision more joined up and coherent also noted concerns over points of detail which they consider can be addressed at low cost. These suggestions (see Annex 2 for details) are welcomed and will be investigated by the scheme designers.
13. Three objections were received from local residents citing concerns over safety of shared use footway/cycle tracks, particularly in respect of child pedestrians and also wheelchair users and the elderly and infirm and the need for the proposals. Some of the responses including suggestions for alternative measures. Noting these comments, experience of shared use cycle tracks in similar environments similar to these proposals has been that they operate with good levels of safety for all road users. However, the scheme designers will also take account of the specific requests for signing included in these responses.

14. One expression of concern was received from a blue badge holder querying parking provision on Corn Street where advisory cycle lanes have recently been introduced. Although not directly relevant to these proposals, as advisory markings only, parking is not affected, although it is hoped that other than those with mobility impairments etc. with no alternative, drivers will choose not to park in the cycle lanes.
15. Four members of the public – three of whom are residents of Witney – supported the proposals.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1 Consultation Plans

Annex 2: Consultation responses

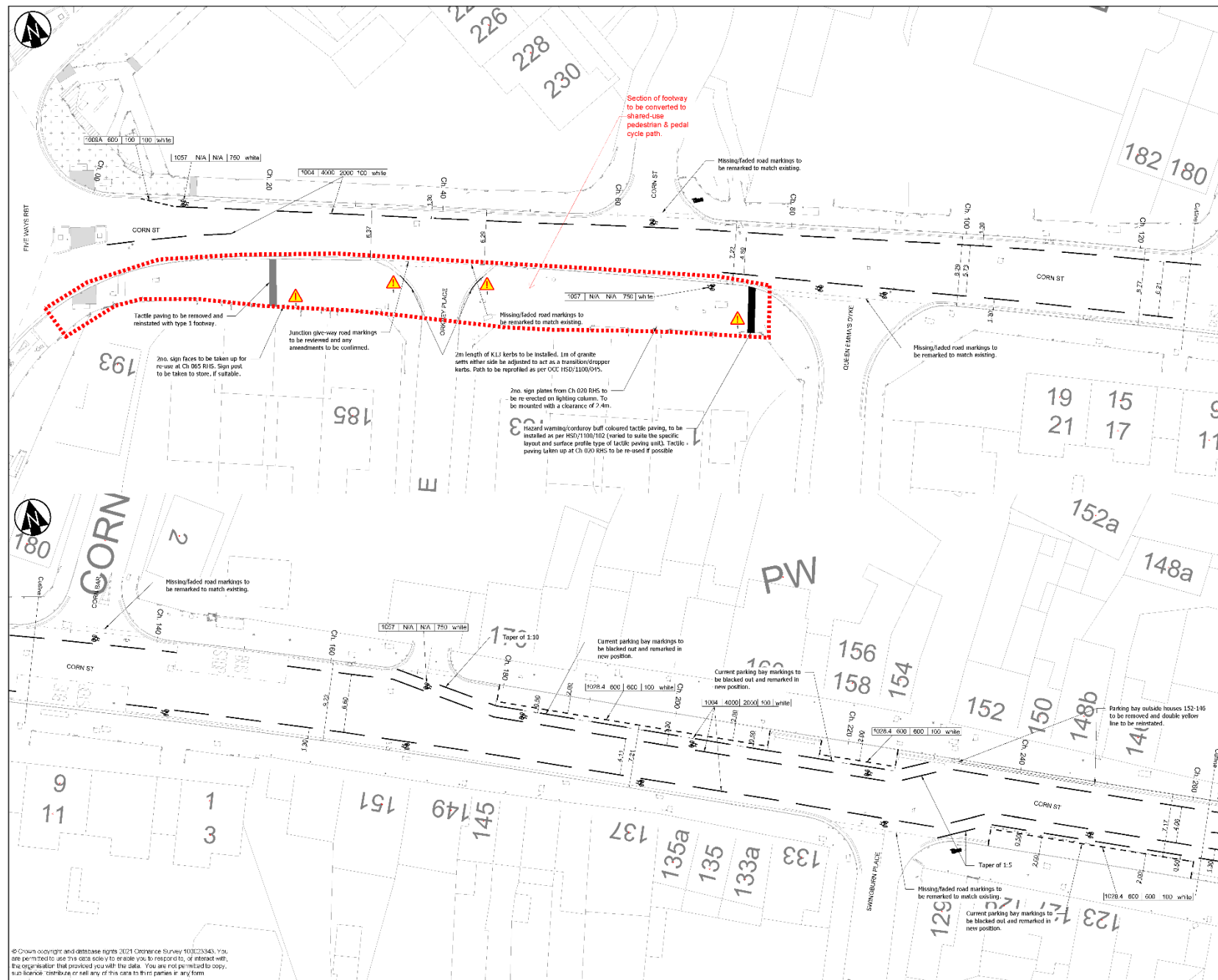
Annex 3: Equality and Climate Impact Assessment

