



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 13 October 2022 at 10.00 am

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

If you wish to view proceedings, please click on the live stream link shown on the website. However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the fifth working day since the decisions are published unless called in by that date for review by the appropriate Scrutiny Committee. Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "Stephen T Chandler".

Stephen Chandler
Interim Chief Executive

October 2022

Committee Officer:

Committees - Democratic Services

E-Mail: committees.democraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 17 November 2022

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

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

Requests to speak must be submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 2 September 2022. Requests to speak should be sent to committeesdemocraticservices@Oxfordshire.gov.uk .

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. Written submissions should be no longer than 1 A4 sheet.

4. Minutes of previous meetings (Pages 1 - 14)

To approve the minutes from 21st July 2022 and 8th September 2022.

5. Aston, Cote and Bampton - proposed 20mph speed limit (Pages 15 - 46)

This report presents responses received to a statutory consultation to introduce a 20mph speed limit throughout Aston, Cote & Bampton, with the existing 30mph speed limits being replaced in their entirety. Additionally, on Main Road in Cote - the proposed 20mph speed limit will also be extended south-eastwards to cover the access to "Cote Bungalow Farm", thus replacing the current 60mph National Speed Limit in the process. The proposals are being put forward following road safety concerns raised by the Parish Councils and are part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace' for the residents of Oxfordshire.

6. Blewbury - proposed 20mph speed limit (Pages 47 - 76)

This report presents the responses to a consultation on a proposal to introduce a 20mph speed limit at Blewbury, with the majority of the existing 30mph speed limits within the main residential area of the village being replaced. However, the existing 30mph speed limits on the A417, B4016, Bohams Road, and Woodway, as well as the existing 40mph speed limit on the B4016 Bessels Way will remain unchanged.

7. Cassington proposed 20mph speed limit (Pages 77 - 86)

This report presents responses received to a statutory consultation to introduce a 20mph speed limit at Cassington with the existing 30mph speed limits being replaced in their entirety.

8. Chalgrove - proposed 20mph speed limit (Pages 87 - 100)

This report presents the responses to a consultation on a proposal to introduce a 20mph speed limit in Chalgrove on those roads lying south of the B480, replacing the existing 30mph speed limits in their entirety. It is though proposed that the roads lying to the north of the B480 in the vicinity of the airfield & Monument Park will remain 30mph.

9. Didcot - Ladygrove area - proposed 20mph speed limit (Pages 101 - 116)

This report presents the responses to a consultation on a proposal to introduce a 20mph speed limit throughout the Ladygrove part of Didcot, i.e. those roads lying north & east of the railway line, replacing the existing 30mph speed limits in their entirety. Additionally, the new roads within the Willowbrook Park residential development lying north of the A4130 perimeter road accessed via Franklin Gardens will also be included, along with both Copse View & Oakend Lea which form the new residential development south of the A4130 Hadden Hill, adjacent to the retail park.

10. Proposed amendments to existing parking restrictions in Parks Road, St Giles, Mansfield Road, Jowett Walk and Savile Road (Pages 117 - 136)

The Cabinet Member for Highway Management approved at the decisions meeting on 21 July a proposal to make an Experimental Traffic Regulation Order (ETRO) to enable the implementation of a temporary public realm scheme on Broad Street. The project aims to discourage general vehicle movements and builds on the Broad Meadow scheme implemented by Oxford City Council in 2021 by increasing the extent of the scheme to the full length of Broad Street (Cattle Street – Magdalen Street East); the measures in Broad Street itself are due to be largely implemented by the end of October 2022.

A decision is sought on whether to proceed with making changes to existing permanent Traffic Regulation Orders.

11. Shiplake - A4155 proposed 30mph speed limit and traffic calming measures (Pages 137 - 152)

This report presents responses received to a consultation on a proposed 30mph speed limit and traffic calming measures on the A4155 at Shiplake.

12. Upper Heyford: Camp Road - Proposed Waiting Restrictions and Loading Bay (Pages 153 - 166)

This report presents responses received to a consultation on proposed new sections of 'No Waiting at Any Time' (double yellow lines) parking restrictions on Camp Road and Wellington Road, Upper Heyford. These proposals are being put forward in order to help prevent parked vehicles obstructing visibility at junctions and help the passage of traffic, as well as improving safety for more vulnerable road users. Additionally a 28 metre loading bay for Goods vehicles loading only, all days between 6am & 6pm is proposed on the north side of Camp Road, approximately 102 metres west of its junction with Wellington Road, adjacent to the retail development. This proposal seeks to alleviate the safety concerns raised over attempted deliveries to the stores.

13. Wantage - Charlton Village Road - proposed raised zebra crossing and waiting restrictions (Pages 167 - 184)

Following representations being made by Wantage Town Council and the local County Councillor on the safety and amenity of pedestrians – and in particular those walking to and from the adjacent primary school, proposals comprising the provision of a raised zebra crossing & associated parking restrictions and on Charlton Village Road in Wantage, have been taken to formal consultation as detailed in the report.

14. Wantage - Springfield Road - proposed waiting restrictions (Pages 185 - 198)

This report presents responses received to a consultation on proposed new "No Waiting at Any Time" (double yellow lines) parking restrictions in Springfield Avenue Road and Mary Shunn Way, Wantage to address safety and congestion problems associated with parking at the north end of Springfield Road.

15. Wallingford - B480 Cuxham Road, New Edge Road & Ryrton lane - proposed 30mph speed limits (Pages 199 - 206)

This report presents responses received to a consultation on a proposal to extend existing & introduce new 30mph speed limits on the B480 Cuxham Road, the new Edge Road, and on Pyrton Lane as a result of the development of land for residential purposes at the western edge of Watlington.

16. Deddington - B4031 Hempton Road - proposed extension of 30mph speed limit and traffic calming build out (Pages 207 - 214)

This report presents responses received to a consultation on a proposed extension of the 30mph speed limit and traffic calming on the B4031 Hempton Road to permit safe access to approved residential development adjacent to this road.

17. Garsington: Wheatley Road – proposed zebra crossing and traffic calming measures (Pages 215 - 226)

This report presents responses received to a consultation on a proposed zebra crossing together with Northern and Southern traffic calming buildouts on Wheatley Road in Garsington. Due to a number of key concerns raised within the consultation process, the Southern traffic calming buildouts have been removed from this approvals process. The remaining proposals seek to help improve pedestrian safety in the vicinity of Garsington C of E Primary School, and to help improve road safety by reducing the speed of traffic.

DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

MINUTES of the meeting held on Thursday, 21 July 2022 commencing at 10.00 am and finishing at 10.45 am

Present:

Voting Members: – in the Chair

Councillor Liz Leffman (In place of Councillor Andrew Gant)

21/22 DECLARATION OF INTEREST

(Agenda No. 1)

Councillor Leffman declared an interest in Item 9 – Charlbury: proposed extension of 30mph speed limit, traffic calming measures and waiting restrictions – as local member, but remained in the meeting.

22/22 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none received

23/22 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

Item 4: Oxford – Broad Street – Temporary Public Realm Scheme	
Speakers	Attendance
1. Cllr Dan Levy, Oxfordshire County Council	Virtual
2. Cllr John Howson, Oxfordshire County Council	In person
Item 7: Witney – Proposed 20 mph speed limits	
Speakers	Attendance
1. Cllr Andrew Coles	In person

2. Cllr Dan Levy, Oxfordshire County Council	In person
3. Jonathan Russell	Virtual
4. Councillor Ruth Smith	In person
Item 12: Oxford Various Sites – Proposed Electric Vehicle Parking Places	
1.Councillor John Howson, Oxfordshire County Council	In person

24/22 OXFORD - BROAD STREET - TEMPORARY PUBLIC REALM SCHEME

(Agenda No. 4)

The Leader of the Council considered a report by the Corporate Director, Environment and Place on the proposal to make an Experimental Traffic Regulation Order (ETRO) to enable the implementation of a temporary public realm scheme on Broad Street. The project aimed to discourage general vehicle movements and built on the Broad Meadow scheme implemented by Oxford City Council in 2021 by increasing the extent of the scheme to the full length of Broad Street (Catte Street – Magdalen Street East

The Leader of the Council was RECOMMENDED to approve as engaged with key stakeholders on preliminary designs:

- a) the introduction of an Experimental Traffic Regulation Order which will result in the following:
 - I. Removal of existing pay and display parking on Broad Street
 - II. Relocation of existing motorcycle bay to St Giles, located approximately 125m north of the junction with Magdalen Street East
 - III. Relocation of existing loading/goods vehicle only bays, remaining within Broad Street
 - IV. Relocation of existing disabled bays, 4 remaining within Broad Street and 4 relocated to Catte Street/Parks Road as appropriate.

Introduction of 24/7 loading ban on the majority of Broad Street

Having heard representations on the proposals, the Leader of the Council welcomed the proposals which were supported by the City Council. She pointed out that this was an ETRO subject to the conditions set out in the report.

DECISION: to approve the recommendations as set out in the report.

25/22 FINMERE - MIXBURY - PROPOSED 50MPH SPEED LIMIT

(Agenda No. 5)

The Leader of the Council considered the report from the Corporate Director, Environment and Place presenting responses received to a statutory consultation on a proposed 50mph speed limit on the A421.

The Leader of the Council was RECOMMENDED to approve as advertised:

- a. the proposed 50mph speed limit on the A421,
- b. the administrative amendment to the legal documentation to update references of the 'A421' to read 'A4421'

The Leader of the Council welcomed the proposals which would improve safety on the stretch of road in question

DECISION:- To approve the recommendations as set out in the report.

26/22 STOKE LYNE - PROPOSED 20MPH AND 30MPH SPEED LIMITS

(Agenda No. 6)

The Leader of the Council considered a report from the Corporate Director, Environment and Place presenting responses received to a statutory consultation on proposed 20mph, 30mph and 40mph speed limits at Stoke Lyne

The Leader of the Council was RECOMMENDED to approve as advertised the proposed speed 20mph, 30mph and 40mph speed limits at Stoke Lyne.

The Leader of the Council welcomed the proposals which met the Council's objectives to introduce 20mph limits in areas of the County to improve safety for cyclists, pedestrians and horse riders

DECISION:- To approve the recommendations as set out in the report.

27/22 WITNEY - PROPOSED 20MPH SPEED LIMITS

(Agenda No. 7)

The Leader of the Council considered a report from the Corporate Director, Environment and Place presenting responses received to a statutory consultation on the proposed introduction of 20mph, 30mph and 40mph speed limits at Witney

The Leader of the Council was RECOMMENDED to approve the proposed introduction of 20mph, 30mph and 40mph speed limits as advertised.

After hearing representations, the Leader of the Council commented on the evidence that reducing speed limits does improve safety on roads. She pointed out that, although there had been a majority of responses against the proposals, the consultation exercise was not intended to be a referendum on proposals. The

Council believed that 20mph limits should be the norm but it was for individual communities to determine what is best for their areas and apply for these restrictions if appropriate

DECISION:- to **approve** the recommendations as set out in the report.

28/22 BURFORD: PRIORY LANE - PROPOSED GOODS VEHICLE LOADING BAY
(Agenda No. 8)

The Leader of the Council considered a report from the Corporate Director, Environment and Place presenting responses received to a statutory consultation on a proposed goods loading bay at Priory Lane Burford. The proposal sought to help alleviate the health and safety concerns raised over attempted deliveries to the Co-op, which can be problematic as a result of the narrow carriageway and limited parking to the rear of the store

The Leader of the Council was RECOMMENDED to approve the loading bay at Priory Lane Burford with less restrictive hours of operation – to be agreed following additional engagement with local businesses.

DECISION:- to agree the report's recommendations

29/22 CHARLBURY: PROPOSED EXTENSION OF 30MPH SPEED LIMIT, TRAFFIC CALMING MEASURES AND WAITING RESTRICTIONS
(Agenda No. 9)

The Leader of the Council considered a report from the Corporate Director, Environment and Place presenting responses received to a statutory consultation on traffic proposals comprising an extension of the 30mph speed limit on the B4022 Spelsbury Road, new and amended waiting restrictions and time limited parking places, and a traffic calming build-out which have been put forward as a result of requests put forward by Charlbury Town Council.

The Leader said that she had received a late representation regarding the positioning of the build-out on the eastern side of the B4022 Banbury Hill but she was satisfied that the plans were correct and would reduce speeds of vehicles using that route

The Leader of the Council was RECOMMENDED to approve as advertised:

- a. The extension of the current 30mph speed limit on the B4026 Pound Hill / Charlbury Road northwards by 530 metres,
- b. the new/amended 'No Waiting at Any Time' (Double Yellow Lines) parking restrictions on: Grammar School Hill, B4437 Thames Street, B4437 Nine Acres Lane, Church Street, and Browns Lane,
- c. One new '1 hour permitted parking Monday-Friday 9am-5.30pm with No return within 1 hour' parking bay on the western side of Market Street,

- d. removal of 'no waiting at any time' outside The Old Post Office (shown on the consultation plan as a 'one hour permitted parking bay),
- e. the new traffic priority calming build-out feature on the eastern side of the B4022 Banbury Hill.

DECISION:- to approve the report's recommendations.

30/22 GARSINGTON: WHEATLEY ROAD – PROPOSED ZEBRA CROSSING

(Agenda No. 10)

The Leader of the Council agreed to defer consideration of this report until a future meeting.

31/22 OXFORD: RELIANCE WAY – PROPOSED WAITING RESTRICTIONS

(Agenda No. 11)

The Leader of the Council considered a report from the Corporate Director, Environment and Place on the proposal for additional 'No Waiting at Any Time' (double yellow lines) parking restrictions, were at Reliance Way to address issues of obstructive parking following the introduction of the Cowley Marsh area Controlled Parking Zone (CPZ) in 2020

The Cabinet Member for the Highway Management was RECOMMENDED to approve the proposed waiting restrictions at Reliance Way.

DECISION:- to approve the recommendations as set out in the report.

32/22 OXFORD: VARIOUS SITES - PROPOSED ELECTRIC VEHICLE PARKING PLACES

(Agenda No. 12)

The Leader of the Council considered a report from the Corporate Director, Environment and Place on the proposals to introduce Traffic Regulation Orders (TROs) for 16 locations in Oxford that currently have GULO Electric Vehicle (EV) chargers to make them available for EV use only.

The aim was to give more reliable access to charging for those who live, work or visit Oxford. The proposed TROs ensure that only EVs can park in these bays when they need to charge. They would be designated as public chargers, between 8am and 6pm, available to all in Oxford, for a period of up to five hours and overnight use restricted to those with relevant resident permits.

The Leader of the Council was RECOMMENDED to approve as advertised:

- a. the proposed new EV parking bays located on: Bevington Road, Farndon Road, Frenchay Road, Hamilton Road, Juxon Street, Lake Street, Sandfield Road, Stone Street, Tackley Place, Temple Road, Vicarage Close, Warnborough Road, Winchester Road, Wytham Street, and West Street.
- b. the proposed new Car Club bay on Latimer Road, and the subsequent removal of the bay on All Saints Road.

After hearing representations concerning the locations of the charging points the officer explained that the cost of moving the existing chargers would be prohibitive. However a policy will be developed on future charging points which would seek to avoid locating them directly outside properties. The Leader emphasised that the bays would only be provided for charging electric vehicles and any other vehicles using them would be subject to enforcement.

DECISION:- to approve the recommendations as set out in the report.

33/22 OXFORD: VARIOUS SITES – PROPOSED AMENDMENTS TO PARKING PERMIT ELIGIBILITY

(Agenda No. 13)

The Leader of the Council considered a report from the Corporate Director, Environment and Place presenting responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes, and the associated conditions within the planning permissions granted by Oxford City Council, with additional minor amendments to the legal documentation to rectify administrative matters.

The Leader of the Council was RECOMMENDED to approve the following proposals in respect of eligibility for parking permits:

- a) **Cutteslowe** - exclude Nos.18 & 18A Harbord Road from eligibility to apply for residents permits,
- b) **Divinity Road** - exclude new dwelling between Nos.45 & 51 Hill Top Road from eligibility to apply for residents & visitor permits,
- c) **Girdlestone Road** - exclude No.61 Warren Crescent from eligibility to apply for residents & visitor permits,
- d) **Headington Central** - exclude a) new properties at 4 Lime Walk from eligibility to apply for residents & visitor permits, and b) Nos.14A & 14B Holyoake Road from eligibility to apply for residents & visitor permits
- e) **Hollow Way North** – limit residents of No.22 Meyseys Close to be eligible to apply for a maximum of 2 residents permits only and accompanying number of visitor permits.
- f) **Florence Park** - enable property Nos.1a-35 (odd Nos only) Rose Hill to apply for residents & visitor permits,
- g) **Iffley Fields** - enable property Nos.1-9 Meadow Lane to apply for residents & visitor permits,

- h) **Cowley Central East** - amendment to show that Nos.147-169 odd & 156-166 even Oxford Road are eligible for permits,
- i) **Headington West** - amendment to correctly identify the zonal designations for permits and parking as HA and HB.

DECISION:- to approve the recommendations as set out in the report.

34/22 SYDENHAM: B4445 TRAFFIC CALMING MEASURES

(Agenda No. 14)

The Leader of the Council considered a report from the Corporate Director, Environment and Place report presenting responses received to a consultation on proposals to provide a traffic calming build-outs at Wheatley Road at the B4445 Thame road at Sydenham in order to help improve road safety and help enforce the existing 30mph speed restriction

The Leader of the Council was RECOMMENDED to approve the proposed traffic calming build-outs at the B4445 Thame Road Sydenham.

DECISION:- to approve the recommendations as set out in the report.

35/22 SOUTH OXFORDSHIRE AND VALE OF THE WHITE HORSE DISTRICT COUNCILS - VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES

(Agenda No. 15)

The Leader of the Council considered a report by the Corporate Director, Environment and Place, presenting objections received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts. The proposals were put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places

The Leader of the Council was RECOMMENDED to approve:

- (a) the proposed provision of Disabled Persons Parking Places (DPPP) at: Pound Piece, Ashbury; Poplar Grove, Kennington; Park Street, Thame; Stirlings Close, Wantage.
- (b) the proposed removal of Disabled Persons Parking Places (DPPP) at: Fane Drive, Berinsfield; Wilson Avenue, Henley on Thames.
- (c) But to defer approval of the proposals at the following locations pending further investigations: Bell Street, Henley on Thames; Gainsborough Hill, Henley on Thames; Parkside, Marcham.

- (d) Defer approval of the removal of DPPP at the following locations: Colwell Road, Berinsfield; Dibleys, Blewbury; Summerside Road, Buckland; Church View, Stoke Row

DECISION:- to approve the recommendations as set out in the report.

..... in the Chair

Date of signing

- (a) FIELD
(b) FIELD_TITLE

DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

MINUTES of the meeting held on Thursday, 8 September 2022 commencing at 10.00 am and finishing at 11.00 am

Present:

Voting Members: – in the Chair

Councillor Andrew Gant

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with [a schedule of addenda tabled at the meeting][the following additional documents:] and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports [agenda, reports and schedule/additional documents], copies of which are attached to the signed Minutes.

36/22 DECLARATION OF INTEREST

(Agenda No. 1)

There were none.

37/22 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none.

38/22 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

Cllr Andrew Gant informed the meeting that a number of public speakers and local Members had put forward their requests to address the meeting in person or virtually (via Microsoft Teams).

(The list of speakers and their statements is attached as Appendix 1 to these minutes).

Appendix 1 - Speakers and statements

39/22 OXFORD & ABINGDON: VARIOUS LOCATIONS - PROPOSED PERMANENT 'SCHOOL STREETS' & ANPR ENFORCEMENT

(Agenda No. 4)

The School Streets programme was part of Oxfordshire County Council's Travel to School policy within its countywide Local Transport & Connectivity Plan. This became adopted policy following the County Council meeting on 12 July 2022. This policy has

contributed to vision to make “walking, cycling, public and shared transport the natural first choice.”

The consultation proposals has sought to introduce permanent Traffic Regulation Orders (TROs) for four participating schools that have been trialling School Streets under Experimental Traffic Regulation Orders (ETRO), using trained volunteers to manage and enforce the temporary closures.

Cllr Andrew Gant invited the speakers to address the meeting (as per Appendix 1 of the minutes) and responded to issues and comments made by each speaker in descending order.

Cllr Gant welcomed that School Streets programme had created places where children could thrive, be healthier and happier because they were more active, enjoying improved air quality, getting a boost to confidence from Active Travel, and getting more chances to be sociable. The aim was to create an environment where people could walk, wheel, cycle, scoot, or park and walk to school with lower air pollution and traffic congestion and make the school gate environment safer for children. Cllr Gant also thanked all volunteers who took part in this programme.

Creating a car free environment would make easier and safer for people to choose to travel by foot, wheel, cycle, or scooter to school, supporting promotion of Active Travel and encouraging modal shift away from private car use for short journeys. Air quality sensors would be used to monitor air quality at School Street sites. Levels of walking, wheeling, cycling, and scooting would continue to be monitored to measure increases in modal changes and qualitative data recorded by the schools.

DECISION

The Cabinet Member for the Highway Management AGREED to approve the proposal to make permanent Traffic Regulation Orders (TROs) so the Council can continue the School Streets programme with participating schools in Oxfordshire from autumn 2022, these being:

- a) The proposed ‘prohibition of motor vehicles’ restriction during the stated operational hours (i.e.: The School Street) for each of the following four schools:
 - Oxford – Larkrise primary school
 - Oxford – St Ebbe’s CE primary school
 - Abingdon – St Nicolas CE primary school
 - Oxford – Windmill primary school
- b) The proposed use of (Automatic Number Plate Recognition) ANPR cameras to enforce the temporary road closures for the ‘School Streets’ during the operational hours.

40/22 OXFORD: NORTH PARADE- PROPOSED PERMANENT ACCESS RESTRICTIONS

(Agenda No. 5)

This report presented responses received to a statutory consultation on an Experimental Traffic Regulation Order (ETRO), which had created a gated safe area in North Parade Avenue for the community and for businesses to provide hospitality facilities to the public by prohibiting vehicles from part of the street during certain times. The scheme was supported by the North Parade Residents and Traders Association who have collaborated with the councils during the period of the order. The provisions of the ETRO were separate to those made for the fortnightly Saturday street market, which were in place prior to the ETRO and which were planned to continue irrespective of the decision made on the latter.

Councillor Andrew Gant read out a supporting statement from the resident before commenting on some of the responses to the consultation.

The proposals would help facilitate access to local amenities by pedestrians, improve air quality/reduce pollution, the effective and safe movement of traffic, and would help ensure that danger to road users was minimised. Any concerns received over the impact of the scheme on pedal cyclists had been included in the report.

DECISION

The Cabinet Member for the Highway Management AGREED to:

- a) Approve making permanent the provisions of the Experimental Traffic Regulation Order (ETRO) currently in place to allow the current measures to continue beyond the expiry of the ETRO on 11 October 2022.
- b) Instruct officers to investigate amendments to the scheme to address some operational issues identified by respondents to the ETRO consultation and by monitoring by Oxford City Council officers, and to also explore funding options for its ongoing operation.
- c) Instruct officers to report to a future meeting the outcome of the above work and any additional consultation carried out to then allow a decision to be taken on the longer-term future of the scheme.

41/22 CROWMARSH THE STREET - PROPOSED ZEBRA CROSSING

(Agenda No. 6)

A formal consultation was carried out between 30 June and 29 July 2022. An email was sent to statutory consultees and key stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access and disabled user groups, South Oxfordshire District Council, Crowmarsh Parish Council, and the local County Councillor. Notices were placed on site and letters sent to approximately 50 properties in the immediate vicinity.

Cllr Gant welcomed support from Crowmarsh Parish Council, Crowmarsh Gifford Primary School and other stakeholder groups engaged in the consultation and added that issue around light had been addressed.

These proposals would help parents and children to cross The Street when walking to / from Crowmarsh Gifford Primary School.

DECISION

The Cabinet Member for the Highway Management AGREED to approve as advertised the proposed raised zebra crossing at The Street, Crowmarsh.

42/22 OXFORD: FIRST TURN – PROPOSED HUMPED ZEBRA CROSSING

(Agenda No. 7)

This report presented responses received to a statutory consultation on a proposal to introduce a raised zebra crossing on First Turn as a result of adjacent development. This proposal replaced a previous proposal for a zebra crossing not incorporating a flat top road hump, which was approved together with other allied measures, at the Cabinet Member for Highway Management decisions meeting on 26 May 2022.

Councillor Gant commented that he was satisfied with officers' responses to concerns and objections raised during the consultation remarking that the extent of the zig zags for the crossing would be reviewed.

The proposals would help facilitate walking and the safe movement of traffic.

DECISION

The Cabinet Member for the Highway Management AGREED to approve as advertised a raised Zebra crossing at First Turn south of its junction with Mere Road.

43/22 BICESTER / LAUNTON:A4421 CHARBRIDGE LANE – PROPOSED TOUCAN AND EXTENSION OF SHARED USE FOOTWAY / CYCLE TRACK

(Agenda No. 8)

This report presented responses received to a consultation on a proposed toucan crossing and associated extension of a shared use footway and cycle track. The proposal would seek to provide a safe and convenient crossing for pedestrians and pedal cyclists travelling between Launton and Bicester.

Cllr Gant responded to objectors' comments to a lack of need for toucan crossing by echoing officers' response that pedestrians and cyclists wishing to travel to and from Launton and Bicester currently had to cross the A4421 at an uncontrolled crossing, and it was anticipated that usage, which was already moderate, would increase appreciably in the future. Cllr Gant added that this proposal was in line with key priorities of this Council.

These proposals would help facilitate the safety of pedestrians and pedal cyclists.

DECISION

The Cabinet Member for the Highway Management AGREED to approve the proposed toucan crossing and associated extension of a shared use footway and cycle track.

44/22 WANTAGE: A417 READING ROAD & ELDER WAY - PROPOSED BUS GATE AND TURNING RESTRICTIONS

(Agenda No. 9)

Following consideration at the Cabinet Member – Highways Management Decisions meeting on 26 May 2022 of a proposal to introduce a ‘Bus Gate’ restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons (the first side road within the estate), it was agreed to DEFER implementation of the proposals to allow further consideration to be given to how the proposals might be aligned with the wider development issues, including coherent active travel links between the development and the town centre.

Cllr Gant read out the statement from Wantage Town Council where they asked for the decision to be deferred until such time as the Western End Link Road becomes completed and sufficient traffic data could be collected.

Cllr Gant commented that this was lengthy report with a number of comments on the proposal and felt that some of those who took part in the consultation may have not understood what was the aim of the proposed bus gate and turning restrictions.

Cllr Gant explained that the would help facilitate the safe movement of traffic, reduction of congestion, and provide appropriate priority for reliable bus services, increasing their attractiveness in journey time terms over the private car.

DECISION

The Cabinet Member for the Highway Management AGREED to approve implementation of the proposed ‘Bus Gate’ restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons and associated turning prohibitions for vehicles travelling on the A417 Reading Road to prevent them from entering Elder Way, and then on Elder Way to prevent them accessing the A417.

..... in the Chair

Date of signing

- (a) **FIELD**
- (b) **FIELD_TITLE**

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Divisions affected: *Witney West and Bampton*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

ASTON, COTE & BAMPTON – PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve as advertised the 20mph speed limits at Aston, Cote and Bampton.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit throughout Aston, Cote & Bampton, with the existing 30mph speed limits being replaced in their entirety. Additionally, on Main Road in Cote - the proposed 20mph speed limit will also be extended south-eastwards to cover the access to “Cote Bungalow Farm”, thus replacing the current 60mph National Speed Limit in the process. The proposals are being put forward following road safety concerns raised by the Parish Councils and are part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’ for the residents of Oxfordshire. The proposals are shown in **Annexes 1 & 2**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the County Councils 20mph speed limit 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 village and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 20 July and 19 August 2022. A notice was published in the Witney Gazette & Oxford Times newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Aston & Cote and Bampton parish councils, and the local County Councillors representing the Witney West & Bampton and the Eynsham division.
7. 68 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Aston & Cote 20mph	31 (45%)	6 (9%)	25 (37%)	6 (9%)	68
Bampton 20mph	35 (52%)	5 (7%)	27 (40%)	1 (1%)	68

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	3 (4%)
Yes - cycle more	4 (6%)
No	59 (87%)
Other	2 (3%)

9. Additionally, two emails were received, with Thames Valley Police (TVP) raising concerns, and West Oxfordshire District Council submitting a non-objection.
10. The responses are shown at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. Thames Valley Police expressed an objection to the Cote proposals due to the fact that they feel it does not meet our policy. They have confirmed their stance that primarily 20 mph speed limits and zones should be self-enforcing. They welcomed the engineering measures that are included and suggested further measures should not be dismissed. This objection has been assessed however

there are still vehicles and vulnerable road users mixing and this proposal will help to make the area safer for all.

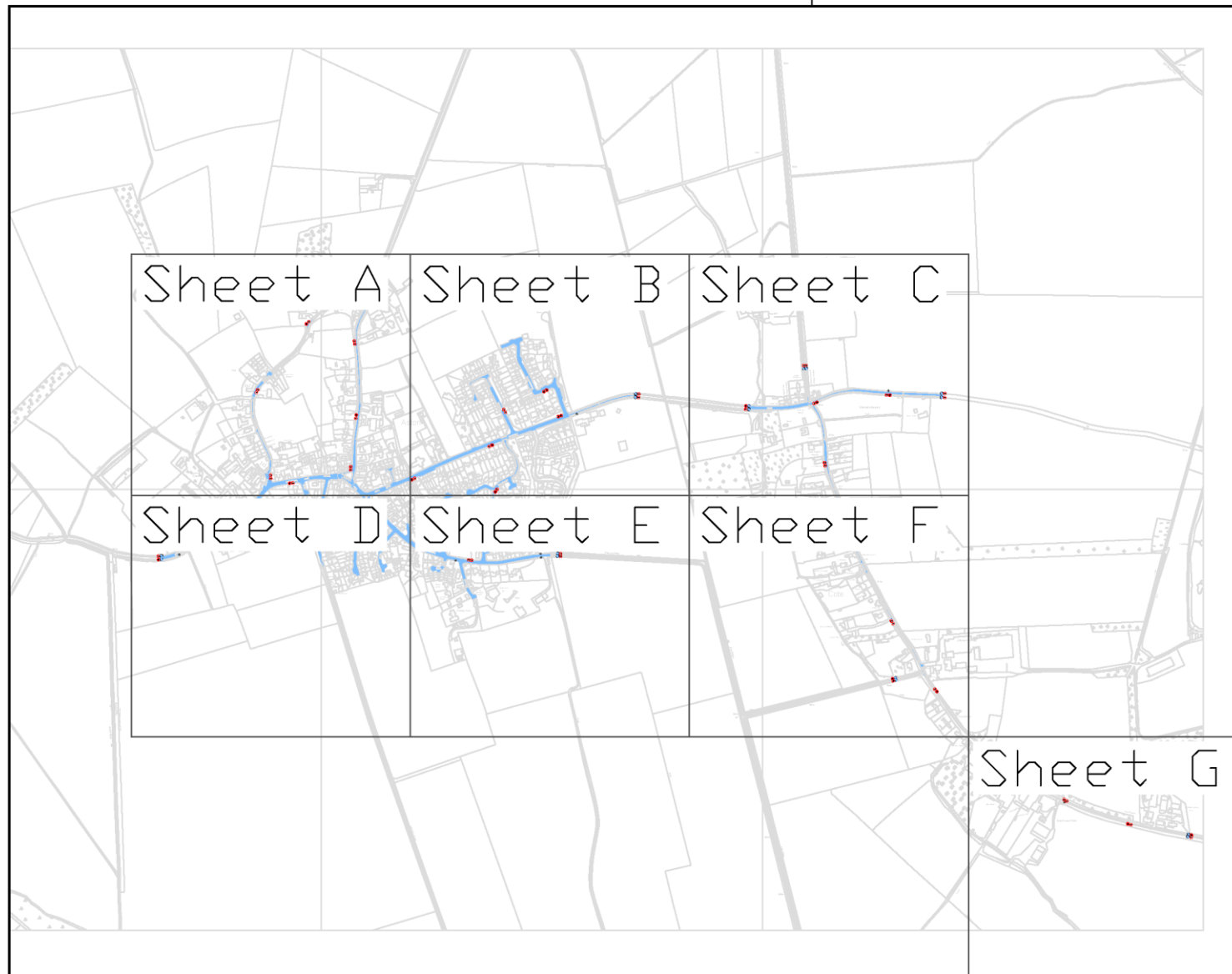
12. The objections received cited a number of reasons as to why the schemes should not proceed. The restrictions will not be enforced, the restrictions will increase pollution, the scheme is poorly thought out and that it will cause congestion by cars driving slower. Whilst officers appreciate the comments made by the respondents they still feel that the benefits outweigh the concerns that were raised.
13. It should be noted that the county council is changing its approach and acceptance of 20mph restrictions, which will enable a much greater coverage across Oxfordshire.
14. The proposal is aimed to make streets safer, encourage residents to walk or cycle & reduce noise and pollution. The consultation proposal puts forward a scheme that encompasses the whole village but this extent may be reduced prior to implementation in accordance with your comments and in discussion with the Parish Council. Signing and other measures will as far as possible be sympathetically applied bearing in mind the aesthetic of the village.
15. Journey times if affected can be factored into planning of journeys by those wishing to travel through Bampton. The priority for the county council and the Parish is being given to safety of residents.
16. The Parish Council support the proposals as does the local elected County Council member. Given this support it is considered that this outweighs the objections given.

Bill Cotton
Corporate Director, Environment and Place

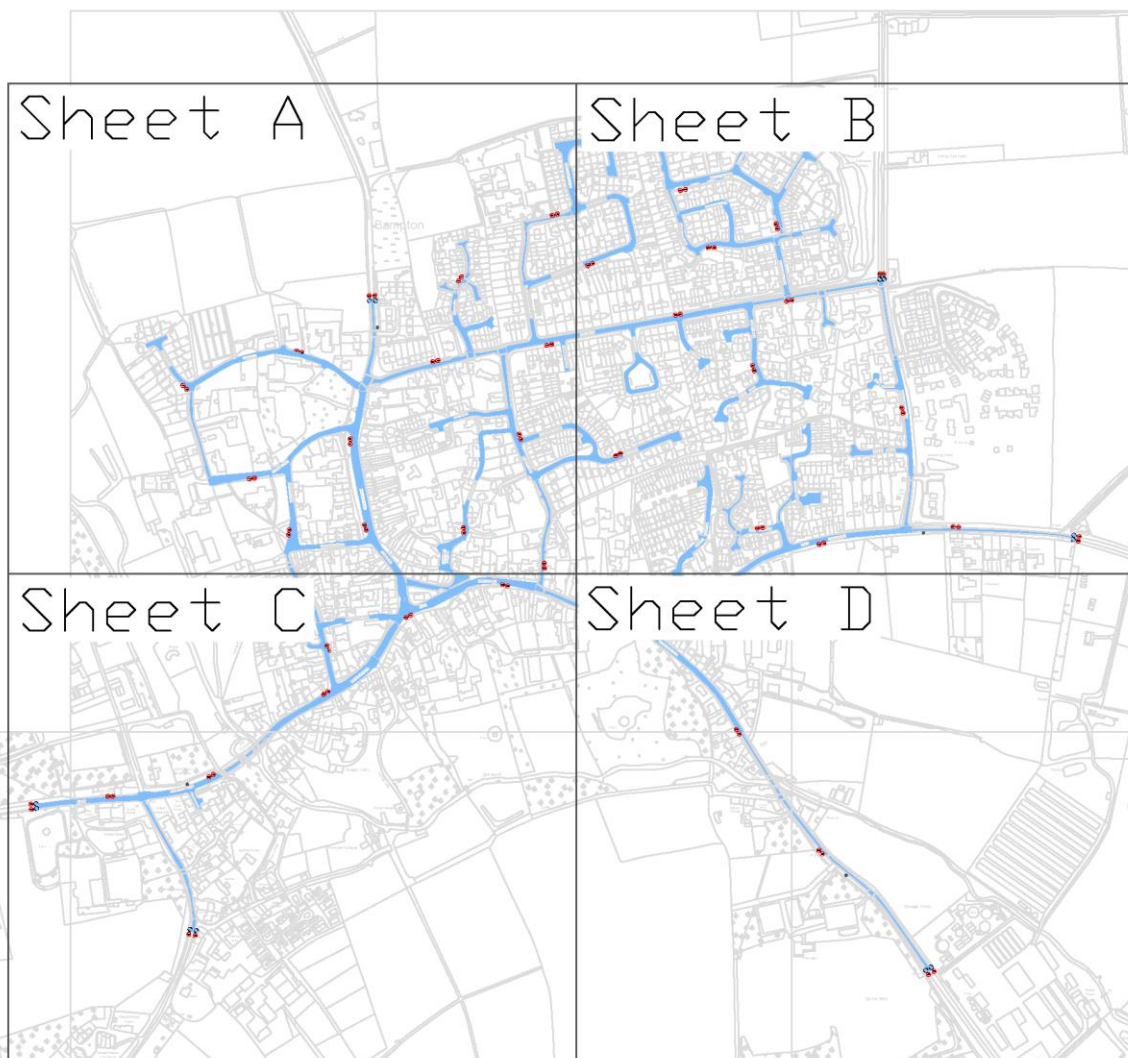
Annexes	Annex 1: Consultation Plan – Aston and Cote
	Annex 2: Consultation Plan - Bampton
	Annex 3: Consultation responses

Contact Officers:	Tim Shickle 07920 591545
	Geoff Barrell

October 2022



Drawing No.		Revision							
Notes:									
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. 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 and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <ul style="list-style-type: none"> • I raise concern at this stage that the inclusion of the village of Cote may not meet the Council's current policy for implementation, especially the extension to the current limit . <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>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>
(2) West Oxfordshire District Council	No objection - provided any signage and associated works are kept to a minimum.
(3) County Cllr, (Witney North & East division)	<p>Aston and Cote 20mph - Support Although I don't represent the area, I know it very well as a neighbour. The support of the local Parish Councils and County Councillor is of course paramount. However I would also support this, not least because of the safety improvements, and the opportunity for local businesses to benefit from safer access.</p> <p>Bampton 20mph - Support As before I see this as having the same benefits.</p> <p>Travel change: Yes - cycle more</p>
(4) Local Cllr, (Bampton, Bridge Street)	<p>Aston and Cote 20mph - Concerns I feel that a 20mph speed limit is appropriate in residential streets and shopping areas, less so in main thoroughfares</p> <p>Bampton 20mph - Concerns</p>

	<p>The 30mph limit is not adhered to by many but aside from that I think there should be a contrast of speed limits depending on the main purpose of the road. Enforcement is the key.</p> <p>Travel change: No</p>
(5) Local Cllr, (Bampton, New Road)	<p>Aston and Cote 20mph - Support I support this proposal to reduce the speed of traffic in the built up area</p> <p>Bampton 20mph - Support I want to reduce the speed that traffic drives in Bampton</p> <p>Travel change: No</p>
(6) Member of public, (Bampton, The Lanes)	<p>Aston and Cote 20mph - Object The proposal fails to address enforcement and is not supported by the public</p> <p>Bampton 20mph - Concerns The proposal fails to address enforcement and is not supported by the public</p> <p>Travel change: No</p>
(7) Member of public, (Cote)	<p>Aston and Cote 20mph - Object Will not be enforced</p> <p>Bampton 20mph - Concerns Will not be enforced</p> <p>Travel change: No</p>
(8) Member of public, (Bampton, Aston Road)	<p>Aston and Cote 20mph - Object I believe the proposed limit will not lead to a safer environment</p>

	<p>Bampton 20mph - Concerns [Same as above]</p> <p>Travel change: No</p>
(9) Member of public, (Bicester, Danes Road)	<p>Aston and Cote 20mph - Object Parts of the scheme extend to roads currently under NSL, you cannot simply change the limit to 20mph without substantial engineering works. This plan is dangerously negligent & little more than a display of the lack of highways engineering expertise in OCC.</p> <p>Bampton 20mph - Object This is far to lower limit for the rural road.</p> <p>Travel change: No</p>
(10) Member of public, (Bampton, Chetwynd Mead)	<p>Aston and Cote 20mph - Object Slowing traffic to 20 will increase pollution and cause delays in travelling in Oxfordshire.</p> <p>Bampton 20mph - Object Increased pollution due to running cars taking longer to travel through village. Will cause increased travel times.</p> <p>Travel change: No</p>
(11) Member of public, (Bampton, The Pieces)	<p>Aston and Cote 20mph - Object Very simply. All evidence shows that dropping the limit to 20mph DOES NOT WORK. A blanket 20mph limit will not be enforced, it will cause more pollution, it is trying to fix a problem which does NOT exist, it is dangerous (look at speedo not the road) and has been shown again not to work (recent U turn in Wales) and DFE reports. We need cars in the villages, we are NOT a city, we have no public transport to speak of. This is a complete waste of my money. This idea was proposed by an Oxford City-centric anti-car lobby who are using the excuse of extra safety rather than the real reason of getting rid of cars for green or other political reasons. And I speak as a cyclist too. However, I would support TARGETED, enforced 20mph limits, e.g., outside schools at relevant times. Most people follow existing speed</p>

	<p>limits. Dropping the limit to 20mph will make criminals of everyone. It will have NO effect on a few dangerous drivers. Enforcement of the existing limits is required, NOT millions of pounds worth of extra signage.</p> <p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: No</p>
(12) Member of public, (Bampton, Market Square)	<p>Aston and Cote 20mph - Object</p> <p>I have numerous reasons: It would cause congestion It would reduce journey times in an area that is reliant on car transport It is unnecessary It is unsafe - cars do not drive comfortably at this speed and people would spend too much time looking at their speedometer rather than the road It would increase pollution There have not been any major accidents in the area It would frazzle the goodwill of motorists - everything in the end has to come down to reasonableness in order to be effective, and increasing driver frustration is not going to help It is a political rather than a practical gesture Reducing the speed limit from 60 to 20 is absurd</p> <p>Bampton 20mph - Object See my comments for the previous one. In addition, it is almost impossible to speed given the number of parked cars - in other words, these things police themselves</p> <p>Travel change: No</p>
(13) Member of public, (Bampton, Market Square)	<p>Aston and Cote 20mph - Object Will not impact those who do speed. Will create more pollution and traffic in Bampton.</p> <p>Bampton 20mph - Object</p>