Contact Officers:

Tim Shickle 07920 591545

Odele Parsons 07974 002860

October 2021



Key.


Existing road marking to remain, unless stated otherwise

New road marking

Road Marking Key.

DIAG NO	LENGTH(M)	GAP(MM)	WIDTH(MM)	COLOR
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- [illegible]

Residual Risk Assessment
Wherever possible, risk is designed out of this proposal during the design process. Where this is not possible the risk is indicated by this symbol 

SIGNIFICANT ODM HEALTH- & SAFETY RISKS

1. Underground utilities

300	20-07-21	First issue for GW9	RW	LAC	LMD
Rev	Desc	Frequency	Env	Cont	Spa
Provisions					

MILESTONE
INFRASTRUCTURE
A part of **Redgroup Services**
Working On Behalf Of
 **OXFORDSHIRE**
COUNTY COUNCIL

Project Status
Detailed

Project Name
695020 - Active Travel Tranche 2
Witney

File
ATT2 Witney - Pkg F
Section 3 - Corn Street
General Layout
Sheet 1 of 2

Sheet Size A1	Scale 1:500	Drawn by RW	Checked by LMD	Approved by LMD
		Issue Date 21-04-21	Checked Date 20-07-21	Approved Date 21-07-21

Drawing Number	Status	Rev
695020-SKA-HGN-WIT-DR-CH-0301	D	00

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) West Oxfordshire District Council	No objection
(3) Cycling UK Oxfordshire	<p>Concerns – This scheme will help make the existing cycle provision more joined up and coherent. BUT there are some details that need improving at minimal cost:</p> <ul style="list-style-type: none"> • 189 Corn St - Queen Emma's Dyke - footway is wide enough to be segregated use, so should not be shared use. Shared use is the least popular type of provision to users. • Side entry treatment for Orkney Place and Queen Emma's Dyke. The cycle/footway should have priority across these turnings (which are no through roads). Give way lines should be provided set back to allow this. As kerbs are being re-laid, the kerb radii should be tightened. <p>More detailed response.</p> <ul style="list-style-type: none"> • The footway width. This is 5 - 5.8m wide (west of Orkney Place) and 5.3 - 6m (Orkney Place - Queen Emma's Dyke, ~4.5m at roundabout sign/litterbin) so why shared use? The existing footway is wide enough to be segregated use from approx the location of the existing tactile slabs (outside no.189) to Queen Enna's Dyke. Just round the corner it is 3.4m segregated use (could be wider if the lamp stand/road sign were moved back), which is much narrower than your proposed shared use provision. I appreciate there needs to be a short section of shared use at the crossing. • Relaying lowered kerbs - good • Kerb radii. If you are relaying the kerbs, it would be a good opportunity to tighten the kerb radii to slow turning traffic (so benefitting walkers and cycle users). A proper side entry treatment as per LTN 1-20 would be much more preferable. • Orkney Place entry - the foot/cycle way should have priority over the ride road exit - so give way lines set back behind the foot/cycle way should be added

	<ul style="list-style-type: none"> • Queen Emma's Dyke entry - the foot/cycle way should have priority over the ride road exit - so give way lines set back behind the foot/cycle way should be added. • Where cycling provision ends. There needs to be some sign/lines/indication that cycling on the footway east of Queen Emma's Dyke is not permitted. Whilst the tactile slabs mark the end of the shared use foot/cycle way, most people's knowledge on the details of such markings is scant, and a lot of people will not connect the textured slabs with the requirement to not cycle on the footway after crossing Queen Emma's Dyke. • "End of cycle way" or "Cyclists re-join main carriageway" signs would be appropriate. "Cyclists dismount" signs should NOT be used. • On road cycle lane (east bound) outside 172/170 Corn St. The outward taper on the cycle lane markings needs to be more gradual, the outward taper starting closer to the bus stop. This will also have the benefit of moving cycle users. the cycle lane further way from the kerb. This will make cycle users more visible to any drivers turning into the private covered vehicle entrance at 172, so reducing the chance of a left hook.
(4) Local Resident, (Witney, Corn Street)	<p>Object – I live on Corn Street and have been very concerned for a considerable time re the dangers for pedestrians on the pavement outside my house--- because of all ready dangers caused by cyclist on the pavement.</p> <p>What happens to cycling in Corn Street after Emma's Dyke??? There is no sign telling cyclist "go no further "up Corn Street pavement, this was the longstanding problem at the end of Ducklington Lane track it just suddenly stopped so people just cycled around the corner-- all up Corn Street because there wasn't no a sign or barrier saying not too and became very dangerous especially at the conjunction where the crofts joined Corn Street because of the students from henry box school taking he "backway" down the crofts home very fast round the corner when there were toddlers on the pavement with parents parking their cars going to collect their children from the batts primary school in Corn Street hope this might help in solving an ongoing problem as seen by some local experiencing it regularly</p>
(5) Local Resident, (Witney, Corn Street)	<p>Object – Primarily, who would this benefit? People who live in Queen Emma's Dyke who want to cycle towards Ducklington? As anyone who cycles from Ducklington Lane toward the town centre has to cycle on the road after the proposed new cycle lane ends at Queen Emma's Dyke Entrance.</p> <p>These Properties have driveway access, which is fine currently when entering to and from the road. However, if you had cyclists, cycling at speed (I used to be able to cycle up to speeds of 30 mph) this could result in more potential accidents. Also, if a child walked out of these Corn street Properties into an oncoming cyclist I dread to think what the outcome could be!</p> <p>As I am typing this Email about 6 cyclists have cycled past my drive on the footpath. (various ages). Most people</p>

	<p>either disregard the Law or are not aware it is illegal to cycle on a footpath. Can You possibly tell me when a person was last prosecuted for breaking this law as I see it on a daily basis around Witney. If no prosecutions are to be made for breaking this law, Why spend valuable Monies on presumably re surfacing this piece of path to make no difference to what has been in place for years.</p> <p>If you are concerned about road safety, i would look closer at the Stagecoach Bus station directly opposite Queen Emma's Dyke entrance. Often there are buses parked in Corn Street directly opposite a junction. I have seen up to 3 in the past, one behind the other, making it extremely dangerous for road uses travelling in all directions. I have other concerns but feel pretty much, even this is a waste of my time!</p>
(6) Local Resident, (Witney, Corn Street)	<p>Object – During and since lockdown there has been a marked increase in cyclists illegally cycling on pavements. It seems to be all ages. Many of them are riding at speed without due respect for other people using the pavement. I am a wheelchair user and many a time I have nearly had riders cycle into my lap or cycling at speed very close to me. They come up behind silently and startle me at times causing me to swerve.</p> <p>The 'shared' pathway idea proposed at the bottom of Corn Street is neither safe or practical for the reasons described above. The other element that has not been considered is the permanent use of that particular stretch of pathway by parked cars and vans. This has been the case for as long as I have lived in Corn Street, (43years). Sometimes parked vehicles block access to the letterbox so I cannot use it from my wheelchair.</p> <p>To allow cyclists to use this part of the pathway is not going to work and I consider it to be very dangerous.</p> <p>My suggestion would be to narrow the pavement and widen the road so that a cycle lane could be created. Pedestrians do not mix with cyclists because cyclists do not respect pedestrians especially if they are older and walk slowly or with walking aids. I hope that this ill thought out scheme does not happen.</p>
(7) Local Resident, (Witney, Corn Street)	<p>Concerns – I live on Corn street Witney OX28 6AZ I am disabled and have a blue badge. I am unable to walk far, and park on the yellow line overnight and sometimes in the day for Three hours. now that cycle tracks have been marked where can I park?</p> <p>Which takes precedent in law the yellow line or the cycle track?</p>