	<p>As before. Will not impact the actual offenders and will create more traffic in the area</p> <p>Travel change: No</p>
(14) Member of public, (Bampton, Pococks Close)	<p>Aston and Cote 20mph - Object</p> <p>I believe that these measures are unnecessary. The size of the road network through these villages already limit the speed of traffic driving through, especially when taking into account the number of vehicles that have to park on the road side, which already creates its own traffic calming.</p> <p>As a consequence of this I don't feel there is a problem with the current 30 mile speed limit, so can see no reason to justify why if the current laws are sufficient, they should be changed.</p> <p>Bampton 20mph - Object</p> <p>Please see my response in question 3 in answer to this</p> <p>Travel change: No</p>
(15) Member of public, (Bampton, Pococks Close)	<p>Aston and Cote 20mph - Object</p> <p>As much of Bampton has traffic congestion problems I believe that slowing the traffic down will not alleviate but compound the problem.</p> <p>Bampton 20mph - Object</p> <p>I oppose the new traffic restrictions in Bampton as a pointless lowering of an already slow village.</p> <p>Travel change: No</p>
(16) Member of public, (Bampton, New Road)	<p>Aston and Cote 20mph - Object</p> <p>The people who exceed the 30mph limit (a very small minority) will continue to do so with a 20mph speed limit. Lowering the speed limit will make no difference. The lower speed limit will NOT help with safety. It is a huge amount of money on something that is not wanted and not enforceable.</p> <p>As a parent of 3 young children, I would much rather the money was spent on the village resources, or even tackle some of the dangerous parking. A 20mph limit would be a complete waste of money.</p>

	<p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: No</p>
<p>(17) Member of public, (Alvescot, Oakey Close)</p>	<p>Aston and Cote 20mph - Object I object for four key reasons:</p> <ol style="list-style-type: none"> 1. Imposing a lower limit does not automatically make an area "safer" for more vulnerable road users, as those who choose to ignore the limit will continue to do so. These individuals will only be caught or deterred by visible, regular enforcement, which is entirely different and not what is being proposed. In this case, lowering the speed limit simply increases the average differential between the slowest and fastest road users, increasing the severity of any accident. 2. The generic rule that reducing speed limits to 20mph reduces emissions is simply not correct. Unlike 50mph restrictions on motorways in congested areas which do have an impact on emissions, due to most ICE (internal combustion) vehicles being able to maintain this speed in the highest gear, most ICE vehicles at 20mph will need to be in a lower gear, at higher revs, which increases vehicle emissions. This isn't a lab test - this is the real world, and using a higher gear at 20mph is not practical, safe, or realistic. Engines also produce more noise at higher revs, so this would cause more disturbance for local residents. 3. Adhering to 20mph limits is more difficult in a higher gear due to the vehicle wanting to "run away" under its own momentum, and also more challenging in a lower gear due to the sensitivity of an engine under higher revs to accelerate; in either case, significant additional attention must be paid to the tachometer and the speedometer - not the road and any hazards presented. 4. With increased prevalence of Electric and other non-ICE vehicles on the road, the emissions angle of this proposal will become increasingly moot, as these vehicles produce the same tailpipe emissions (i.e.: none) at whatever speed the vehicle is travelling at. <p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: No</p>

(18) Member of public, (Aston, The Paddocks)	<p>Aston and Cote 20mph - Object 30 to 20 makes no material difference and the current speed limit is not enforced. The change is costly and OCC should be spending its time, energy and money on better initiatives.</p> <p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: No</p>
(19) Member of public, (Aston, Bull Street)	<p>Aston and Cote 20mph - Object Lower speed limit is not necessary Will create more pollution due to slower moving traffic Unless "policed" will not be observed. Cost of project could be spent on other more essential projects Agricultural equipment will ignore speed limits Slower traffic will create more congestion</p> <p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: No</p>
(20) Member of public, (Bampton, Calais Dene)	<p>Aston and Cote 20mph - Object Not needed for safety reasons as 30 fine. Would also mean traffic unnecessarily slowed down and lead to more congestion.</p> <p>Bampton 20mph - Object [Same as above]</p>

	Travel change: No
(21) Member of public, (Bampton, New Road)	<p>Aston and Cote 20mph - Object I object as there is no evidence 20 limits increase safety. The money would be better spent repairing roads to make them safer to cycle on and installing crossings at the school and shop in Aston and Bampton.</p> <p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: No</p>
(22) Member of public, (Bampton, New Road)	<p>Aston and Cote 20mph - Object The villages are that small and roads are that compact, it's not practical to drive any quicker than 20mph, why waste the money on changing the law etc!</p> <p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: No</p>
(23) Member of public, (Bampton, Southby)	<p>Aston and Cote 20mph - Object Speed is not the issue, too many cars, too many new houses and lack of off street parking make the roads unsafer speed will not change this. Investment in increased parking particularly around the shops and safer crossings would be far more effective</p> <p>Bampton 20mph - Object Speed is not an issue in the village, parking and a silly amount of new build houses mean that the village is busier. Instead we need better parking particularly in the centre and safer crossings across busier roads. People will only ignore the speed limit the people who speed will continue to do so</p> <p>Travel change: No</p>

<p>(24) Member of public, (Aston, Cote Rd)</p>	<p>Aston and Cote 20mph - Object It is unnecessary to have 20mph limit imposed on this large area. I can see the point of limiting speed at certain times of the day - for school access on cote rd and the main route to school into the village. We do not have speed limiting/awareness equipment in the village, and have not had for a while. This would be a better use of funds. We have so many cyclists on the main oxfordshire cycle way that we will all be stuck behind them without the possibility of getting past them. Money for this would be better spent on a useable bus service to feed commuters. My son works in witney 8-4 and is unable to use the bus service as it does not accommodate his working hours! If he started at 9am he would still be late in! Fix the roads - especially the Aston mile and make them useable and fix public transport to create a useful service, before this vanity project that is of little use to residents and does not conform to the highway code.</p> <p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: Other Cycling to Witney on the Aston mile is dangerous, walking to Bampton is dangerous with no pavement areas. Public transport is inadequate. I would not consider driving around the village as I can walk already and the area of the village is too small to need to drive a car! Ludicrous proposal</p>
<p>(25) Member of public, (Bampton, Talbot Fields)</p>	<p>Aston and Cote 20mph - Object Reducing the speed limit will not stop people from speeding. There aren't speed traps or police monitoring the little villages to ensure everyone adhere's to the rules. Better placing speed bumps!</p> <p>Bampton 20mph - Object I've lived in the village for almost 31 years now. There has never been an accident to my knowledge which was caused from speeding. There have been accidents after the bollards were put in place on the entrances to the village, at the mini roundabout but none from speeding. Lowering the speed limit will not stop people from speeding. Only speed bumps would do that!</p> <p>Travel change: No</p>

<p>(26) As a business, (B4449)</p>	<p>Aston and Cote 20mph - Object Complete waste of money and no way of enforcing it!! No need for it</p> <p>Bampton 20mph - Object Complete waste of public money which could be used on other things like the service of the road</p> <p>Travel change: No</p>
<p>(27) Member of public, (Bampton, Landells)</p>	<p>Aston and Cote 20mph - Object I live in Bampton and I can see no good reason for enforcing a 20 mph speed limit. There is often a lot of traffic passing through the village which prevents driving at much more than 20 mph and most people are sensible enough to use their common sense according to the traffic conditions. I'm tired of the petty speed restrictions and unnecessary chicanes which the Council wastes money on. It seems to me to be a money making ploy with which to catch out the motorist.</p> <p>Bampton 20mph - Object The Council have wasted money on installing chicanes in totally unnecessary places. The one in Brize Norton is a perfect example. I live in Bampton and drivers rarely need to be restricted to 20 mph as it's a busy place. I can see no useful purpose being served by this speed restriction.</p> <p>Travel change: No</p>
<p>(28) Member of public, (Bampton, Shingleton Way)</p>	<p>Aston and Cote 20mph - Object Unnecessary hinderance and impedance on traffic passing though village. Parish Council claim it will reduce accidents and road deaths, however there have been no accidents or fatalities in living memory, so not sure what risk they are trying to reduce. The OCC claim it will encourage people to use alternative means of transport is also absurd - this is a small village surrounded by miles of countryside; people's choice of transport is dictated by the length of journey and availability/convenience of other options, not a 10mph reduction in a speed limit over the 1 mile length of a village. The reduction will also not prevent or deter high-speed drivers, but will add yet another mechanism by which to incriminate and "get" otherwise law-abiding, safe and careful drivers for minor infractions of an artificially low limit.</p> <p>Bampton 20mph - Object</p>

	<p>[Same as above]</p> <p>Travel change: No</p>
(29) Member of public, (Bampton, Bushey Row)	<p>Aston and Cote 20mph - Object Objection on the basis that there is no evidence to support that we need a 20 MPH speed limit and that the 30 MPH is not adequate</p> <p>Bampton 20mph - Object No evidence to support that the 30 MPH is inadequate and the benefits of a new 20 MPH limit</p> <p>Travel change: No</p>
(30) Member of public, (Bampton, New Road)	<p>Aston and Cote 20mph - Object [No comments]</p> <p>Bampton 20mph - Object No valid reason to lower limits. No speed related accidents in recent times.</p> <p>Travel change: No</p>
(31) Member of public, (Witney, Colwell Drive)	<p>Aston and Cote 20mph - Object unnecessary</p> <p>Bampton 20mph - Object unnecessary</p> <p>Travel change: No</p>
(32) Member of public, (Bampton, Bushey Row)	<p>Aston and Cote 20mph - Object</p>

	<p>20mph restrictions will, as proven in many studies, at best result in an average speed reduction of less than one mph and will have no impact whatsoever on the average speed of those road users most likely to cause accidents who generally have no regard for speed limits.</p> <p>Without enforcement 20mph limits are generally ignored, TVP are already indicating that most blanket 20mph zones are not indicated in their view and they do not support them, their numbers are so thinly stretched that they will not be able to enforce these limits that they do not believe will do any good.</p> <p>The claimed environmental benefits are completely unproven and the street scene engineering is to the severe detriment of our villages' amenity and beauty and all at a hefty cost to the already horrifically burdened taxpayer.</p> <p>In short, these proposals will not reduce average speeds by any noticeable amount, will not reduce dangerous speeding at all and will damage the amenity of our villages and likely begin to deter much needed tourism spend all for a cost that we cannot afford.</p> <p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: No</p>
(33) Member of public, (Bampton, Bushey Row)	<p>Aston and Cote 20mph - Object This seems to be an ill-thought out blanket policy across Oxfordshire, instead of properly assessing the local needs of each area.</p> <p>Bampton 20mph - Object As a Bampton resident, there is little to no issue with speed. Any issues that there ARE, are due to the lack of pedestrian crossings (of which there are none). THIS need will not go away, and there should be a fully rounded look at the needs of the town, of which speed reduction may form a part, in some areas. But this does not appear to have been done.</p> <p>Travel change: No</p>

(34) Member of public, (Bampton, Church Street)	<p>Aston and Cote 20mph - Object</p> <p>'Lower limits are a superficially attractive solution, but a 20mph limit and other lowered limits aren't the way to get people driving slowly and safely in Bampton, Aston or Cote - nor will they make people feel safer. In fact, they will have almost the opposite effect.</p> <ul style="list-style-type: none"> - Lower limits, particularly blanket 20mph limits, are an ideological rather than a practical road safety tool. - OCC is now using speed limits in a way they were never intended to be used - Lower speed limits are an ineffective tool for real world speed reduction. - Oxford's 20mph limit led to barely noticeable reductions in vehicle speeds - with speeds on some roads increasing. - These limits are being imposed contrary to government advice in DfT Circular 01/2013. - Ultra-low limits lead to tailgating, intimidation and driver aggression - the most compliant and vulnerable road users suffer. - Ultra-low limits lead to dangerous frustration overtakes - greatly increasing the likelihood of head-on crashes. - Lower limits do not lead to increased cycling and walking. - The negligible road safety and 'active travel' returns will not come close to justifying the cost of the limits. - There is a perception that people are driving too fast that OCC seeks to capitalise on - this won't be addressed by ultra-low limits. - There is no issue with accidents in excess of the limit in this area. - Imposing these limits is illogical - if people are already exceeding 30mph limits, why will they obey 20s? - Many of the studies being used to justify 20mph limits do not look at the effect of imposing blanket limits over broader areas - Reducing a limit from 60 to 20 in the space of a few feet is likely to increase tailgating accidents. The answer to this is not to impose further 'buffer' limits, but not to impose the 20 limits at all - Studies from the US and UK show that lowering limits below the 85th percentile increases rather than decreases traffic speed as people ignore unreasonable limits - Oxfordshire already has a 'drive by numbers' approach to speed limits. My nine mile ride from Bampton to Burford goes 30-60-30-60-40-30-40-60-30-60-40-60-30-20; a limit change almost every half mile.. - Imposing these limits will increase resident demand for calming, raising costs for the council but again for minimal positive road safety impact. <p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: No</p>
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(35) Member of public, (Bampton, Church Street)	<p>Aston and Cote 20mph - Object I stick to speed limits religiously, even when I disagree with them (as I do with these limits). As a woman who often drives alone, I find I'm hooted, get headlights flashed and drivers tailgate me aggressively when I drive at 30mph in 30mph limits. If it's bad in a 30, how much worse will it be in a 20? I already get massive abuse when I drive in London at 20 and on Corn Street in Witney. It's also hard to stick exactly to 20. Go slower and it feels like you are standing still, so I drive at the limit. That means I am constantly having to keep looking at my speedometer. That can't be a safe way to drive. And there is no way a 20mph is going to make me cycle to work from Bampton to Witney. I'd love to get the bus if there was a service that went from Bampton to Witney every quarter of an hour throughout the day and the same back again and took the same time as driving.</p> <p>It would be far better to train drivers to drive safely rather than sticking to a number. Sometimes the speed limits are too low and sometimes too high but people think they're safe and good drivers just because they stick to a number. I've lost count of the number of times I've seen a driver who's been driving under the speed limit then go through traffic calming when it isn't their right of way, making oncoming traffic brake or swerve. I'm trained as an Advanced Driver with IAM Drive Safe and I recommend everyone does that training. With the amount of money that will be spent on lowering the limits to 20 a huge amount of people could be put through advanced training.</p> <p>Bampton 20mph - Object [Same as above]</p> <p>Travel change: No</p>
(36) Member of public, (Aston, Foxwood)	<p>Aston and Cote 20mph - Object Passers through don't stick to the 30 and 20 is even less likely</p> <p>Bampton 20mph - Support On the main road through Bampton there is lots of cars parked either side of the road</p> <p>Travel change: No</p>

(37) Member of public, (Aston, Bull Street)	<p>Aston and Cote 20mph - Concerns I live in Aston</p> <p>Bampton 20mph - Concerns I live near Bampton</p> <p>Travel change: Other It would if the roads themselves were less dangerous. The only thing that would make a real difference would be a cycle/footpath</p>
(38) Member of public, (Bampton, New Road)	<p>Aston and Cote 20mph - Concerns not a resident, however my feeling is enforcement of the 30mph limit would be better.</p> <p>Bampton 20mph - Object The dangerous driving in Bampton is down to people exceeding the current 30mph limit. Reducing the limit to 20 won't prevent people who already break the limit continuing to do so. Spend the money on enforcing the current 30 mph first, this will have a better impact on safety. It is also only at certain times of the day - commuting time or late at night. Possibly a temporary 20 on key roads around the primary school would be acceptable.</p> <p>Travel change: No</p>
(39) Member of public, (Bampton, Bushey Row)	<p>Aston and Cote 20mph - Concerns There is no evidence that there is any benefit in having the speed limits reduced below 30mph. I would only be in favour of temporary (i.e school times) reduction to 20mph.. in appropriate areas.</p> <p>Bampton 20mph - Object I think the proposals are a total waste of money. I have lived in Bampton for 25 years and there is no regular issue with speeding. Of course, there are one or two who flaunt the rules, but there always will be, and there are NO measurable benefits in reducing the speed limit.</p>

	<p>Except that, i would support a 20mph temporary limit if it was deemed appropriate along new road, when the primary school arrive/leaves. However, as there are speed bumps down new road, then this may not be necessary. The main roads thorough bampton, with the possible exception of bridge street where it enters near Weald, are generally free of speeders, and the chicanes do a reasonable job of slowing traffic entering the village.</p> <p>Money would be better spent on designated crossing points, but even so, apart from occassional delays, there are no problems in actually crossing the road...</p> <p>Travel change: No</p>
(40) Member of public, (Bampton, Calais Dene)	<p>Aston and Cote 20mph - Concerns No opinion</p> <p>Bampton 20mph - Support Many of the main roads have parking on one side which restricts views.</p> <p>Travel change: No</p>
(41) Member of public, (Aston, Saxel Close)	<p>Aston and Cote 20mph - Concerns Generally supportive however how will the proposal be enforced</p> <p>Bampton 20mph - Support A reduction in the speed limit would make negotiating the large numbers of parked cars in the High Street near the coop roundabout easier and safer, as well as making it safer to cross the road from the car park to the cafe/coop/shops.</p> <p>Travel change: No</p>
(42) Member of public, (Bampton, Fox Close)	<p>Aston and Cote 20mph - No opinion</p> <p>Bampton 20mph - Object</p>

	<p>It would be impossible to police a 20mph zone and completely impractical</p> <p>Travel change: No</p>
(43) Member of public, (Bampton, Calais Dene)	<p>Aston and Cote 20mph - No opinion 30 is sufficiently cautious.</p> <p>Bampton 20mph - Object I already stick to the 30 (I live in Bampton), those that don't stick to 30 won't stick to 20 either but it will make those of us who do now speeders and build frustration. slower limit around the shop/roundabout or school maybe but village wide not necessary. watching your speed takes concentration off the road itself. I have not been aware of any accidents with cars going at 30, only with cars already breaking the limit and driving recklessly.</p> <p>Travel change: No</p>
(44) Member of public, (Bampton, Woodley Drive)	<p>Aston and Cote 20mph - No opinion</p> <p>Bampton 20mph - Object I would support 20mph on all minor roads in Bampton but there is no reason to have 20mph as the limit on the main roads. I have trialled driving at 20mph and it is needless. There will be no enforcement as stated by the police in witness transition. I have seen no evidence that accidents involving all parties travelling between 20 and 30mph are a problem on the main roads. Position can actually be worse for automatic cars as they maintain a lower gear at higher revs. The most dangerous problem in Bampton is parking. Both legally and illegally. Parking on the double yellow lines opposite the coop is an accident in waiting.</p> <p>Again I would like to reiterate, 20mph would be fine on the minor roads but not on the 3 major through roads.</p> <p>Travel change: No</p>
(45) Member of public, (Bampton, Shergold Road)	<p>Aston and Cote 20mph - No opinion</p> <p>Bampton 20mph - Object</p>

	<p>I do not consider this measure to be in line with the present level of traffic. To my knowledge there have been no major RTAs in Bampton so I can see no evidence for reducing the speed limit</p> <p>Travel change: No</p>
(46) Member of public, (Bampton, Shergold Road)	<p>Aston and Cote 20mph - No opinion</p> <p>Bampton 20mph - Object I don't believe that this a measure that is proportionate. To my knowledge there have been no major accidents in Bampton and I feel that this is just an action considered by do-Gooders to look good. There has been insufficient consultation locally. Would not other calming measures be better suited?</p> <p>Travel change: No</p>
(47) Member of public, (Bampton, Collett Drive)	<p>Aston and Cote 20mph - No opinion</p> <p>Bampton 20mph - Object Will create more pollution and traffic. No need for this. We have multiple speed bumps near schools</p> <p>Travel change: No</p>
(48) Member of public, (Aston, Bampton Road)	<p>Aston and Cote 20mph - Support Increased safety for pedestrians and cyclists through the village, particularly children walking to school.</p> <p>Bampton 20mph - No opinion</p> <p>Travel change: No</p>
(49) Member of public, (Aston, Back Lane)	<p>Aston and Cote 20mph - Support Lower speeds, particularly on residential roads, will make the villages more pleasant and safer for people. My children will be able to access the local park more easily.</p>

	<p>Bampton 20mph - Support As a cyclist, it will be more pleasant to cycle through Bampton with other vehicles travelling at a lower speed</p> <p>Travel change: Yes - cycle more</p>
(50) As part of a group/organisation, (Oxfordshire Cycling Network.)	<p>Aston and Cote 20mph - Support We support 20mph speed limits on the proposed roads through Aston and Cote for their road safety benefits for pedestrians and cyclists. They will create a safer environment in which more people will be inclined to walk, wheel or cycle. Aston is a key destination for cyclists, very often visiting the cafe at the pottery where they will make up a large part of the income, and slower safer traffic will encourage this to the benefit of local business.</p> <p>Bampton 20mph - Support We support 20mph speed limits on the roads through Bampton for their road safety benefits for pedestrians and cyclists. They will create a safer environment in which more people will be inclined to walk, wheel or cycle. Bampton is a key nexus for local cycling as it is on one of the quieter Thames crossing routes, on routes to the Cotswolds, and neat Aston Pottery.</p> <p>Travel change: Yes - cycle more</p>
(51) Member of public, (Bampton, Shergold Road)	<p>Aston and Cote 20mph - Support We need to do something to reduce the speed in this area - the roads here are often narrow, some without adequate pavements, and the speeds some drivers reach is unacceptable. I doubt whether the 20 mph drop will irradiate all examples of speeding, but it may be enough to bring some of the speeds down. As this is a low cost solution, it would sensible to push ahead with it.</p> <p>Bampton 20mph - Support We need to do something to reduce the speed in Bampton - the roads here are often narrow, some without adequate pavements, and the speeds some drivers reach is unacceptable. I doubt whether the 20 mph drop will irradiate all examples of speeding, but it may be enough to bring some of the speeds down. As this is a low cost solution, it would sensible to push ahead with it.</p> <p>I do think you should review the speed limit proposed for the rural part of Mount Owen Road. This has been left at 60</p>