(8) Local Resident, (Witney, Corn Street)	Support – I cycle to work and it would be safer
(9) Local Resident, (Witney, South Lawn)	Support – I was very surprised that when the roundabout work happened on the roundabout, the crossings over Ducklington Lane and Curbridge Road were ignored. Lots of parents use these crossings at school drop off and pick up, including families on bikes. Today I saw a girl fall off her bike crossing Ducklington Lane, partly due to how narrow in both directions the mid-road point is. It's dangerous. I wasn't sure if this proposal would affect this crossing, but the shared use path would still be helpful to the families who use the stretch frequently.
(10) Local Resident, (Witney, Orkney Place)	<p>Support – The path is very wide and people often cycle on the paths, so it will be good to have it as an official safe space for cyclists and pedestrians as clear marking will make this safer for everyone.</p> <p>We live in Orkney Place and often witness acts of dangerous driving on the 5 ways roundabout at the bottom of Corn Street and also on Corn Street itself. A few weeks back we nearly had a head on collision with a BMW losing control as they came off the roundabout to go up Tower Hill so fast they could barely control the car.</p> <p>We really need speed cameras or infrastructure to deter dangerous driving - it's common on Corn Street. I love that there are changes being made to encourage cyclists and I really hope this will continue as cycling in Witney isn't particularly safe. I have also heard suggestions in the past of making Corn St with only busses and emergency vehicles being allowed to use the road two ways at the top end - that would be brilliant!</p> <p>Also, it's great that the high street is still closed to traffic. It would be brilliant if it could stay like this - it's so much safer and cleaner going into town and there are so many opportunities to make the centre of Witney amazing should this continue. Cameras would be good too as lots of people flout the traffic rules which is unsafe.</p> <p>I really hope you will continue to improve Witney for cyclists and pedestrians - the climate issue is significant and investment like this is good future planning.</p>
(11) Local Resident, (Church Hanborough, Church Road)	Support – Anything that improves safety conditions for cyclists is welcomed



Cherwell District Council and Oxfordshire County Council

**Equality and Climate Impact Assessment
Witney Active Travel Corridor
September 2021**

****Please see the guidance note for support with completing this assessment****

Section 1: Summary details

Directorate and Service Area	Communities
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Witney Active Travel Corridor LEP funded scheme
Is this a new or existing function or policy?	New infrastructure to support cycling and walking in Witney

Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>In response to COVID-19 the Department for Transport (DfT) launched two funding streams for Active Travel. The project being assessed has arisen from the second tranche of DfT funding. This will support active travel interventions that will aid community recovery to COVID-19 by supporting businesses, social distancing and general healthy lifestyle choices.</p> <p>The proposal benefits people of all ages from children and their journeys to school, to commuters and businesses. People with disabilities will also benefit from a removal of barriers to active travel, affording them an equal space on the street. In addition, due to the promotion of active travel for short journeys as opposed to carbon intensive modes, the proposal contributes to Oxfordshire County Council's ambition of reducing carbon emissions.</p> <p>The proposal does not discriminate or unfairly disadvantage any individual or groups within the community, the aim of the route is to create a place that is accessible and beneficial for all.</p>
Completed By	Kim Sutherland, Assistant Transport Planner; Odele Parsons, Senior Transport Planner
Authorised By	Amrik Manku, Growth Manager
Date of Assessment	Original 12/2020; revised 15/02/2021; revised 30/09/2021.

Section 2: Detail of proposal:

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	<p>In response to COVID-19 the DfT launched two funding streams for Active Travel. This project is in response to the second tranche of this funding announced in July 2020. The aim of this funding is to support active travel interventions that will aid the reopening of the economy and social distancing; meaningfully reallocate road space for cyclists; and develop both cycling and walking as an attractive alternative mode of travel for short journeys, reducing potential overcrowding on public transport in the process. In addition, promoting active travel has many health benefits, including tackling obesity, which is said to increase a person's risk to the adverse effects of Covid-19.</p>
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	<p>The project involves infrastructure measures to create a cross town active travel route between Tower Hill and Madley Park in Witney. Several measures are proposed throughout the route: a co-ordinated network of direction cycling signing with travel times; a review of cycle parking facilities and improvement if necessary; monitoring before, during and after completion of improvements; and a review of traffic signs to redirect vehicles to more appropriate routes. A combination of widening paths to create shared use off-road facilities, on-road advisory cycle lanes, widening of traffic islands, reviewing crossing points, surfacing and lighting improvements and 20mph speed limits are used throughout the route also.</p> <p>Suggestions for possible interventions were provided through initial stakeholder engagement between May-June 2020. The location and type of interventions that were ultimately chosen were chosen due to their compliance with the DfT objectives, the available budget and timescales. In conjunction with this, consideration was given to where would have the greatest positive impact on the population, reflecting locations with a high population density and amenities including schools, retail and employment. The Propensity to Cycle Tool and Active Mode Appraisal Tool were also used in identifying the most valuable route. This was supported by analysis of hazard and traffic data.</p>