	<p>mph yet it is a single track road without any pavements. At the point this road joins New Road you have a junction where 60 mph traffic is joining onto 20 mph traffic at 90 degrees with restricted view. Surely if the part of Mount Owen Road which is two lane and has a pavement is set to 20 mph the part which is single lane and without any pavements should also be?</p> <p>Travel change: No</p>
(52) Member of public, (Bampton, New Road)	<p>Aston and Cote 20mph - Support Narrow roads, parked cars and some poor visibility junctions</p> <p>Bampton 20mph - Support The village has become a rat run from the A420 to Brize Norton and other places. Very busy during mrning and evening peak periods. Too many drivers drive too fast.</p> <p>Travel change: No</p>
(53) Member of public, (Bampton, Bushey Row)	<p>Aston and Cote 20mph - Support Speeds through and within the villages are frequently exceeded endangering the population and animals.</p> <p>Bampton 20mph - Support [Same as above]</p> <p>Travel change: No</p>
(54) Member of public, (Bampton , Talbot Fields/Mt Owen Road)	<p>Aston and Cote 20mph - Support The size, speed and volume of traffic through our villages is growing. Something needs to slow it all down to bring some peace and calm back to our countryside.</p> <p>Bampton 20mph - Support Bampton has become a through road to Witney and Carterton. Nobody wants to slow down. It can only get worse unless something is done now.</p>

	Travel change: Yes – walk/wheel more
(55) Member of public, (Bampton, Glebelands)	<p>Aston and Cote 20mph - Support Making our streets safer for all road users</p> <p>Bampton 20mph - Support [Same as above]</p> <p>Travel change: No</p>
(56) Member of public, (Aston, Bampton Road)	<p>Aston and Cote 20mph - Support I live in Aston right by the road running through it. (Bampton Rd) and we are fed up with the amount of people who think they are above the traffic rules and constantly violate the 30mph speed restriction.</p> <p>Bampton 20mph - Support {Same as above}</p> <p>Travel change: Yes - cycle more</p>
(57) Member of public, (Aston, Cote Road)	<p>Aston and Cote 20mph - Support I am a resident in Aston and the speed and level of traffic coming through the village is excessive. The speed has always been an issue but with the increased housing bringing more families with multiple vehicles there is now a much higher risk of an accident occurring. This not only applies to cars but also the lorries that are now using the village to avoid the weight limit bridges. These lorries are mounting the pavement on the corner outside my property due to approaching the corner too fast (also applies to cars) and meeting oncoming traffic. Any reduction in speed overall for the village (on the main road through and surrounding) is a good thing thereby reducing risk to all ages.</p> <p>Bampton 20mph - Support Increased volumes of traffic at a higher speed, through additional housing developments, means a higher risk of accident. Bampton is a popular town for visitors with a high pedestrian volume + the benefit of a few shops. There</p>

	<p>are no “safe” places to cross for any age. Lowering the speed will support both safer driving and safer environment for pedestrians</p> <p>Travel change: No</p>
(58) Member of public, (Bampton, Bushey Row)	<p>Aston and Cote 20mph - Support Safety of residents and pets. People drive too fast through the village</p> <p>Bampton 20mph - Support Help stop people who continually drive too fast through the village</p> <p>Travel change: No</p>
(59) Member of public, (Aston, Marsh Furlong)	<p>Aston and Cote 20mph - Support Resident , presently concerned about vehicles speeding through the village.</p> <p>Bampton 20mph - Support Safety</p> <p>Travel change: No</p>
(60) Member of public, (Aston, Saxel Close)	<p>Aston and Cote 20mph - Support To reduce risk to children</p> <p>Bampton 20mph - Support [Same as above]</p> <p>Travel change: No</p>
(61) Member of public, (Bampton, Church Close)	<p>Aston and Cote 20mph - Support Safety</p>

	<p>Bampton 20mph - Support Seems a good idea to promote safety</p> <p>Travel change: No</p>
(62) Member of public, (Bampton, Shergold Road)	<p>Aston and Cote 20mph - Support I support this as traffic in Bampton has massively increased with all the new housing that's been built and many are driving far too fast with children and elderly residents most at risk.</p> <p>Bampton 20mph - Support More housing equals more traffic, people are speeding and putting children and elderly residents at risk.</p> <p>Travel change: No</p>
(63) Member of public, (Bampton, Bridge Street)	<p>Aston and Cote 20mph - Support Since the speed-watchers have been measuring/checking it has been noticeable that the average speed has reduced. I live on Bridge Street in Bampton. It would greatly improve the safety for my family if it was further reduced to 20mph.</p> <p>Bampton 20mph - Support For safety</p> <p>Travel change: No</p>
(64) Member of public, (Bampton, Woodley Drive)	<p>Aston and Cote 20mph - Support Too many cars go too fast through these villages.</p> <p>Bampton 20mph - Support Constant speeding cars doing well over 30mph through Bampton village.</p> <p>Travel change: Yes – walk/wheel more</p>

(65) Member of public, (Aston, Bull Street)	<p>Aston and Cote 20mph - Support How can it be a bad thing to drive a little slower through a small village with children and pets</p> <p>Bampton 20mph - Support How can it be a bad thing to drive a little slower through the village</p> <p>Travel change: No</p>
(66) Member of public, (Bampton Bridge Street)	<p>Aston and Cote 20mph - Support All traffic should have it's speed regulated in villages.</p> <p>Bampton 20mph - Support Traffic should be slower in villages</p> <p>Travel change: No</p>
(67) Member of public, (Bampton, Bushey Row)	<p>Aston and Cote 20mph - Support The reduction in speed is good for the environment and also provides a safer road environment for the children of the village.</p> <p>Bampton 20mph - Support It is better for the environment and helps reduce the risks to residents of the village caused by speeding cars.</p> <p>Travel change: No</p>
(68) Member of public, (Witney, Abbey Road)	<p>Aston and Cote 20mph - Support Safety</p> <p>Bampton 20mph - Support Safety</p>

	Travel change: No
(69) Member of public, (Bampton, New Road)	<p>Aston and Cote 20mph - Support Road safety</p> <p>Bampton 20mph - Support Road safety</p> <p>Travel change: No</p>
(70) Member of public, (Guisseley, Moorland)	<p>Aston and Cote 20mph - Support Because evidence shows people are more likely to survive being hit by car at 20mph</p> <p>Bampton 20mph - Support [Same as above]</p> <p>Travel change: Yes – walk/wheel more</p>

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Divisions affected: *Hendreds and Harwell*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

BLEWBURY – PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve as advertised the 20mph speed limit at Blewbury.

Executive summary

2. This report presents the responses to a consultation on a proposal to introduce a 20mph speed limit at Blewbury, with the majority of the existing 30mph speed limits within the main residential area of the village being replaced. However, the existing 30mph speed limits on the A417, B4016, Bohams Road, and Woodway, as well as the existing 40mph speed limit on the B4016 Bessels Way will remain unchanged. The proposal is shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the County Councils 20mph speed limit 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 village and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 03 August and 02 September 2022. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Blewbury parish council, and the local County Councillor representing the Hendreds & Harwell division.
7. 73 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below.

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Blewbury 20mph	7 (10%)	9 (12%)	57 (78%)	0	73

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below

Travel Change	Number
Yes – walk/wheel more	18 (25%)
Yes - cycle more	8 (11%)
No	42 (57%)
Other	5 (7%)

9. Additionally, six emails were received, with Thames Valley Police (TVP) raising concerns, Oxford Bus Company & Stagecoach confirming they had no comments in relation to the specific proposals, one member of the public supporting, and finally two members of the public raising concerns.
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
11. A report from Blewbury parish council summarising their recent documentary evidence of speeding, recommendations in the Blewbury village plan, and making specific recommendations to satisfactorily address the speeding issue was submitted in tandem with their response, and this is shown in **Annex 3**.

Officer response to objections/concerns

12. Thames Valley Police expressed no objection to the proposals but confirmed their stance that primarily 20 mph speed limits and zones should be self-enforcing. They welcomed the engineering measures that are included and suggested further measures should not be dismissed.

13. The objections received stated that the proposed changes were unnecessary - citing a lack of need, waste of money, proposals don't go far enough, and the condition of the existing highway surface being poor..
14. It should be noted that the county council is changing its approach and acceptance of 20mph restrictions, which will enable a much greater coverage across Oxfordshire.
15. The proposal is aimed to make streets safer, encourage residents to walk or cycle & reduce noise and pollution. The consultation proposal puts forward a scheme that encompasses the whole village but this extent may be reduced prior to implementation in accordance with your comments and in discussion with the Parish Council. Signing and other measures will as far as possible be sympathetically applied bearing in mind the aesthetic of the village.
16. Journey times should not be affected as the main arterial route has remained as a 30mph through the Blewbury. The priority for the county council and the Parish is being given to safety of residents.
17. The Parish Council have stated "For a great many years, car speeding along the A417, London Road, and B4016, Bessels Way, have been a blight upon the lives of many Blewbury residents, with a damaging impact upon the safety of residents, their animals, and their cars. Blewbury Parish Council has recent documentary evidence of speeding, recommendations in the Blewbury village plan to increase safety, and meeting minutes confirming our support for a suite of speed reduction measures. There is strong support for speed reduction measures so that we can all move around the village in greater safety".

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan
	Annex 2: Consultation responses
	Annex 3: Speed Reduction Measures in Blewbury report

Contact Officers:	Tim Shickle 07920 591545
	Geoff Barrell 07789 926984

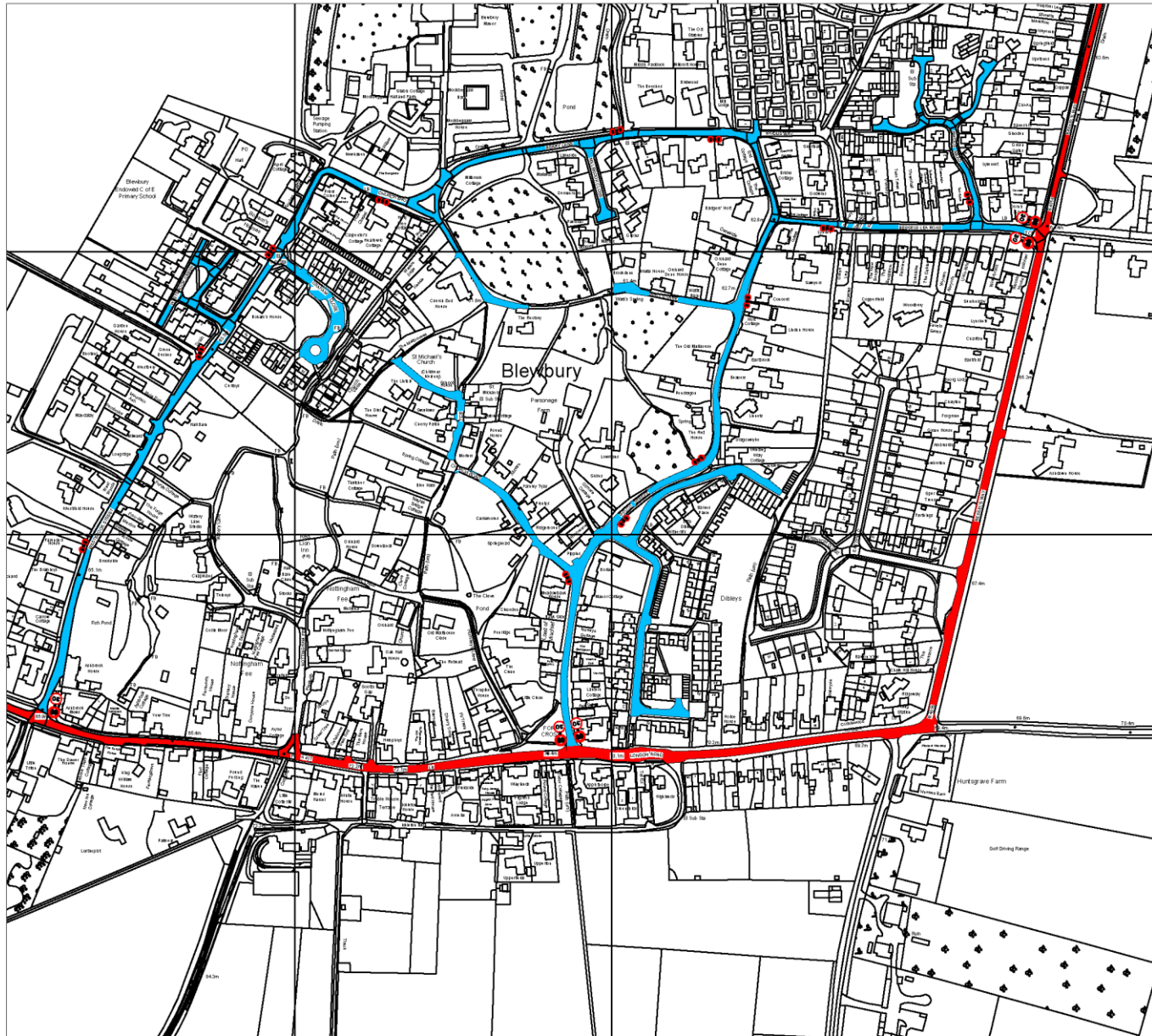
October 2022

A

B

1

2



Drawing No. Blewbury Overview Revision 1.0

Legend	
Proposed 20	
Existing 20	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	18.05.22	Final Draft	C.R		

OXFORDSHIRE COUNTY COUNCIL
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Project title: Blewbury 20mph Scheme

Drawing title: Blewbury 20mph Scheme
 Sheets A1 to B2

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by	Approved by
	Date drawn 18.04.22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
Drawing title: Blewbury 20mph	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. 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 and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>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>I have no further comments at this stage apart from I welcome that certain roads are to remain at 30 and 40 within this village.</p>
(2) Oxford Bus Company	No objection - We have no issues with this one as it is proposed and are pleased to see that the main bus route through Blewbury has been left as 30mph.
(3) Stagecoach Bus Company	No comments
(4) Blewbury Parish Council	<p>Support - Blewbury Parish Council is aware that there are speeding issues on the roads within Blewbury, in addition to the A417 and B4016.</p> <p>For a great many years, car speeding along the A417, London Road, and B4016, Bessels Way, have been a blight upon the lives of many Blewbury residents, with a damaging impact upon the safety of residents, their animals, and their cars. Blewbury Parish Council has recent documentary evidence of speeding, recommendations in the Blewbury village plan to increase safety, and meeting minutes confirming our support for a suite of speed reduction measures. There is strong support for speed reduction measures so that we can all move around the village in greater safety.</p> <p>Travel change: Yes – walk/wheel more</p>

(5) Member of public, (Upton, Fieldside)	<p>Object - In 30 years of walking, cycling and driving in Blewbury my experience is that the highways are perfectly safe, I believe proposal will have little or no impact other than to waste money better spent in very many other ways to improve highway safety.</p> <p>Travel change: No</p>
(6) Member of public, (Blewbury, Church Road)	<p>Object - The proposals don't go far enough. Speed limits are particularly needed on the A417 through Blewbury and along Bessels Way, yet, these two roads are excluded from the current proposals.</p> <p>Travel change: No</p>
(7) Member of public, (Blewbury, London Road)	<p>Object - Having encountered 20 mph in other villages, I believe they are not a help. The councils' concerns only appear to be for cyclists & pedestrians, which are already catered for in the updated Highway Code. Motorists are never considered, which is peculiar, as they are the only ones contributing to the upkeep of the roads.</p> <p>Travel change: No</p>
(8) Member of public, (Blewbury, South Street)	<p>Object - Do not know which roads are covered</p> <p>Travel change: No</p>
(9) Member of public, (Blewbury, South Street)	<p>Object - As a cyclist, the main issue is with the speed of traffic on the main A road through Blewbury and the B road to Didcot. Changing the speed limit within the village itself does not address this and uses resources that would be better spent addressing the main traffic problems. It is also hard to cross the main road as a pedestrian now. The traffic has increased substantially since Great Western Park was built and the new link road.</p> <p>Travel change: No</p>

<p>(10) Member of public, (Blewbury, South Street)</p>	<p>Object - a waste of money and a distraction from the main problem with the roads in the area - the appalling state of the surface of the roads, potholes etc. The council should be ashamed of this and appears to have lost all motivation to do anything to arrest their slow decline. Even when road maintenance is done - as recently to the A417 through Blewbury, it is half-baked with many potholes missed, and the rough bit through Upton was left undone. The recent repairs (again) to the B4016 Didcot-Blewbury road should be an embarrassment. Within days, the surface was breaking up, and when the hot weather arrived, the asphalt melted! When did you last resurface a road properly rather than just filling a few potholes and throwing some gravel on freshly laid tar? Forget about the new speed limit and put the money into road resurfacing.</p> <p>Travel change: No</p>
<p>(11) Member of public, (Blewbury, London Road)</p>	<p>Object - There is little or no capacity to exceed 20mph at the moment on the roads proposed for the new limit. The roads inside the village are too narrow and have natural chicanes of parked vehicles. It would be a waste of funds. More importantly it would send a signal that the Council are ignoring the real issue of the two main roads in the village which are not included in the proposal, which host habitual and frequent speeding offenders. These roads (A417 London Road and B4016, bessles way) need to be addressed urgently before someone is killed or serious injured.</p> <p>Travel change: No</p>
<p>(12) Member of public, (Blewbury, Didcot, Berry Lane)</p>	<p>Concerns - Cant see that a change to the signed speed limit will make the slightest bit of difference to the actual speed that is driven round these tiny roads</p> <p>Travel change: No</p>
<p>(13) Member of public, (Blewbury, Westbrook Street)</p>	<p>Concerns - Reducing the speed limit within the village itself is probably pointless. Our speeding issues rest with the main roads - the A4127 and B4016 where speeding is causing nuisance and danger. We really had hoped to see the speed limit to be reduced where it actually matters.</p> <p>Travel change: No</p>

(14) Member of public, (Blewbury, Bessels Lea)	<p>Concerns - Decisions on investing public funds need to be driven by supporting data. As members of the Blewbury Community Speedwatch (CSW) team we think that there is little or no data to either support or object to a 20 mph for the inner village roads. Therefore we strongly advise that data should be obtained to prove that there is a problem, rather than simply making an arbitrary decision to prioritise this investment now above other known major speeding issues in Blewbury (A417 and B4016). Significant CSW data exists for these two roads, e.g. 25 -30 percent of all traffic on the B4016 is recorded at 37 -55 mph. The village therefore should address these public safety priorities ahead of the proposed 20 mph limit, which is currently not based on any technical data to prove the need.</p> <p>Travel change: No</p>
(15) Member of public, (Blewbury, Bessels Way)	<p>Concerns - The proposals are utterly ridiculous! The 30mph limits on Bessels Way and the London Road are not enforced and are routinely ignored by drivers. These are way more important to address than the limits inside the village. I'd support moving to 20mph inside the village, but it's totally missing the point. Bessels Way and London should be 20mph too - or at least have cameras installed.</p> <p>Travel change: No</p>
(16) Member of public, (Blewbury, London Road)	<p>Concerns - I am concerned that there is no provision for controlling speed on the main A417 going through the village. As a resident on this road, drivers regularly exceed the speed limit and it is dangerous from my children to cross. I have no objection to the proposed 20 mph zone however traffic in this part of the village is generally light and it is difficult to drive at greater than 20 mph currently.</p> <p>Travel change: No</p>
(17) Member of public, (Blewbury, Bessel's Way)	<p>Concerns - I am concerned that by focusing on reducing the speed on roads within the village, the constant speeding on Bessel's Way and London Road is not being addressed.</p> <p>Travel change: No</p>

(18) Member of public, (Blewbury, London Road)	<p>Concerns - While I am supportive of the 20mph limit within the village in principle I am concerned that this will just further exacerbate higher speeds on Bessels Way and the London Road where the real issue is anyway. The focus should be on addressing speeds on these two roads, where the speed limit is regularly exceeded and by some margin with many incidents and near misses. The inner village roads are much narrower with parked cars naturally limiting the speed of passing vehicles.</p> <p>Travel change: No</p>
(19) Member of public, (Blewbury, Grahame Close)	<p>Concerns - I support the idea of a 20 zone around the entire village itself in principle ... but the internal roads are quite narrow and windy and I don't feel there is a big issue with speeding (I seldom see cars at 30mph). Most traffic is residents who are mindful of speed in any case - so my question would be what's the point, especially if the move to a 20 zone requires things like traffic calming/ street lights/ cameras/ more signage etc that may spoil the environment.</p> <p>It is the two 'containing' roads of Bessels Way and London Road that *would* benefit from a reduced speed limit and some subtle traffic calming (such as the one-way/ give way road-narrowing priority system eg that exist in nearby Long Wittenham - but not speed bumps or street lights) but I understand these roads are out of scope for this review.</p> <p>So a 20 Zone starting on the approaches each way on the A417 by a) Savages b) the petrol garage and c) the Stables on the Didcot - East Hagbourne road YES, but just within the village itself? A pointless and ugly expense in my view.</p> <p>Travel change: No</p>
(20) Member of public, (Blewbury, Bessels Way)	<p>Concerns - Nothing wrong per se with 20 inside the village but few go much faster than that anyway. Given the data published by the Speedwatch team which shows few issues inside the village and terrible levels of speeding on the 2 roads specifically excluded from the proposal, coupled with high level of pedestrians crossing at Winterbrook farm and also crossing to the playpark at Tickers Folly Field, how does the council satisfy itself that this proposal is where the road safety priorities lie in Blewbury? That might sound like a loaded question but all you have to do is stand for 20 minutes at either of these locations to see for your self the dangers that no calming measures present. I urge you to prioritise the main roads and worry about 20mph inside the village later.</p>

	Travel change: No
(21) Member of public, (Blewbury, Besselslea Road)	<p>Concerns –Well it seems like a good excuse to clutter a village with signage which is not needed. Most of the roads have obstacles which make 20mph hard to reach, however I think that there are a few Westbrook St, South St ,Berry Lane and Besselslea Road which could do with a gentle reminder, with th emphasis on "gentle". None of this goes any way to make Besselsway or London Road any safer.</p> <p>Bus routes mean that elderly residents have to cross these. The recreation ground needs crossing London Road. Exiting from the village towards Didcot or towards Upton means fitting in with racing traffic.</p> <p>These two roads have pavements. Someone needs to ensure that there are safe crossings AND THAT THE SPEED LIMIT IS ENFORCED.</p> <p>Please use your money more wisely.</p>
(22) Member of public, (Blewbury)	<p>Concerns – As a resident of Blewbury I welcome the proposal to reduce the speed limit through the village to 20mph. In the heart of the village you cannot safely exceed this speed anyway. I am concerned that the problems on the London Road A417 and the road to East Hagbourne are not also being addressed though: drivers USUALLY exceed 30mph and there are no crossing places for the kids to get to the play park (which is next to Bohams Rd). Ideally we would have a zebra crossing roughly opposite Savages garden centre, and another one by Bessels Way to cross over to the Blewburton hill fort. We also need speed cameras to slow the traffic down (A417 and on the road to East Hagbourne).</p>
(23) As part of a group/organisation, (Oxfordshire Cycling Network)	<p>Support - We support 20mph speed limits on the minor roads through Blewbury for their road safety benefits for pedestrians and cyclists. They will create a safer environment in which more people will be inclined to walk, wheel or cycle.</p> <p>Travel change: Yes - cycle more</p>

(24) Member of public, (Blewbury, London Road)	<p>Support - The roads A417 and Bessel Way are dangerous. Cars speed along both these roads and both crossing the road and coming out if junctions is dangerous at the moment</p> <p>Travel change: No</p>
(25) Member of public, (Blewbury, Woodway Road)	<p>Support - Blewbury has narrow, winding roads, frequently with no footway. 20 mph is a much safer option then 30 mph.</p> <p>Travel change: No</p>
(26) Member of public, (Blewbury, South Street)	<p>Support - I live in Blewbury and am very concerned about the speed of traffic throughout the village - it has increased significantly over the last few years. Not all roads have footpaths for example parts of South Street, so I feel it is very important that traffic moves at an appropriate speed to allow pedestrians to walk safely - a 20mph limit would ensure this.</p> <p>I would also add, the speed limit on the A417 London Road that runs right through the centre of the village is not adhered to by the majority of motorists, particularly during busy periods in the morning and early evening - some cars exceed 50mph along this stretch which makes it very unsafe to try to cross the road. I have seen elderly residents, parents with pushchairs and dog walkers waiting for long periods of time, trying to get across the road safely. I think ALL roads in Blewbury should be at a safe speed limit of 20mph and that this should be monitored and enforced by the council.</p> <p>Travel change: Yes – walk/wheel more</p>
(27) Member of public, (Aston Tirrold, Aston Street)	<p>Support - Concern about safety</p> <p>Travel change: No</p>
(28) Member of public, (Blewbury, Eastfields)	<p>Support - In the village and surrounding main roads there are so many walkers and horse riders along with cyclists where the current speed Limit is exceeded by far and should be reduced making it safer for all</p>

	Travel change: Yes – walk/wheel more
(29) Member of public, (Blewbury, Dibleys)	<p>Support - The straight Road out of Blewbury is a temptation to go fast. There are often horses on this road, some years ago there was an awful accident involving a horse and rider, with a car overtaking. It could easily happen more often.</p> <p>Travel change: No</p>
(30) Member of public, (Blewbury, London road)	<p>Support - The traffic goes too fast through the village and it is very dangerous for children crossing to get to the playground or Across the village. It should be properly slowed down and there should also be at least one crossing. Current 30mph is out of date and not sufficient.</p> <p>Travel change: No</p>
(31) Member of public, (Blewbury, Millbrook Close)	<p>Support - I live close to Berry Lane and there are frequently cars driving at a greater speed than 30mph which is completely inappropriate for the width of the road, the visibility and the number of people walking with children and dogs.</p> <p>Travel change: No</p>
(32) Member of public, (Blewbury, Chailey Gardens)	<p>Support - The speed of some motorists in the village is totally inappropriate and indeed, dangerous, given that farm traffic and horses are regular users of the village roads</p> <p>Travel change: No</p>
(33) Member of public, (Blewbury, Westbrook Street)	<p>Support - I support reducing the speed limit to 20 mph. It will be safer at the bends and junctions, parked cars, narrow roads. Children play, cycle use scooters and there are several blind bends and areas where there are no footpaths. Footpaths can be bumpy and slope making walking on them tricky for the infirm and for wheelchairs. The roads get used for walking because of this. Electric cars are quiet and harder to notice in the village and slower driving would</p>

	<p>give more chance of seeing them. I live in Westbrook Street. It has lots of parked cars and narrow areas. The school creates lots of traffic and FAST DRIVING at the same time as children are walking to school and crossing the road. There is a blind bend just by the school.</p> <p>Travel change: Yes – walk/wheel more</p>
(34) Member of public, (Blewbury, London Road)	<p>Support - I have a daughter who rides her bike and walks with her friends around the village and think the 20mph would make it safer for her and other children.</p> <p>Travel change: Yes - cycle more</p>
(35) Member of public, (Blewbury, Westbrook Street)	<p>Support - Slowing vehicles on the roads makes it a safer place for everyone</p> <p>Travel change: No</p>
(36) Member of public, (Blewbury, Whites Orchard)	<p>Support - 20mph is sensible with the village. Reducing the main road speed to 20 would be impractical so I support maintaining the current 30/40 mph limits</p> <p>Travel change: No</p>
(37) Member of public, (Blewbury, Berry Lane)	<p>Support - With parked cars on roads within the village it is dangerous for pedestrians as car on the move moving at 30mph are going too fast. 20 mph will be a lot safer for all</p> <p>Travel change: Yes – walk/wheel more</p>
(38) Member of public, (Blewbury, Berry Lane)	<p>Support - Appropriate speed for village roads</p> <p>Travel change: No</p>

(39) Member of public, (Blewbury, London Road)	<p>Support - I fully support the proposal to introduce a 20 mph speed limit to most of the roads in the village of Blewbury. In many of the roads there is no footpath and many of the bends create visibility hazards. Stretches of the roads are very narrow and make it difficult to see oncoming traffic. A reduced speed limit would give drivers more time to spot oncoming traffic and pedestrians take evasive measures.</p> <p>However, I consider the proposal to exclude other roads in the Village (particularly London Road (A 417) and Bessels Way) from the changes misguided. London Road is a particular concern. I have witnessed several near misses on this road with pedestrians emerging from houses on the South side of the road, where there is no footpath, the road narrows and visibility is impaired, only just pulling back as cars come through the village at speed, I fear that it will not be long before someone is seriously injured or killed unless action is taken to prevent this. I understand that there have been fatalities on this road previously. It is a particular concern that many of the properties on the South side of London Road are occupied by elderly people and young children who are at particular risk when they attempt to access the rest of the village by crossing the London Road.</p> <p>Travel change: No</p>
(40) Member of public, (Blewbury, Grahame Close)	<p>Support - I have lived in Blewbury for nearly 50 years and have always thought this would be a brilliant, safe idea</p> <p>Travel change: No</p>
(41) Member of public, (Blewbury, South Street)	<p>Support - Fully support move to 20mph and ideally would extend it to A417 and B4016</p> <p>Travel change: Yes – walk/wheel more</p>
(42) Member of public, (Blewbury, South Street)	<p>Support - People drive far too fast and dangerously along village roads so any lowering of the speed limit would be welcome</p> <p>Travel change: Yes - cycle more</p>

(43) Member of public, (Blewbury, London Road)	<p>Support - Safety Issues</p> <p>Travel change: Yes - cycle more</p>
(44) Member of public, (Blewbury, London Road)	<p>Support - A 20mph limit on the small roads within the village is long overdue. I agree the existing 30mph/40mph limits should remain on the A417 and B4016, however.</p> <p>Travel change: No</p>
(45) Member of public, (Blewbury, London Road)	<p>Support - The roads in the village are very narrow and there are no footpaths in many areas. Many people walk around the village or cycle. It would be much safer to have a lower speed limit on the village roads.</p> <p>Travel change: Yes – walk/wheel more</p>
(46) Member of public, (Blewbury, London Road)	<p>Support - There are many narrow roads in the village and some do not have pavements. Many people walk round the village or cycle. It is often the case that you cannot be seen around a bend in the road and many cars currently drive faster than the allowed 30mph. It would be much safer to have this speed limit reduced to 20mph. we also have a pre-school and a primary school in the village so those children are vulnerable.</p> <p>Travel change: Yes – walk/wheel more</p>
(47) Member of public, (Blewbury, London Road)	<p>Support - The traffic on the London Road is dangerous and something has to be done to reduce the speeding that takes place all day every day. My only concern is how this will be policed. If a 30mph set of signs doesn't work today, what difference is it going to make to put 20mph on those signs instead. We need speed bumps and or other ways of reducing the speeding. The village has been asking for speed bumps for sometime now, so this is the perfect opportunity for them to be put in. That will reduce the speeds going through the village. It has worked in other villages so time to act now as you reduce the speed with your initiative.</p> <p>Travel change: No</p>

(48) Member of public, (Blewbury, Berry Lane)	<p>Support - We have village roads and lanes with no footpaths. 20 mph throughout Blewbury would be safer for pedestrians and for residents whose front doors or drives open onto these roads and lanes .</p> <p>Travel change: Yes – walk/wheel more</p>
(49) Member of public, (Blewbury, Bessels Way)	<p>Support - I support reducing the speed limit throughout the village, and would prefer to see speed limit enforcement on the dangerous Bessels Way and London Road where cars travel at speeds far exceeding the 30 limit</p> <p>Travel change: No</p>
(50) Member of public, (Blewbury, Church Road)	<p>Support - Blewbury has some very narrow roads and many walkers, dog-walkers, children walking to school and 20mph is fast enough and safer than 30 or higher</p> <p>Travel change: No</p>
(51) Member of public, (Blewbury, London Road)	<p>Support - Safety. Also, the 417 should be included in the scheme, and enforced with a Speed Camera. It is dangerous along its whole route through Blewbury, especially at the constriction just past the turning to the Red Lion.</p> <p>Travel change: Other I would walk and cycle more safely.</p>
(52) Member of public, (Blewbury, London Road)	<p>Support - Permitted speed needs to be lowered on account of increased pedestrian traffic along narrow roads.</p> <p>Travel change: No</p>
(53) Member of public, (Blewbury, Church Road)	<p>Support - Don't really think it will make much difference but it's worth a try.</p> <p>Travel change: No</p>

(54) Member of public, (Blewbury, Grahame Close)	Support - Roads are narrow and or obscured with often no footpath. Travel change: No
(55) Member of public, (Blewbury, Church End)	Support - Small roads, blind bends, children playing, people with mobility difficulties using roadway due to lack of pavements in places Travel change: Yes - cycle more
(56) Member of public, (Blewbury, Bessels Way)	Support - It makes complete sense. Travel change: No
(57) Member of public, (Blewbury, Westbrook Street)	Support - I live in Blewbury and often cross the London road with young children. 20 mph would be much safer. The people who speed along the road may Even reduce their speed to something less dangerous Travel change: Yes – walk/wheel more
(58) Member of public, (Blewbury, Westbrook Street)	Support - Safety of the residents Travel change: No
(59) Member of public, (Blewbury, Grahame Close)	Support - The roads around Blewbury are winding and narrow, often with young children and other pedestrians. I already drive at under 20mph here anyway and to exceed that speed would often be dangerous. Travel change: No

(60) Member of public, (Blewbury, Church Road)	<p>Support - A 20 mph limit makes sense in a village with small roads and large population of residents who walk - with children, dogs etc. It would increase safety and I can't think of any negative effects.</p> <p>Travel change: Yes – walk/wheel more</p>
(61) Member of public, (Blewbury, Whites Orchard)	<p>Support - Many of the village roads are narrow without footpaths making it dangerous for pedestrians, especially children going to school, horse riders, elderly and cyclists. There are numerous blind spots in the village and some vehicles travel too fast.</p> <p>Travel change: Yes – walk/wheel more</p>
(62) Member of public, (Blewbury, London Road)	<p>Support - I am concerned about traffic speeds in the village</p> <p>Travel change: Yes – walk/wheel more</p>
(63) Member of public, (Blewbury, Millbrook Close)	<p>Support - A lot of people walk through this attractive village. The roads are generally quite narrow and bending, and in some places there are a considerable number of cars and other vehicles parked. There are no pavements along the majority of these roads and, even where there are, many of them are very narrow and not level. This means that people with push chairs or mobility scooters have to use the roads as they cannot use the pavements safely.</p> <p>Being situated where it is, there are also horse riders using these roads every day.</p> <p>Many people already observe 20 mph in the village itself and it would be reassuring for this to be adopted as a normal requirement.</p> <p>Travel change: Other I already walk whenever possible and limit the use of my car.</p>
(64) Member of public, (Blewbury, near Didcot, Grahame Close)	

	<p>Support - Too many cars drive too quickly along the main road and there are both houses and amenities on the main road, such as Savages, the tennis, cricket, bowls clubs, children's play park, horse stables and walks to the ridge way. 20mph would be a lot safer for all people, including children, elderly, disabled and vulnerable.</p> <p>Travel change: Yes – walk/wheel more</p>
(65) Member of public, (Blewbury, Grahame close)	<p>Support - I support this for safer roads for all road users. And for increased pedestrian safety.</p> <p>Travel change: Yes – walk/wheel more</p>
(66) Member of public, (Blewbury , Bridus mead)	<p>Support - I walk my children to Blewbury School daily and drivers speed proposes concerns for my childrens safety.</p> <p>Travel change: No</p>
(67) Member of public, (Blewbury, Eastfields)	<p>Support - Small roads, children, beautiful village, unsafe corners, horses</p> <p>Travel change: No</p>
(68) Member of public, (Blewbury, Bridus Mead)	<p>Support - however If you aren't doing a417 and b4016 may as well not bother. Save our council tax for something else.</p> <p>It's already impossible at times to cross these two roads with the current 30 limit in place.</p> <p>Elsewhere you already struggle to get near 30 anyway because of the narrow / twistyness of the roads slowing you down. It self governs by design.</p> <p>Travel change: Other</p> <p>It will change very little within the village as the two main dangerous roads to use will not be affected.</p>

(69) Member of public, (Blewbury, Grahame Close)	Support - I would welcome slower car speeds through the village Travel change: No
(70) Member of public, (Blewbury, Off Westbrook Street)	Support - I support a 20 mile hour limit in Blewbury village . People already exceed the 30 mile an hour limit. Especially dangerous near the school Travel change: No
(71) Member of public, (Blewbury, Church Road)	Support - Safer for pedestrians and families Travel change: Yes - cycle more
(72) Member of public, (Blewbury, Bessels Way)	Support - I live on Bessels Way, the speed the cars are going is crazy and a small child could get killed. I feel it also needs backing up with a speed camera Travel change: Yes – walk/wheel more
(73) Member of public, (Blewbury, London Road)	Support - Traffic travels at inappropriate speeds both on the roads within the scope of this change and on other roads in the village eg A417. It's imperative that a speed restriction is put in place, in common with other villages with primary schools. Travel change: Yes - cycle more
(74) Member of public, (Blewbury, South Street)	Support - I walk around Blewbury every day and am often very frightened by the speed that some people drive around the village. Driving at, or in excess of, 30mph is particularly dangerous with all of the blind bends in Blewbury. 30mph is far too fast - especially with all of the dog walkers, horse riders and cyclists in the village. Travel change: Yes – walk/wheel more

(75) Member of public, (Blewbury, London Road)	<p>Support - Many roads in Blewbury do not have footpaths. They are used by children walking to school, visit friends etc. Also many elderly people, people on horseback, cyclists and general users. As a driver myself it would never feel reasonable to drive at more than 20 mph anyway.</p> <p>Travel change: Other It is very rare for me to do anything but walk or cycle already</p>
(76) Member of public, (Blewbury, Chailey Gardens)	<p>Support - I fully support the proposed 20mph speed limit within Blewbury Village as I live in the village and walk my dog around the centre of the village, where there are not always pathways to keep to. I also hack on my horse and horses can be easily spooked by speeding traffic which is not able to give enough space to comfortably pass the horse. The village has some old, narrow roads with blind corners and 20mph would make those roads much safer.</p> <p>Travel change: Other I don't drive around the centre of the village, I always walk.</p>
(77) As part of a group/organisation, (Blewbury Community Speed-watch)	<p>Support - I support the introduction of a 20mph limit within the village, however I don't know what data is being used to introduce this? I set up the Community Speedwatch Group in Blewbury and we have been operating for over 1 year now, and our data supports traffic calming measures on the B4016 near Winterbrook Farm and Bessels Lea junctions, traffic in excess of 50mph. The volume of traffic on the A417 near the Cemetery at one end, and the busstops by the Blueberry pub should both have pedestrian crossings which were proposed in 2003!</p> <p>Travel change: Yes - cycle more</p>
(78) Member of public, (Blewbury, Bridus Mead)	<p>Support - Most residents do not usually go above 20mph but there are those who do, particularly parents around school times, builders and delivery drivers. The roads need to be kept safe for walkers, cyclists, mobility scooters, horses, etc. The internal roads in Blewbury are winding, many don't have footpaths and a large number of homes have their driveways open directly onto the roads.</p>

	Travel change: Yes – walk/wheel more
(79) Member of public, (Blewbury)	<p>Support - I feel we have a few "hotspots" in Blewbury;</p> <p>The narrowing on London Road</p> <ul style="list-style-type: none"> o this is too close now for many cars / vans and there are often comings together resulting in almost continuous broken wing mirrors on the road - it will not be long before there is a more serious accident there. o the pavement just after this (travelling eastwards, towards The Blewbury) is narrow and often overgrown resulting in large vans and lorries coming perilously close to pedestrians. <p>Westbrook Street</p> <ul style="list-style-type: none"> o during "the school run" cars are driving too fast down Westbrook Street making it dangerous for resident road users to get in and out of their driveways. o the parking at the Ashridge House is poor and cars are parking too close to the junction with the London Road - again this makes it dangerous for pedestrians, cyclists and motorists alike! <p>I fully support the 20mph speed limit.</p>

Speed Reduction Measures in Blewbury

Summary

For a great many years, car speeding along the A417, London Road, and B4016, Bessels Way, Blewbury has been a blight upon the lives of many Blewbury residents, with a damaging impact upon the safety of residents, their animals, and their cars. This paper summarises recent documentary evidence of speeding, notes the recommendations in the Blewbury village plan, and makes specific recommendations to satisfactorily address the speeding issue, so that we can all move around the village in greater safety.

Contents

Summary	1
What is the issue?	2
Introduction and background	2
Residents' stories about the dangers of London Road and Bessels Way	2
Current speeding data and traffic hotspots.....	3
Proposed solutions.....	3
Core solution considerations	3
Proposed traffic calming solutions	3
Speed Monitoring	3
Speed Roundels.....	4
Village Gates.....	4
Speed Indicator Devices (SIDs).....	4
Pedestrian Crossing on London Road	5
Pedestrian Crossing on Bessel's Way.....	5
Central line removal.....	5
20 mph limit within the Village	5
20 mph on London Road and Bessel's Way	5
Chicanes and Buildouts.....	6
Funding	6
Decision points for Blewbury Parish Council	6
Appendix I – Details of SIDs	7

What is the issue?

Introduction and background

The Blewbury Village Plan, published in 2016, identified that speeding and the lack of safe crossing points was an issue (<https://blewbury.co.uk/parish/neighbourhood-plan/>).