<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Consultation:</p> <ul style="list-style-type: none"> • A consultation workshop was held with stakeholders in December 2020, to gain their views on the proposals for the project. Their views were then considered by officers and engineers and the design alerted to reflect these where appropriate. • A public consultation took place in January 2021 on the preferred options, taking into consideration the intelligence from the workshop session. • A further public consultation took place between 19 August and 17 September 2021 for the Corn Street proposed shared use cycle track. <p>Data:</p> <ul style="list-style-type: none"> • Speed surveys were conducted between 8th-15th December to inform the location of the 20mph speed limits • MCC traffic flow data analysed for the three major junctions of the scheme route (Five Ways Roundabout, Corn Street/Market Square/ Langdale Gate and Witan Way) focusing on the proportion of HGVs to determine flows and where safety concerns may arise. <p>Research:</p> <p>Bike Life All cities publication, Inclusive City Cycling, Women: reducing the gender gap, Sustrans, June 2018 provides evidence that ‘most women would like to cycle ...most women don’t feel safe and are hesitant to start, or restart cycling’. This research shows that 74% of women would like to see more investment in cycling and that 79% of women favour more protected cycle routes – even if that means less space for other road users.</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Many suggestions were put forward during the initial engagement period and not all of these have been taken forward. The proposals that were selected best met the government objectives, timescale and budget as discussed above. The suggestions that were not included have not been disregarded but added to a long list of schemes that will be reviewed when additional funding sources are available in the future.</p> <p>The original proposals included in the funding bid for cycle lanes protected by wands on the Five Ways and Witan Way roundabouts will not be taken forward with this funding because appraisal of these measures has identified they would not meet safety requirements.</p>

Section 3: Impact Assessment

Please indicate for each of the Public Sector Equality Duty ‘protected characteristics’ whether there may be no impact, a positive or negative impact, or a mixture of both. If there is no impact, you do not need to complete the rest of that row.

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cycle conditions will be made safer for all, including for children, meaning that more will be able to travel by bike. The scheme emphasises safe connections to schools and is complimented by School Streets interventions that benefit children, teenagers and their families.			Scheme implementation by end of May 2021. Monitoring throughout 2021.
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The scheme will improve cycle infrastructure to provide routes for cycling for all bike users including those with specially adapted bikes. Mobility Scooter users will also be considered in the scheme design to ensure that are not adversely impacted.	The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability, such as those a sight impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, which states where route traffic is up to 300 pedestrians and 300 cyclists per hour the path width should be a minimum of 3.0m.		Scheme implementation by end of May 2021. Monitoring throughout 2021 including of accident statistics.
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is evidence that women don't feel safe and are hesitant to start or restart cycling the aim of the proposed cycle infrastructure is to provide safe attractive routes for everyone to use and to enable a greater take up of cycling irrespective of sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Additional impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Additional community impacts							
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Witney Central and South have been identified as areas where income deprivation and income deprivation affecting children are significantly worse than in Oxfordshire or England (Oxfordshire Insight 2020). In addition, all wards of Witney apart from Witney West include areas			

				that are within the 10% most deprived in West Oxfordshire (Oxfordshire Insight 2020). The route provides an enhanced, accessible and free connection between these areas and local amenities including employment, meaning that people in deprived areas are not isolated due to lack of accessibility and producing an environment that may be attractive to further investment from businesses, thereby helping to reduce deprivation.			
Wider impacts							
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route will increase the connectivity of the community by improving the accessibility of retail, leisure and employment facilities. The route will also enhance the quality of the built environment. Improved lighting along the route will help to discourage anti-social behaviour. A more pleasant street scene will be created for all users.			

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to:							

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Energy use in our buildings or highways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The increased attractiveness and convenience of active travel in Witney places it as a realistic alternative to the car potentially for some work journeys.			
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maintained schools	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The increased attractiveness and convenience of active travel in Witney places it as a realistic alternative to the car for journeys to school.			
We are also committed to enable Oxfordshire to become carbon neutral by 2050. How will your proposal affect our ability to:							

Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
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Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	01 April 2022
Person Responsible for Review	Odele Parsons, Senior Transport Planner
Authorised By	Amrik Manku, Growth Manager

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