Below are extracts from the plan:

*“London Road (A417) is the only road in the village with pavements running along both sides. In places the pavement narrows significantly, and there is a gap on the south side opposite Nottingham Fee. **There are no pedestrian crossings at all on this very busy main road, which must be crossed by people living to the south of it or going to the recreation ground. This is often mentioned by residents as a serious problem.** Bessel’s Way (B4016) has a pavement for most of its length, but it ends at White’s Orchard. Beyond this there is a 40-mph speed limit and pedestrians are not encouraged to continue.”*

*“Speeding: **There is a long-term problem of speeding along London Road and Bessels Way. Various traffic calming measures and proposals have been discussed over the years.** The Parish Council are reviewing this area and are working with the Oxfordshire Highways Department to explore what can be done to improve the safety of pedestrians and road users. The speed limit is currently 30 mph on all roads in Blewbury. A number of residents are working to reduce speed on village roads apart from the A417 and B4016 to 20 mph.”*

*‘London Road and Bessels Way are becoming increasingly dangerous for pedestrians and cyclists because of the volume and speed of traffic. Calming measures on both of these roads should be considered, as should reduction of the speed limit to 20 mph within the village. **Continued research into available traffic calming measures and pedestrian crossings along London Road is needed,** notwithstanding the village’s wish not to have street lighting. Street furniture and signage should be kept to a minimum and be practical, of modest scale and in keeping with local surroundings.’*

Residents’ stories about the dangers of London Road and Bessels Way

Over the last 20 years or so, residents have been observing and collecting (anecdotal in the earlier years) data chronicling the speed of traffic along these two main entries and exit roads to the village.

For example, between 2003 and 2007, Robert Long and Mike Marshall collected ad hoc data, and later noisy rumble-strips were tried out, but were not considered to be a suitable solution and were removed.

“Within 6 months of moving here and parking on London Road, my brand-new car was smashed three times!”

“My dog was hit on London Road and the driver didn’t stop”

“As a child I was hit when crossing the road, after getting back from school”

“The postman had to jump into a doorway on London Road, as a car mounted the pavement to speed on its way”

June 2022

Current speeding data and traffic hotspots

Research into the speeding along these roads has been actively conducted by a large group of concerned Blewbury residents since 31st July 2021; the Blewbury Community SpeedWatch team.

In the last 8 months, there have been 1000 offences, 160 exceeding the speed limit by between 56% and 110%.

The fastest car travelling at 65mph, and 3 motorbikes travelling at 78mph, narrowly missing a child on a push along scooter in the road, these were seen during school pick-up time.

An average of one speeding vehicle every two minutes was recorded. A roughly equal frequency was observed in the opposite direction thus approximating to one speeding vehicle each minute with speeds ranging between 37 and 58 mph.

There are two clear 'hot spots': Sebastapol Barn crossing to the play area at Tickers Folly Field (TFF) and the tennis courts, and the Winter brook Farm crossing to Blewburton, both have high pedestrian crossing activity. Horse riders, their horses and cyclists are also at risk.

Blewbury community speed watch average around 2-hour sessions per week and see 30% of the traffic exceeding the speed limit, so assuming the traffic behaviour is the same, or worse, when not present, there is clearly a growing issue.

Monthly reports are provided to the BPC, since the start of the campaign.

Proposed solutions

Core solution considerations

All the proposed considerations need to be mindful of:

- *'The village's wish not to have street lighting. Street furniture and signage should be kept to a minimum and be practical, of modest scale and in keeping with local surroundings.'* (Extract from the village plan)
- Previous failed solutions: i.e., rumble strips
- For Bessels Way specifically, some traffic calming devices are unsuitable due to the frequency of use by large farm vehicles from Winter brook Farm, and also horses from the stables.

Proposed traffic calming solutions

The recommendation from Oxfordshire County Council (the local Highways Authority) is to implement a suite of traffic calming solutions, which are outlined below.

Speed Monitoring

The voluntary Blewbury Community Speed Watch team should continue with their 2-hour sessions per week of monitoring motorists' speeds. The visibility of the volunteers in their high-vis jackets will deter some people from speeding. Those who do still speed are reported to Thames Valley Police and letters are issued to repeat offenders. Monthly reports are provided to Blewbury Parish Council.

The SpeedWatch team may wish to ask Thames Valley Police whether they could designate London Road and Bessel's Way as a "Community Concern Site". This would result in police speed camera vans also monitoring motorists' speeds.

June 2022

Speed Roundels



Speed roundels are road markings which give motorists a clear indication of the road speed limits and have help slow traffic speed.

Oxfordshire County Council can install roundels on London Road and Bessels Way at no cost to Blewbury Parish Council.

Village Gates



Village gates help remind motorists that they are entering a village and can slow traffic speeds.

Oxfordshire County Council can install 'Glasdon' plastic gates (which look like painted wood). They cost about £1000 per gate installed with a village name plate sign attached.

Oxfordshire County Council currently have funding for this if Blewbury PC wish to proceed with this.

Speed Indicator Devices (SIDs)



SIDs are temporary road signs which flash the speed limit, or a "smiley" face as motorists approach.

SIDs cost around £2.5-3.5k each and would need to be bought by Blewbury Parish Council (BPC). Two SIDs would need to be bought; one for London Road and one for Bessel's Way.

New poles would need to be erected along the roads for the SIDs to be mounted. BPC would need to identify locations for 4-6 poles to enable the SIDs to be moved periodically. SIDs must be moved for 3 reasons:

- 1) They are not traffic signs so cannot be in a permanent location
- 2) Motorists will learn to ignore them if they are left in the same location.
- 3) SIDs need to be taken down periodically to recharge their batteries.

BPC would need to suggest locations for the poles to OxonCC, and consult affected residents (i.e., those whose house the poles would be outside). Oxfordshire County Council would install the poles. See Appendix I for more details on costs.

Pedestrian Crossing on London Road

The volume of traffic is very high at London Road by Tickers Folly (11k cars per day) but only 2% speed. Funding and installation of crossings is undertaken by Oxfordshire County Council. Funding has been ring-fenced for a crossing and should be delivered by April 2023.

The carriageway near Savages may not be wide enough to install a central refuge so a formal crossing with lighting may be required. Oxfordshire County Council will design and install the crossing.

Pedestrian Crossing on Bessel's Way

25% - 30% of cars speed in each direction so a crossing is required at the farm entrance / Bessels Lea. OxonCC has not yet allocated funding for this crossing but this could be requested by Blewbury Parish Council for 2023/24.

Central line removal

Removing the white line in the centre of the road encourages motorists to drive more slowly. This can be done by Oxfordshire County Council at no financial cost to Blewbury Parish Council when surface dressing of either road takes place.

20 mph limit within the Village



Blewbury is on the list of villages which will be designated as 20mph speed limit by Oxfordshire County Council in September 2022.

Residents of roads such as Westbrook Street, Bessels Lea Road and South Street may wish to put "20s Plenty" stickers on their wheelie bins or in their windows (https://www.20splenty.org/stickers_and_campaign_materials).

20 mph on London Road and Bessel's Way

These roads will have a safety audit by Oxfordshire County Council in Summer 2022, and the results of this will be used to decide whether a 20mph limit is appropriate.

Chicanes and Buildouts

Chicanes and buildouts narrow the road and can be used to create a priority movement for vehicles. They reduce traffic speed by reducing the road width or creating a deflection. If one or more of these were constructed in Blewbury, they should be designed in alignment with the rural character and be planted with native wildflowers.



Oxfordshire County Council would need to design and install these, and each one would cost Blewbury Parish Council £15-20k. There is not currently the staff capacity at Oxfordshire County Council to deliver chicanes or buildouts.

Funding

The measures which would require funding from Blewbury Parish Council are SIDs (£5-7k for two) and chicanes (£15-20k per chicane). Funding for either or both of these measures will need to be found from BPC funds, S106/CIL money and/or fundraising.

If fundraising is required, then this could be raised by a parking supplement for non Blewbury resident cars via club membership. (Whilst much of the traffic is through traffic, some is generated by outside residents joining village amenities at the cricket, football, tennis, and croquet pitches.)

Decision points for Blewbury Parish Council

- Does BPC agree there is a speeding issue in Blewbury?
- Which of the proposed speeding measures does BPC support?
 - o Speed monitoring
 - o Speed roundels
 - o Village Gates
 - o Speed indicator devices (SIDs)
 - o Pedestrian crossing London Road
 - o Pedestrian crossing Bessels Way
 - o Central line removal
 - o 20 mph limit in village
 - o 20 mph limit on London Road and Bessels Way
 - o Chicanes or buildouts

Appendix I – Details of SIDs

Dickon Green (dgehpc@gmail.com) at East Hanney Parish Council who operates their SID would be happy to advise BPC on the usage of SIDs.

SIDs must be British Standards compliant so that they are covered by the Parish Council's £10m public liability insurance.

The common units used by other Parish Council's in Oxfordshire are either Elan City or Westcotec.

Alan Mackie at Elan City (alan.mackie@elancity.co.uk) will be able to provide the Parish Council with an up to date quote, but a previous quote was £2,300 for one solar radar that moves between 2 posts, both posts equipped with radar bracket & solar panel.

The Westcotec unit (such as the one used by East Hendred and Harwell PC's) is around £3,300, a formal quote for these units can be obtained from Will at sales@westcotec.co.uk.

Divisions affected: *Eynsham*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

CASSINGTON – PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve as advertised the 20mph speed limit at Cassington.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit at Cassington with the existing 30mph speed limits being replaced in their entirety. The proposal is shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the County Councils 20mph speed limit 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 village and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 04 August and 02 September 2022. A notice was published in the Oxford Times newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators,

countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Cassington parish council, and the local County Councillor representing the Eynsham division.

7. 17 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Cassington 20mph	1	1	15 (88%)	0	17

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	5 (29%)
Yes - cycle more	3 (18%)
Yes – scoot more	1 (6%)
No	7 (41%)
Other	1 (6%)

9. Additionally, two emails were received, with Thames Valley Police (TVP) raising concerns, and Oxford Bus Company confirming they had no comments in relation to the specific proposals.
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors

Officer response to objections/concerns

11. Thames Valley Police expressed no objection to the proposals but confirmed their stance that primarily 20 mph speed limits and zones should be self-enforcing. They welcomed the engineering measures that are included and suggested further measures should not be dismissed.
12. The objections received stated that the proposed changes were unnecessary – unnecessary and that they were a waste of money.
13. The county council is changing its approach and acceptance of 20mph restrictions, which will enable a much greater coverage across Oxfordshire.
14. The proposal is aimed to make streets safer, encourage residents to walk or cycle & reduce noise and pollution. The consultation proposal put forward a

scheme that encompasses the whole village but this extent may be reduced prior to implementation in accordance with your comments and in discussion with the Parish Council. Signing and other measures will as far as possible be sympathetically applied bearing in mind the aesthetic of the village.

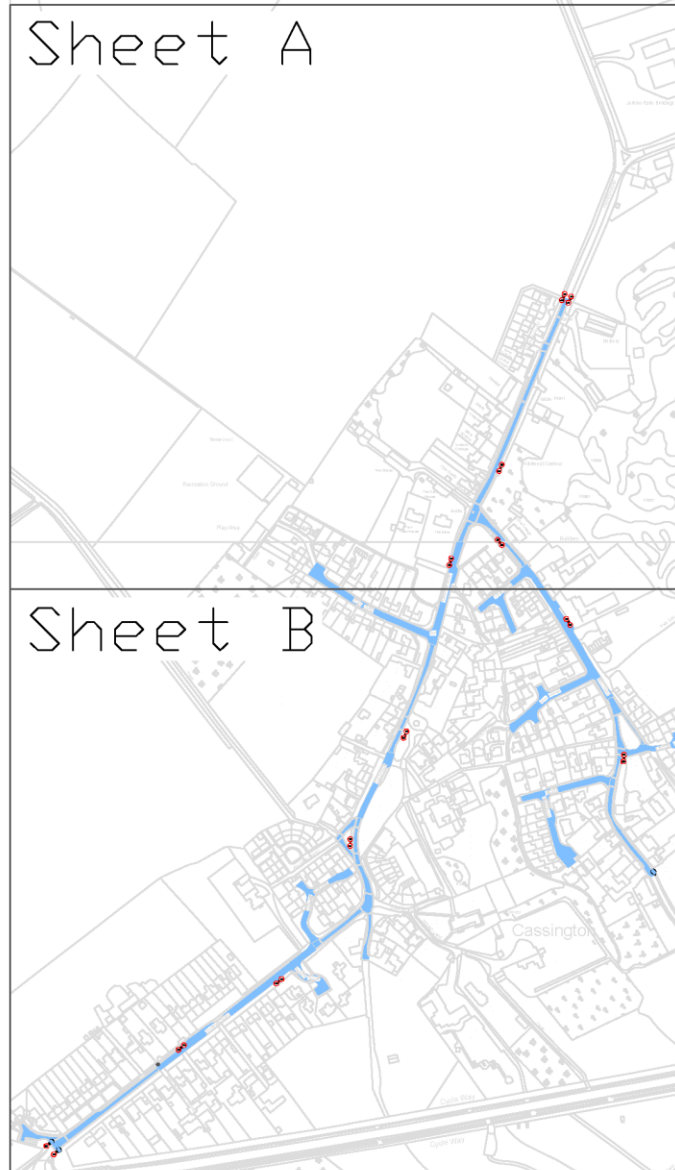
15. The Parish Council and local elected member are both in support of the proposal.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan Annex 2: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Geoff Barrell
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October 2022



Drawing No.		Revision							
Notes:									
<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></div> Proposed new 20mph </div>									
<small>© Crown Copyright and Database rights 10023943 2017</small>									
Rev.	Date	Purpose of revision	<table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	Drawn	Checked	Approved			
Drawn	Checked	Approved							
<div style="display: flex; align-items: center;"> <div> <p>OXFORDSHIRE COUNTY COUNCIL</p> <p><small>Bill Cotton Director of Communities & Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small></p> </div> </div>									
Project title <p style="text-align: center;">Cassington 20mph Limit</p>									
Drawing title <p style="text-align: center;">General Layout</p>									
Drawing Status									
Scale @ A3	Drawn by ER	Checked by	Approved by						
	Date drawn	Date checked	Date approved						
Oxfordshire Project No. & File Ref									
Drawing No.		Revision							

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. 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 and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>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>
(2) Oxford Bus Company	No comments
(3) County Cllr, Eynsham division)	Support – I am wholly supportive.
(4) County Cllr, Witney North & East division)	<p>Support - This will make a good contribution to making the village a safer place, and also offer new opportunities for residents to make use of the public areas for village activities it seems to me. Good luck.</p> <p>Travel change: Yes - cycle more</p>
(5) Member of public, (Eynsham, Clover Place)	<p>Concerns - I believe the policy of introducing blanket 20MPH speed limits is fundamentally flawed, potentially dangerous, and a waste of money.</p> <p>Travel change: No</p>
(6) Member of public, (Witney, Colwell Drive)	<p>Object - unnecessary</p> <p>Travel change: No</p>

(7) Member of public, (Cassington, Hollow Furlong)	<p>Support - I have observed unsafe driving speeds on the roads in Cassington, walking my children across the road daily to the village school provides me with major concerns, especially given no toucan crossing.</p> <p>The footpaths in the village are also very narrow as well as narrow roadways with turns.</p> <p>20mph is an approach speed for the village.</p> <p>I have observed vehicles driving too fast around the turn resulting in them spinning off into footpaths and verges.</p> <p>I ask that you please make this change to protect our the people who live in and visit the village.</p> <p>Travel change: Yes – walk/wheel more</p>
(8) Member of public, (Cassington, Elms Road)	<p>Support - People consistently break the current speed limit of 30mph. With no immediate plans (as I'm aware of) to put in a speed camera etc then the best option for making the main road safer is to have a much lower speed limit. This will hopefully mean that those driving safely and legally will stick to the 20mph and those speeding will perhaps at least be at 30 or under. We currently have cars doing 40-60mph through our village. It is extremely dangerous at times to cross and the school sits on this main road, which goes right through middle of village.</p> <p>Travel change: Other</p> <p>We, as well as other villagers, already walk everywhere within the village. Other than the fear of this very fast road, walking is the perfect mode of transport around Cassington. It is incredibly unfair that commuters from elsewhere make our own village unsafe by speeding through.</p>
(9) Member of public, (Cassington, Elms Road)	<p>Support - I walk my child to school on this busy road each day. People go too fast especially as the road narrows in the centre of the village. We can't ride bikes to school as this road is too dangerous. Cars are parked on the road and so crossing is very scary most of the time but at school drop off, and pick up it's also very difficult to see the whole road clearly. Large vehicles use this road, cars and bikes, I worry a child will get hit, we have had some very near misses.</p>

	Travel change: Yes - cycle more
(10) Member of public, (Cassington, Lynton Lane)	<p>Support - People drive very fast through the village and I have two children who would like to walk to the park and cross the road without worrying they might get run over. Also turning right from Bell lane is quite scary when people are driving so fast.</p> <p>Travel change: Yes – walk/wheel more</p>
(11) Member of public, (Cassington, Yarnton Road)	<p>Support - Cars drive too fast through Cassington when I am walking my kids to school. Also our cat got run over by a car speeding</p> <p>Travel change: Yes – scoot more</p>
(12) Member of public, (Cassington, Elms Road)	<p>Support - I help with the speed-watch group. Last week, within 1 hour we had 13 people going above 35 mph, including THREE cars that were doing 50mph! This was down Eynsham road which has houses on both sides!</p> <p>Travel change: Yes – walk/wheel more</p>
(13) Member of public, (Cassington, The Green)	<p>Support - Cars drive far too fast through Cassington, especially near the school. Which is dangerous at school drop off and pick up.</p> <p>Travel change: No</p>
(14) Member of public, (Cassington, Hollow Furlong)	<p>Support - PEOPLE SPEED THROUGH THE VILLAGE AT RUSH HOUR WHEN CHILDREN ARE CROSSING THE ROAD TO GET TO SCHOOL. THERE ISN'T A ZEBRA CROSSING OUTSIDE THE SCHOOL AND AN ACCIDENT WILL HAPPEN.</p> <p>Travel change: Yes – walk/wheel more</p>

(15) Member of public, (Cassington, Yarnton Road)	<p>Support - Cassington has become a rat run for a high volume of traffic many of which speed through the village. A 20mph zone would go some way to helping to reduce the impact on residents. Other traffic calming solutions such as a camera would also help.</p> <p>Travel change: No</p>
(16) Member of public, (Cassington, Yarnton Road)	<p>Support - We have young children and pets who are endangered by the speed of traffic through the village.</p> <p>Travel change: Yes – walk/wheel more</p>
(17) Member of public, (Cassington, Yarnton Road)	<p>Support - The village now has far more traffic than it was ever designed to, and it poses a significant risk to children in particular with the frequency and speed of cars/lorries that come through. The road is not meant to take such a volume and a reduction in the speed limit will at the very least mitigate some of the risk to life.</p> <p>Travel change: No</p>
(18) Member of public, (Cassington, The Green)	<p>Support - I live off a private road which exists straight onto the main road. Visibility is poor and a reduction in speed will make this process safer</p> <p>Travel change: No</p>
(19) Member of public, (Cassington, Orchard close)	<p>Support - I think a reduction in speed limit would benefit everyone in Cassington</p> <p>Travel change: Yes - cycle more</p>

<p>(20) Member of public, (Cassington, Hollow Furlong)</p>	<p>Support - People regularly speed through the village after leaving the 60mph A40, making it dangerous for residents, particularly on bends in the road and outside the school.</p> <p>Travel change: No</p>
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Divisions affected: *Chalgrove and Watlington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

CHALGROVE – PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve as advertised
 - a. the 20mph speed limit at Chalgrove,
 - b. the extended 20mph on Oxford Way, as well as the new roads lying north & south of Oxford Way forming the residential development located to the west of Marley Lane.

Executive summary

2. This report presents the responses to a consultation on a proposal to introduce a 20mph speed limit in Chalgrove on those roads lying south of the B480, replacing the existing 30mph speed limits in their entirety. It is though proposed that the roads lying to the north of the B480 in the vicinity of the airfield & Monument Park will remain 30mph. The proposal is shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the County Councils 20mph speed limit 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 village and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 04 August and 02 September 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllr, Chalgrove parish council, and the local County Councillor representing the Chalgrove & Watlington division.
7. 13 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below.

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Chalgrove 20mph	1	0	12 (92%)	0	13

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below

Travel Change	Number
Yes – walk/wheel more	3 (23%)
Yes - cycle more	2 (15%)
No	8 (62%)

9. Furthermore, four emails were received, with the local County Councillor representing the Chalgrove & Watlington submitting their support, Thames Valley Police (TVP) raising concerns, Oxford Bus Company & Stagecoach confirming they had no comments in relation to the specific proposals, and one member of the public raising concerns.
10. An additional formal consultation was carried out between 25 August and 16 September 2022 on the proposal to further extend 20mph speed limits in the area. A notice was published in the Oxford Times, and the statutory consultees & key-stakeholders from the original consultation were also emailed with the details.
11. Specifically, these proposals sought to include the entire length of Oxford Way running north-westwards from High Street to the junction with the B480, as well as incorporating the new roads lying north & south of Oxford Way forming the residential development located to the west of Marley Lane (as shown in **Annex 2**). These proposals were put forward as a direct response to the adjacent residential development.
12. Three emails were received during the course of this consultation, with Thames Valley Police not objecting, but raising the same concerns from the previous

consultation for the wider Chalgrove proposals, Oxford Bus Company objecting to the inclusion of Oxford Way section between the B480 and Marley Lane, and Stagecoach Bus Company confirming they had no comments as a result of not being the operator of bus services through the village.

13. The responses are shown at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

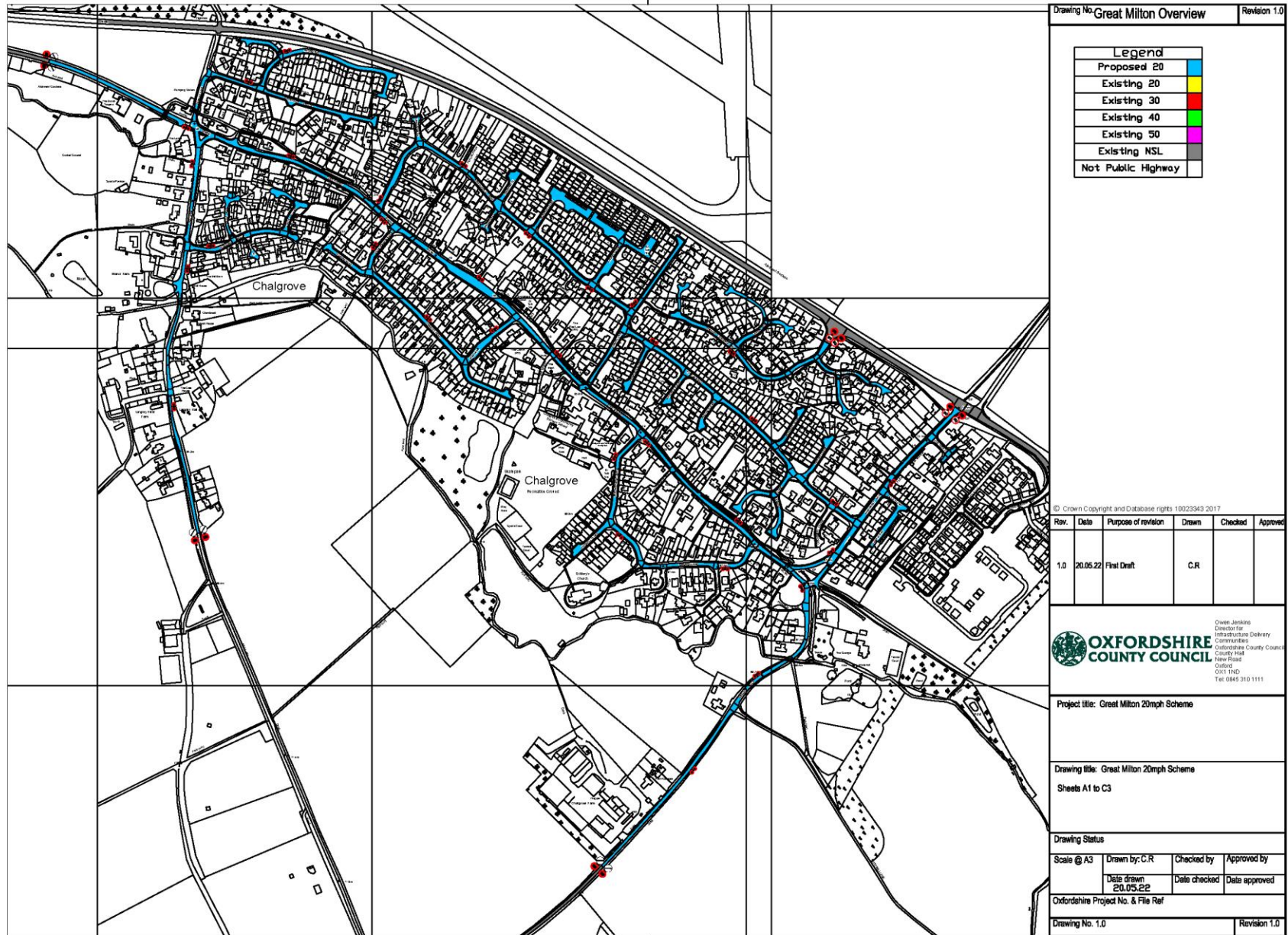
14. Thames Valley Police expressed no objection to the proposals but confirmed their stance that primarily 20 mph speed limits and zones should be self-enforcing. They welcomed the engineering measures that are included and suggested further measures should not be dismissed.
15. The objections received from the bus company stated that “The inclusion of the section between the B480 and Marley Lane is not acceptable to us as this is a section of over 900m in length which is used by our 11 bus service”. They have also stated that they may seek to reduce the frequency of the 11 bus due to the impact of the lower speed over a 900m length. As there is a current interaction between vulnerable road users (and a future one due to planned growth in the area) it is considered by officers that a 900m length will not have a significant impact on the bus journey times. Other objects stated that 20mph restrictions should be targeted at school/park areas and that funding should be spent on VMS instead as it is a more effective way of slowing vehicular speeds.
16. Officers will work with the bus company to review this section of the proposal if it is agreed as recommended to assess the impact on the journey time. Should it become an issue officers will review this section of the network and consider reverting back to 30mph (along the 900m section). The priority for the county council and the Parish is being given to safety of residents.
17. It should be noted that the county council is changing its approach and acceptance of 20mph restrictions, which will enable a much greater coverage across Oxfordshire.
18. The proposal is aimed to make streets safer, encourage residents to walk or cycle & reduce noise and pollution. The consultation proposal puts forward a scheme that encompasses the whole village but this extent may be reduced prior to implementation in accordance with your comments and in discussion with the Parish Council. Signing and other measures will as far as possible be sympathetically applied bearing in mind the aesthetic of the village.
19. The Parish Council support the proposals.

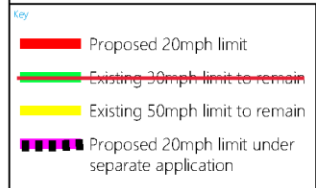
Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan
	Annex 2: Consultation Plan (additional element)
	Annex 3: Consultation responses

Contact Officers:	Tim Shickle 07920 591545
	Geoff Barrell 07789 926984

October 2022





- Ordnance Survey Licence number: 100057360

Client	Ridgepoint Homes Ltd
Project	Land West of Marley Lane, Chalgrove

Scale:
1:2500 @ A3

Revision:
A

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. 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 and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds

	<ul style="list-style-type: none"> road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>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> <ul style="list-style-type: none"> Early result from the pilot site on the B480 at Cuxham show a reduction in Mean speeds, but an increase in the level of non-compliance by the majority of motorist
(2) Local County Cllr, (Chalgrove & Watlington division)	<p>Support - I welcome this change in Chalgrove to make the village a safer place for local residents. Consideration should be given to how the limits will apply to new housing developments at either side of the village, with the east-side Chalgrove Meadows development mostly complete and occupied.</p>
(3) Oxford Bus Company	<p>Oxford Bus Company was supportive of the original consultation.</p> <p>Object - However, we would like to object to this revised consultation, issued on 25th August 2022. The inclusion of the section between the B480 and Marley Lane is not acceptable to us as this is a section of over 900m in length which is used by our 11 bus service, the only public transport service operating in Chalgrove and one which we believe to be highly valued by the local community in the area.</p> <p>Currently this road is at National Speed Limit and therefore the proposals to reduce to 20mph will have a significantly deleterious impact on bus journey times and will lead to bus services from Chalgrove and Watlington becoming less attractive against other modes, notably private cars which would be able to stay on the B480 and avoid such impact.</p>

	While we understand that a new housing estate is to be built in this area, this section of road - which I believe is to be named Oxford Way - should remain at 30mph and in our view should NOT be reduced to 20mph. Should the county proceed with the proposed reduction to 20mph we would need to consider the impact on the achievability of the timetable for service 11 and we believe this would be highly likely to require reductions in service frequency, should this policy be implemented.
(4) Stagecoach Bus Company	No comments
(5) Local Cllr, (Chalgrove, Mill Lane)	Support – Speeding in the village is an issue Travel change: Yes – cycle more
(6) Member of public, (Chalgrove, Mill Lane)	<p>Object – 20mph zones are indiscriminate, economically costly, increase traffic and offer no positive impact on road safety.</p> <p>The strength in 20mph limits comes from targeting them where they are most needed such as close to schools, parks, and residential areas with high levels of walking and cycling. While 20mph works in certain areas with local support, still need some roads for movement for through traffic, buses, deliveries and here the speed limit should be higher. Chalgrove High Street is on the main bus route (between Cowley and Watlington). It is also used for deliveries to its shops. As for the village school, a zebra crossing would be of more use than a blanket 20mph speed limit the impact of which is wasted. In America the speed limits outside schools work because they are in immediate vicinity and at key times only.</p> <p>Government figures revealed shockingly low compliance with 20mph limits. DfT data shows that in free-flowing traffic areas (without traffic calming measures), 87 per cent of cars exceeded the 20mph limit. So as a policy blanket bans don't work and are just a waste of money.</p> <p>Personally I would much rather see the money being spent on those flashing speed indicators that remind drivers of the speed they should be doing. I understand that the council already has funding for one of these and with the money that will be wasted on this proposed blanket 20mph it would be far better to use it to buy more to position at key places throughout the village</p>

	<p>To quote Luke Bosdet, a spokesman for the AA, argues the over-proliferation of 20mph zones is a blunt tool that will only serve to confuse drivers. "Speed limits work in places where they make sense to drivers, where there is a particular hazard that requires them to slow down," he says. "The problem is 20mph zones pop up all over the place and they've lost their meaning." This has been proved in Cuxham where after moderate compliance in the first month, things have reverted back. The key benefit there is the speed indicator that does slow traffic down.</p> <p>Chalgrove is a car based community and for the vast majority who live here the only way to get around is to drive. So having a driving licence is essential for employment. For the youngsters the risk of losing their driving licence under the totting up scheme would force them to relocate away from the village. A 20 mph speed limit has consequences, but not positive.</p> <p>The vast majority of the drivers here are sensible and drive carefully so any reduction in the speed limit probably won't change their behaviour (apart from making them take their eyes off the road to check their speedometer more often) and the idiots remain idiots and will unlikely change.</p> <p>So for various reasons I strongly object to the proposed reduction from 30mph to 20mph. However I would greatly appreciate more speed indicators – always nice to have a reminder</p> <p>Travel change: No</p>
(7) Member of public, (Chalgrove, High Street)	<p>Concerns - there are equally pressing concerns:</p> <p>1 the number of vehicles currently riding the pavement at speed to get past other vehicles which is now a daily occurrence</p> <p>2 pinch points in the village where vehicles speed to get past a line of cars such as along the High Street</p> <p>3 unregulated tonnage of construction and other vehicles using the High Street</p> <p>4 no speed restrictions or signage around the building site at the top end of the village at the slip road entrance which includes the surgery area</p> <p>Imposing a speed restriction without proper monitoring prior to this of traffic flow does not seem sensible although I am in favour of 20mph in general. If it is recommended I can predict that it will be largely ignored. We have children</p>

	learning to cycle from the primary school, elderly in wheelchairs and motorised buggies, horseriders and cyclists using the High Street who need safeguarding. Even crossing the road is tricky. One day I calculated that at least 1000 vehicles use the high Street which I think is excessive. So monitoring of the traffic situation in the village would be a good idea as would monitoring pollution levels created by traffic along the High Street (and I would add subsidence to buildings along the length of it due to the increased number of heavy goods vehicles).
(8) Member of public, (Chalgrove, Sixpenny Lane)	Support - In principle a good idea but not sure it will slow down those that are already speeding through the village. Travel change: No
(9) Member of public, (Chalgrove, High Street)	Support - The High Street is relatively narrow, and has parked cars on both sides; 30mph is already difficult to achieve, and with a Primary School, shops and pubs lining the High Street, it is dangerous to the public to drive at that speed. Most of the roads off the High Street are residential, in many cases relatively narrow, and with parked cars on both sides. 20mph is fast enough in these roads. Travel change: Yes - cycle more
(10) Member of public, (Chalgrove, Willow Mead)	Support - Speed in the village needs to be reduced to protect the public Travel change: No
(11) Member of public, (Chalgrove, Grays Close)	Support - Too many cars racing through the village. Travel change: No
(12) Member of public, (Chalgrove, Grays Close)	Support - With ever more homes being built locally, vehicle and pedestrians numbers are increasing. Any move to reduce the speed of vehicles travelling through the village should be encouraged Travel change: No

(13) Member of public, (Chalgrove, Argosy Close)	Support - Support as there are lots of parked cars now on all roads with limited passing places.. slower the better Travel change: No
(14) Member of public, (Chalgrove, Liddon Road)	Support - Cars are always parked in the road in the High Street which means cars have to give way to each other, it is important that drivers slow down. There is a primary school and 5 shops which are used by all the community including the elderly so it is vital for safety that the maximum speed limit is 20 mph for the safety of everyone crossing the road in the village or driving through it. Travel change: No
(15) Member of public, (Chalgrove, Brinkinfield Road)	Support - As a resident of Chalgrove I am concerned for the safety of my family, both children and elderly parents. Traffic and noise in the village has increased, along with the speed of motorists using certain roads in the village as a cut through. Travel change: Yes – walk/wheel more
(16) Member of public, (Chalgrove, Brinkinfield Road)	Support - Need to slow traffic. Safety of people in village, especially children. Noise. Pollution. Travel change: Yes – walk/wheel more
(17) Member of public, (Chalgrove, Hardings)	Support - Road safety for people and wildlife Travel change: No
(18) Member of public, (Chalgrove Church Road)	Support - 20 is plenty Travel change: Yes – walk/wheel more

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Divisions affected: *Didcot Ladygrove*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

DIDCOT: LADGROVE AREA - PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve as advertised the 20mph speed limit in the Ladygrove area at Didcot.

Executive summary

2. This report presents the responses to a consultation on a proposal to introduce a 20mph speed limit throughout the Ladygrove part of Didcot, i.e. those roads lying north & east of the railway line, replacing the existing 30mph speed limits in their entirety. Additionally, the new roads within the Willowbrook Park residential development lying north of the A4130 perimeter road accessed via Franklin Gardens will also be included, along with both Copse View & Oakend Lea which form the new residential development south of the A4130 Hadden Hill, adjacent to the retail park. The proposal is shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the County Councils 20mph speed limit 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 local area and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 31 August and 30 September 2022. A notice was published in the Oxford Times & the Oxfordshire Herald Series newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Didcot Town council, and the local County Councillors representing the Didcot Ladygrove, Didcot East & Hagbourne, and Didcot West divisions.
7. 42 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Didcot Ladygrove 20mph	24 (57%)	4 (10%)	14 (33%)	0	42

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below

Travel Change	Number
Yes – walk/wheel more	3 (7%)
Yes - cycle more	1 (2.5%)
No	37 (88%)
Other	1 (2.5%)

9. Additionally, three emails were received, with Thames Valley Police (TVP) raising concerns, one member of the public objecting, and one member of the public supporting.
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. Thames Valley Police expressed no objection to the proposals but confirmed their stance that primarily 20 mph speed limits and zones should be self-enforcing. They welcomed the engineering measures that are included and suggested further measures should not be dismissed.

12. The objections received stated that the proposed changes were unnecessary - citing a lack of need, potential impacts on journey times, the low number of accidents in the area, existing calming measures that are already in place are effective and that speeds don't exceed 25mph already.
13. Whilst the number of objections outweigh the support on this proposal the scheme will fit in to the broader Didcot Town proposals due to be put forwards as part of phase 2 in 2023/24.
14. The existing traffic calming measures help support the 20mph restrictions as they ensure the routes are more self-enforcing than a simple sign only change
15. The county council is changing its approach and acceptance of 20mph restrictions, which will enable a much greater coverage across Oxfordshire.
16. The proposal is aimed to make streets safer, encourage residents to walk or cycle & reduce noise and pollution. Signing and other measures will as far as possible be sympathetically applied bearing in mind the aesthetic of the area.
17. The Town Council are in full support of the proposals. The Ladygrove Estate was deemed to be the first area in Didcot that was ready to amended to 20mph.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Geoff Barrell 07789 926984

October 2022



Drawing No. Didcot, Ladygrove Overview Revision 1.0

Legend	
Proposed 20	Blue
Existing 20	Yellow
Existing 30	Red
Existing 40	Green
Existing 50	Magenta
Existing NSL	Grey
Not Public Highway	Black

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	25.04.22	Final Draft	C.R.		

OXFORDSHIRE COUNTY COUNCIL
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Project title: Didcot, Ladygrove 20mph Scheme

Drawing title: Didcot, Ladygrove Overview

Sheets A1 to C3

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by	Approved by
	Date drawn 25.04.22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0
 Drawing title: Didcot, Ladygrove Overview
 Revision 1.0

RESPONDENT	COMMENTS
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	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>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>
(2) Local Cllr, (Didcot, Tavy Close)	<p>Concerns - I have concerns for the proposed 20mph on Didcot Ladygrove. I agree that 20pmh would be useful around the two primary school sites, however there are speedbumps throughout the Ladygrove already and I am concerned that by reducing the speed limit will promote nothing but dangerous tail-gating, and overtaking. I have seen this happen considerably when the speed limit is reduced.</p> <p>Travel change: No</p>
(3) County Cllr, (Jericho & Osney division)	<p>Support - I visit Didcot sometimes and far prefer the traffic to be slower.</p> <p>Travel change: Yes – walk/wheel more</p>
(4) Member of public, (Didcot)	<p>Object – The reasons given for this activity were based upon road safety concerns, noise reduction, the reduction of the carbon footprint and promotion of walking an cycling, but it seems like this projects may be better suited for other areas of Didcot/Oxfordshire where it is more required.</p> <p>Regarding Speeding/Noise reduction: Relative to other areas of Didcot/Oxfordshire Ladygrove actually has proportionally fewer places where there is an ability to reach 30 mph. A statement which I feel is backed up with 3 pieces of evidence.</p>

- 1) It has some of the largest and most prevalent traffic calming measures in Oxfordshire including speedbumps so large that they have 'beached' cars and damage the suspension of vehicles so badly that ice cream vans will not visit parts of ladygrove.
- 2) Because of the lack of offroad parking most of the streets are subject to significant congestion with cars waiting for the other lane to become available. This is also the cause of most of the carbon footprint and noise pollution, not the current 30mph speed limit.
- 3) Ladygrove was created with very few straight roads, most are heavily curved and when combined with the traffic calming measures/on road parking the likelihood of someone driving quickly is very limited.

Regarding encouragement of walking and cycling:

Ladygrove actually has a dedicated series of cycle friendly routes where there is very limited interaction with the roads. These are affectionately known as the yellow brick road/ladygrove loop.

Reducing the speed of road users to 20mph would therefore seem to have a limited impact on the pedestrians/cyclists when compared to other areas within Didcot.

Summary:

My question therefore would be why is Ladygrove being specifically singled out for this reduction in speed when the roads in the south of Didcot such as Wessex, Kynaston, Queensway, Mereland, Newlands, Sandringham are all areas where high speeds are seen more regularly and appear to be more easily achievable due to lack of traffic calming/prolonged distances without significant turns.

These as mentioned are also areas without the same pedestrian/cyclist infrastructure, where individuals regularly have to interact with rapidly moving motorised vehicles.

To be clear I am not refuting the need for lower speed in specific areas or whether it is a good idea I am questioning why one of the areas in Didcot that seems to least need this is the only one being highlighted.

'The remaining roads within Didcot lying south of the railway line will remain as existing, whilst having taken into account the current road environment, traffic usage, and their strategic importance the A4130 perimeter road (50mph) & A4130 Abingdon Road (30mph) will also remain unchanged as currently signed.'

Finally I would like the council to discuss how it will be enforced. There are no speed cameras and beyond specific incidents there is no police presence in Ladygrove. My concern is if it cannot or will not be enforced, then how at a time when people have no money and councils are all raising taxes can the cost associated with this activity be justified.

	My request would be to focus the cost and effort on areas where the 'most-good' could be achieved as resources are limited and Oxfordshire
(5) Member of public, (Didcot, Wantage Road)	<p>Object - It is unnecessary and will cause additional delays. As always, ideology trumps practicality in the eyes of the council</p> <p>Travel change: No</p>
(6) Member of public, (Didcot, Grange Beck)	<p>Object - Yet again, another set of proposals based on green idealism rather than actual facts, leave the limits as they are. Produce actual stats on the safety issues, not generic ones, but real ones I.e. how many people have been injured on these roads rather than no facts at all, and maybe just make the immediate area by the schools 20mph or charge parents to park outside them which will cause a real difference and make it safer for other road users</p> <p>Travel change: No</p>
(7) Member of public, (Didcot, North Bush Furlong)	<p>Object - The Abingdon Road section (existing 30MPH) is a significant omission of concern. This residential Abingdon Road stretch was never intended to be part of the NPR. NPR3 has been in the adopted local plans for 30 years or so. The Abingdon Road section should be included in the 20MPH scheme regardless of any OCC Highways objections or policies. It is the failings OCC and central government that have led to non completion of NPR3. The residents have frequently objected to the volume, speed and heavy vehicles using this stretch of road. It is time to make it 20MPH.</p> <p>Travel change: No</p>
(8) Member of public, (Didcot, Brunstock Beck)	<p>Object - Due to the Ladygrove estate roads being built 25 years ago with traffic calming in place and residents can barely do 25mph anyway, why waste more money?</p> <p>Travel change: No</p>

(9) Member of public, (Didcot, Orwell drive)	<p>Object - Too slow</p> <p>Travel change: No</p>
(10) Member of public, (Didcot, Prestwick Burn)	<p>Object - Other roads that have been reduced to 20mph are so badly maintained they cause damage to vehicles. It will also not be policed so those who speed will do so regardless. I have no issue with 20mph near the schools when children are going / leaving, but would rather the money be spent on traffic light cameras, especially at Cow Lane / Station Road / Hitchcock Way.</p> <p>Travel change: No</p>
(11) Member of public, (Didcot, Loddon Drive)	<p>Object - The cost to change at a time where financial support can be given to those more needing. 30 is fine. As a driver I've had many other cars driving at insufficient distance behind and intimidate when in a 20 limit. Cyclist that can, will overtake in unsafe manner. No enforcement at 30 and will be the same at 20 so nothing will change.</p> <p>Would support 20 limit outside schools, nursery's and areas with high use by the public.</p> <p>Will also support an investment in noise limit / speed cameras around the ring road and calming measures on Abingdon road or a bypass from the ring road to the Wallingford road. Also the road going road towards Appleford could be reduced from 60.</p> <p>Travel change: No</p>
(12) Member of public, (Didcot, Dagdale Drive)	<p>Object – At 20mph cars produce greater emissions as they have to run in a lower gear meaning the engine fires more times burning more fuel, they wear faster and drive less smoothly</p> <p>Travel change: No</p>
(13) Member of public, (Didcot, King Alfred Drive)	<p>Object - There is no value in reducing limits. People ignore them now and 20mph is too slow. It won't start people using other transportation, we use cars because we need to! We don't have time or money to waste</p>

	Travel change: No
(14) Member of public, (Didcot, Darcey Lode)	<p>Object - You are not fixing the fastest road which separates Didcot in 2 (the A4130) which you are not proposing to change yet people drive like hooligans yet in Ladygrove where I can't recall anyone going fast at all you want to waste money sticking a load of signs up. Who comes up with these plans! Please reconsider and slow down the roads where cars actually go fast then you will actually save lives!</p> <p>Travel change: No</p>
(15) Member of public, (Didcot, Goldcrest Gardens)	<p>Object - I don't believe that reducing the speed limit serves a useful purpose. The road design in most of the ladygrove estate precludes speeding anyway.</p> <p>Travel change: No</p>
(16) Member of public, (Didcot, Dudcote Field)	<p>Object - The current traffic calming measures in ladygrove are effective, I drive through every day on nursery pick up. I have never seen speeding or inappropriate speed for the roads. The current traffic calming measures are good. If someone will speed through a 30 - they will also speed through a 20. This seems like a complete waste of money in times when money is short in Didcot and we would rather see investment in new schools, gp services and childcare provision.</p> <p>Travel change: No</p>
(17) Member of public, (Didcot, Dudcote Field)	<p>Object - Drive through ladygrove everyday for nursery drop off and there is no need for 20mph limits everywhere; never seen any speeding or dangers that would be prevented by changing 30mph limits to 20mph. Instead of wasting money on this sort of nonsense it would be much preferred if infrastructure such as doctors, schools etc were funded.</p> <p>Travel change: No</p>

<p>(18) Member of public, (Didcot, Loddon Drive)</p>	<p>Object - It will not make any difference to the idiots who exceed the current 30mph speed limit. The monies would be better spent on repairing the roads, or placing speed cameras around the ladygrove perimeter roads - including the Abingdon road.</p> <p>Travel change: No</p>
<p>(19) Member of public, (Didcot, Loddon Drive)</p>	<p>Object - At 30mph there have been little to no crashes within the ladygrove estate as far as I am aware. As well as this due to the slower speeds it is more likely that there will be traffic build up on junctions and roundabouts causing more emissions. However I can understand a 20mph zone around schools and parks as this would have a higher risk than others for crashes. As a learner driver it was also important to be able to do 30mph in a safe area to build confidence, which would not have been built as quickly in a mainly 20mph zone.</p> <p>It also raises the concern of even less road upkeep as many of the roads are currently in need of a good quality level of work to replace warped roads and large potholes. This then raises the question that if these are the road conditions in a 30mph zone then would this deterioration continue as less road repair is needed in 20mph roads. Which would lead to an increase of burst tires and damage to private vehicles, where the cost could be claimed on the council. As well as this during the cost of living crisis would the money needed to carry out this change be better spent on those who need it most.</p> <p>In addition the current 30mph speed limit is not policed and many break it, so how would a 20mph zone be enforced, when the current one can't.</p> <p>Travel change: No</p>
<p>(20) Member of public, (Didcot, Broadway)</p>	<p>Object - There are enough traffic calming devices already in place to slow motorist down. Also good amount of pavements and walkways for public walking throughout ladygrove.</p> <p>I don't think putting more pressure on road users but putting more restrictions should be on the agenda. Better to focus on good quality roads, traffic and parking mess in the town.</p> <p>Travel change: No</p>

(21) Member of public, (Didcot, Weavercroft)	<p>Object - 30mph not an issue. Enforcement absent for violations anyway, so lowering the limit won't change anything</p> <p>Travel change: No</p>
(22) Member of public, (Didcot, Oxford Crescent)	<p>Object - Speed limit reduction not needed</p> <p>Travel change: No</p>
(23) Member of public, (Witney, Alice Batt)	<p>Object - Absolutely unnecessary, a total waste of funds.</p> <p>Travel change: No</p>
(24) Member of public, (Didcot)	<p>Object - Cow Lane/Mersey way should be left as 30mph. Houses roads are off this spine road and traffic exiting both directions should be at 30mph. traffic is forced to slow regardless for the cow lane bridge traffic lights anyway.</p> <p>However Avon Way, Tamar Way and Trent road are also potential Spine roads with the housing roads off them and should also be 30mph to keep the flow moving. All other parts of Ladygrove does has dense housing and 20mph is an acceptable limit.</p> <p>With the introduction of electric cars pollution will be zero. Bus service is poor out of this area and lets not pretend it good. Anyone heading for the train station is already likely to be walking or riding so the remaining car traffic is going further so no real gain in this area except causing congestion on to what will be a busy road A4130 perimeter road, which soon wont be a perimeter road leading to more misery trying to get out of Didcot!</p> <p>Travel change: No</p>
(25) Member of public, (Didcot, St Hildas Close)	<p>Object - Why are you focusing on this when you should be trying to fix all the congestion around Didcot. The road network needs an upgrade. the Money was there the plan was there and the council threw out the plan. The roads are so congested that there is no chance of anyone getting to 20MPH. Save the money on signage and actually build the infrastructure before building the houses next time.</p>

	Travel change: No
(26) Member of public, (Abingdon, Francis Little Drive)	Object - Because there is no need for it and it won't be enforced anyway. Travel change: No
(27) Member of public, (Didcot, Brunstock Beck)	Object - A pointless waste of money that could be better spent. The Council are obsessed with getting us out of our cars at any cost. Travel change: No
(28) Member of public, (Didcot, Cole Court)	Object - Low speed limits result in complacent drivers, prolonged emissions as cars pass through town, higher petrol use and greater wear and tear on vehicles. Travel change: No
(29) Member of public, (Didcot, Blackthorn Road)	Concerns - I support this proposal almost entirely - it's not possible to actually drive safely around Ladygrove at 30MPH most of the time - there are too many parked cars and blind corners. I would suggest that the main roads through Ladygrove that do not have schools on them (Mersey Way, Cow Lane, Avon Way) should remain at 30mph, as these are fairly straight, wide, have good visibility, and have existing traffic calming measures. Travel change: No
(30) Member of public, (Didcot, Verlam Grove)	Concerns - Reducing traffic and encouraging walking, cycling, and public transport is good but this not the right way to do it. It should be done by providing segregated walkways and cycleways (e.g. like in the Netherlands), and regular (every 10 minutes) public transport provided that can be accessed from all areas of town and that go to all areas of

	<p>town. Roads should be designed so that the speed limit feels right for the road, as in you don't need to look at the speed to make sure you are going under the limit.</p> <p>Travel change: No</p>
(31) Member of public, (Didcot, Great Western Drive)	<p>Concerns - Generally people drive safely with the current speed limits, all these proposed traffic changes is unwarranted and not necessary. My home backs on to a VERY busy road, I do not want the change, as a driver, I do not want the change, as someone who walks 5k around Didcot daily, I do not feel the need for those changes, and my husband as a cyclist, does not see the need for change. It prolongs journeys for drivers who already drive safely. It messes up bus timetables, and makes bus journeys even longer tempting more people to use cars. Just stop! If there were accidents please review, there aren't any, so why????</p> <p>Travel change: No</p>
(32) Member of public, (Didcot, Usk Way)	<p>Support - I live on Ladygrove and reducing speed has been long overdue.</p> <p>Travel change: No</p>
(33) Member of public, (Didcot, Tamar Way)	<p>Support - Cars drive too quickly on Ladygrove. Particularly on Tamar Way and other roads that adjoining faster roads.</p> <p>Travel change: Yes – walk/wheel more</p>
(34) Member of public, (Didcot, Westwater Way)	<p>Support - Hope that a 20mph limit will at least bring current speeders down a safer speed, even if it is more than 20.</p> <p>Travel change: No</p>
(35) Member of public, (Didcot, Trent Road)	<p>Support - Most of the roads on the estate are sufficiently narrow or winding to restrict drivers to 20mph any way but there are a few "rat-runs" where drivers can and do drive faster than the 30mph limit. Some of those are close to primary schools where it is even more important to limit the speeds. I personally can't think of any reason to object to this proposal.</p>

	Travel change: No
(36) Member of public, (Didcot, Don Close)	Support - I think it's a brilliant idea. Cars go too fast on the Ladygrove and this would help. Travel change: No
(37) Member of public, (Didcot, Prestwick Burn)	Support - Due to the horrendous speeds that people drive on the Ladygrove Estate, including around school areas and around the shops. Travel change: No
(38) Member of public, (Didcot, Plym Drive)	Support - All roads are residential. Main roads are already traffic calmed. It's a tiny step that makes the area safer for all, whatever their chosen means of transport at any specific time. Fully supportive and hopefully the remainder of Didcot will follow to 20mph throughout swiftly. Travel change: Other Not immediately, I already cycle and walk short trips.
(39) Member of public, (Didcot, Tamar Way)	Support - Cars often drive quickly throughout the Ladygrove. Roads like Tamar Way have no calming measures, no speed bumps etc making it easy for vehicles to speed. With the addition of cars parked along the roads - restricting visibility, I feel the 20mph limit would make the Ladygrove safer. Travel change: No
(40) Member of public, (Didcot, Edinburgh Drive)	Support - areas are already this slow due to traffic calming, but it doesn't stop people travelling very fast. The roads on ladygrove seem narrower than on other roads in Didcot, so a slower speed makes sense to stay safe. Travel change: Yes – walk/wheel more

(41) Member of public, (Didcot, Tarret Burn)	<p>Support - There are schools and playgrounds/open spaces dotted around the Ladygrove. In the absence of speed humps, vehicles drive currently in excess of 30mph in and around Avon Way and Tyne Avenue where there are schools and play areas. Hopefully a speed limit reduction will encourage drivers to be responsible to adhere to the limits.</p> <p>Travel change: No</p>
(42) Member of public, (Milton, Willow Lane)	<p>Support - We need to take practical steps to discourage avoidable car journeys and encourage cycling and walking where possible to save energy, limit the impacts of climate change and make roads safer - I want to relearn how to cycle as an adult and I want my child to be safe getting around.</p> <p>Travel change: Yes - cycle more</p>
(43) Member of public, (Didcot, Dart Drive)	<p>Support - I live on the estate, the majority of the roads are narrow and windy. The lower limit will be safer. Policing this will be an issue</p> <p>Travel change: No</p>
(44) Member of public, (Didcot, Orwell Drive)	<p>Support - Make Ladygrove streets safer</p> <p>Travel change: No</p>
(45) Member of public, (Didcot)	<p>Support – I fully support the proposed 20mph on the Lady grove estate.</p> <p>I would ask that the 50mph in Schedule 4 is reconsidered to 40mph. The speeding along the a4130 outside Avon Way is horrendous. People regularly driving at 60-70 mph and our houses in Prestwick Burn are just metres from the road. We suffer from the boy racers using the new stretch of road for showing off their speed and engine noise. The bypass in Wallingford is 40 mph and those houses are set much further from the road.</p>

Divisions affected: *University Parks, Jericho and Osney*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

OXFORD - BROAD STREET: TEMPORARY PUBLIC REALM SCHEME – PROPOSED NEW PARKING PLACES IN ADJACENT STREETS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:

St Giles (east side) – the introduction of a new 14 metre section of ‘Motorcycle only parking’ approximately 100 metres south of Lamb and Flag Passage, replacing the existing ‘No Waiting at Any Time’ (double yellow line) restriction in the process.

Parks Road (east side):

- a. The removal of one existing ‘Disabled Persons Parking Place’ (DPPP) and 23 metre section of ‘Pay & Display Parking’ 46 metres north of Holywell Street.
- b. The relocation of 5 DPPP bays (4 from Broad Street) starting 70 metres north of Holywell Street, replacing the southern-most section of the Pay & Display parking leaving 5 P & D parking places.
- c. the remaining length in the vicinity to be used for a temporary bus only ‘drop-off’ area.

But not to approve:

Turl Street (east side): the introduction of a 20 metres cycle parking area between Ship Street junction and Exeter College entrance.

Executive summary

2. The Cabinet Member for Highway Management approved at the decisions meeting on 21 July a proposal to make an Experimental Traffic Regulation Order (ETRO) to enable the implementation of a temporary public realm scheme on Broad Street. The project aims to discourage general vehicle movements and builds on the Broad Meadow scheme implemented by Oxford City Council in 2021 by increasing the extent of the scheme to the full length of Broad Street (Cattle Street – Magdalen Street East); the measures in Broad Street itself are due to be largely implemented by the end of October 2022.

3. The following measures as approved for adjacent roads cannot however be included within the ETRO due to the national regulations on Traffic Regulation Orders, which do not permit ETROs to be used to create new parking places; (see the approved recommendations ii and iv in the report taken to the 21 July meeting)
 - Relocation of existing motorcycle bay to St Giles, located approximately 125m north of the junction with Magdalen Street East
 - Relocation of existing disabled bays, 4 remaining within Broad Street and 4 relocated to Cattle Street/Parks Road as appropriate
4. As a consequence, a further consultation on amendments to the existing TROs governing parking places in central Oxford has been carried out; in preparing the consultation documents and taking account further design work and engagement with stakeholders, the specific proposals consulted on are as follows:
 - St Giles (east side) – introduce a new 14 metre section of ‘Motorcycle only parking’ approximately 100 metres south of Lamb and Flag Passage, replacing the existing ‘No Waiting at Any Time’ (double yellow line) restriction in the process.
 - Parks Road (east side) -
 - a. Remove one existing ‘Disabled Persons Parking Place’ (DPPP) and 23 metre section of ‘Pay & Display Parking’ 46 metres north of Holywell Street.
 - b. Relocating 5 DPPP bays (4 from Broad Street) starting 70 metres north of Holywell Street, replacing the southern-most section of the Pay & Display parking leaving 5 P & D parking places.
 - c. the remaining area will allow for a temporary bus only ‘drop-off’ area.
 - Turl Street (east side) -
Introduce a 20 metres cycle parking area between Ship Street junction and Exeter College entrance.

Financial Implications

5. Funding for the proposals was approved within the Capital Programme following [Council](#) on the 8th February 2022.
6. The proposal includes the removal of existing pay and display parking spaces on Broad Street which results in a loss of revenue for Oxfordshire County Council.
7. In the case where the scheme is made permanent, additional funding may need to be sought to make further changes to the scheme.

Equality and Inclusion Implications

8. No implications in respect of equalities or inclusion have been identified in respect of the proposals. Engagement with Oxford City Council's Inclusive Transport and Movement Focus Group has taken place and associated walkabout with members of this group and other interest and advocacy groups representing different users has been held. An Equality Impact Assessment has been carried out as part of the detailed design (no negative impacts were in and will be reviewed as part of the 6-month consultation).

Sustainability Implications

9. The proposals would support Oxfordshire County Councils' vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

Consultation

10. Formal consultation was carried out between 25 August and 16 September 2022. 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, countywide transport, access & disabled peoples user groups, Oxford City Council, Oxford City Councillors, and the local County Councillors representing the University Parks, Jericho & Osney, and Isis divisions. Emails were sent to key stakeholders engaged with as part of the Broad Street scheme, and street notices placed on site in the immediate vicinity.
11. 25 responses were received during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
St Giles (MC Parking)	6	3	5	11	25
Parks Road (DPPP parking)	1	3	15	6	25
Parks Road (Remove P&D)	7	3	9	6	25
Turl Street (Pedal cycle parking)	3	1	14	7	25

12. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors

Officer response to objections/concerns

General:

13. The design of the scheme has been shaped by over 150 stakeholders representing various user groups including people who walk, cycle or wheel. Access to Broad Street is not restricted, the street can be accessed by general vehicles via Parks Road or on foot/bicycle by Parks Road, Turl Street, Magdalen Street East as per previous arrangements. This scheme aids independence by offering a new place for people to enjoy, sit and relax of which there are currently limited options in the city of Oxford.

'Pay & Display' parking:

14. The loss of 8 pay and display parking bays on Parks Road will provide spaces for disabled badge holders and also a drop off only bus facility which is serving the needs of public transport users and disabled users. There is provision of pay and display parking in the local vicinity (Parks Road, Mansfield Road, Savile Road, St Giles, Museum Road, Blackhall Road, Keble Road).
15. There is provision of pay and display parking outside Wadham College as well as double yellow lines which permit loading/unloading.

Disabled Persons parking:

16. 4 disabled bays have been retained on Broad Street. The proposals have resulted in a net gain of 1 disabled bay space with 4 other disabled bays proposed on Parks Road. These bays would be used by people wishing to visit Broad Street (or nearby streets). Parks Road currently has one existing disabled bay which is well used, this proposal recommends extending the current provision here. There are various disabled bays located across the city centre, each having their pros and cons depending on where the user wishes to visit and style of bay available. Turl Street and Catte Street were investigated as options however due to carriageway widths and lack of space to turn around, these options were discounted. There are no other nearby alternatives available other than Broad Street itself. If more disabled bays were accommodated on Broad Street then this will have a significant impact on the amount of public realm space available. The design of the overarching Broad Street scheme has balanced the needs of varying user groups.
17. Disabled bays on Broad Street and the proposed bays on Parks Road (if approved) would be monitored closely through manual counts and further engagement with the Inclusive Transport and Movement Focus Group members. The purpose of monitoring the bays would be to understand the usage and experience from people using the bays.

Motorcycle parking:

18. Motorcycles are being relocated out of Broad Street to reduce the amount of traffic in this area and in time improve air quality. The council proposed to

relocate a slightly smaller bay of motorcycle parking (from 17m to 14m in length) to St Giles where there is a nearby facility often always at capacity. Motorcycles are fourth in the councils hierarchy of transport users. Without dedicated spaces for motorcycle parking, it is expected that motorcyclists may park anywhere which makes enforcement difficult and may lead to issues relating to access and congestion.

19. The proposed motorcycle bay is proposed to be located in an area that is currently dead space and will not result in the loss of additional parking.
20. The size of the motorcycle bay is in compliance with national standards (Traffic Sign Regulations and General Directions). As per drawings, there is a 2.65m gap for vehicles to enter and drive into the disabled bays. Wheelchair Accessible Vehicles are typically less than 2m wide, therefore giving at least 30cm on either side of the car for clearance. Disabled users could also reverse into the bay if required.
21. The motorcycle bay is proposed to be located in an area surrounded by multiple other vehicles, therefore it is not considered that this motorcycle bay will have a detrimental impact on the streetscape. The proposed motorcycle bay is shorter than the previous bay on Broad Street.
22. The County Council will monitor the usage of the proposed motorcycle bay on St Giles alongside monitoring potential usage of Broad Street following the temporary removal of the bay on Broad Street. The County Council will engage specifically with motorcyclists as part of the Broad Street scheme to fully understand the impact of the temporary removal. A separate study reviewing provision for motorcycle parking in the city may be appropriate.

Cycle Parking:

23. Cycle parking provision is proposed to be toast racks to enable easy removal of racks when required. More cycle parking is proposed to be installed on Ship Street and Brasenose Lane by Oxford City Council. Therefore, there will be less demand for cycle parking on Turl Street. Cycle parking on Turl Street could be seen as clutter to the streetscape and reduces accessibility along Turl Street which is already a narrow street.

Bus Provision:

24. It is unlikely that there will be any additional damage caused by buses as they already use this route for the university ST1 service and City Sightseeing service, plus there are numerous heavy goods vehicles that have been in the area for some time as a result of construction works.
25. In terms of privacy, this proposed drop off only bus stop will be used by the ST1 service (supported by the university) and is a single decker bus. Given this is a drop off point at the end of the route, there should be no passengers on the bus.

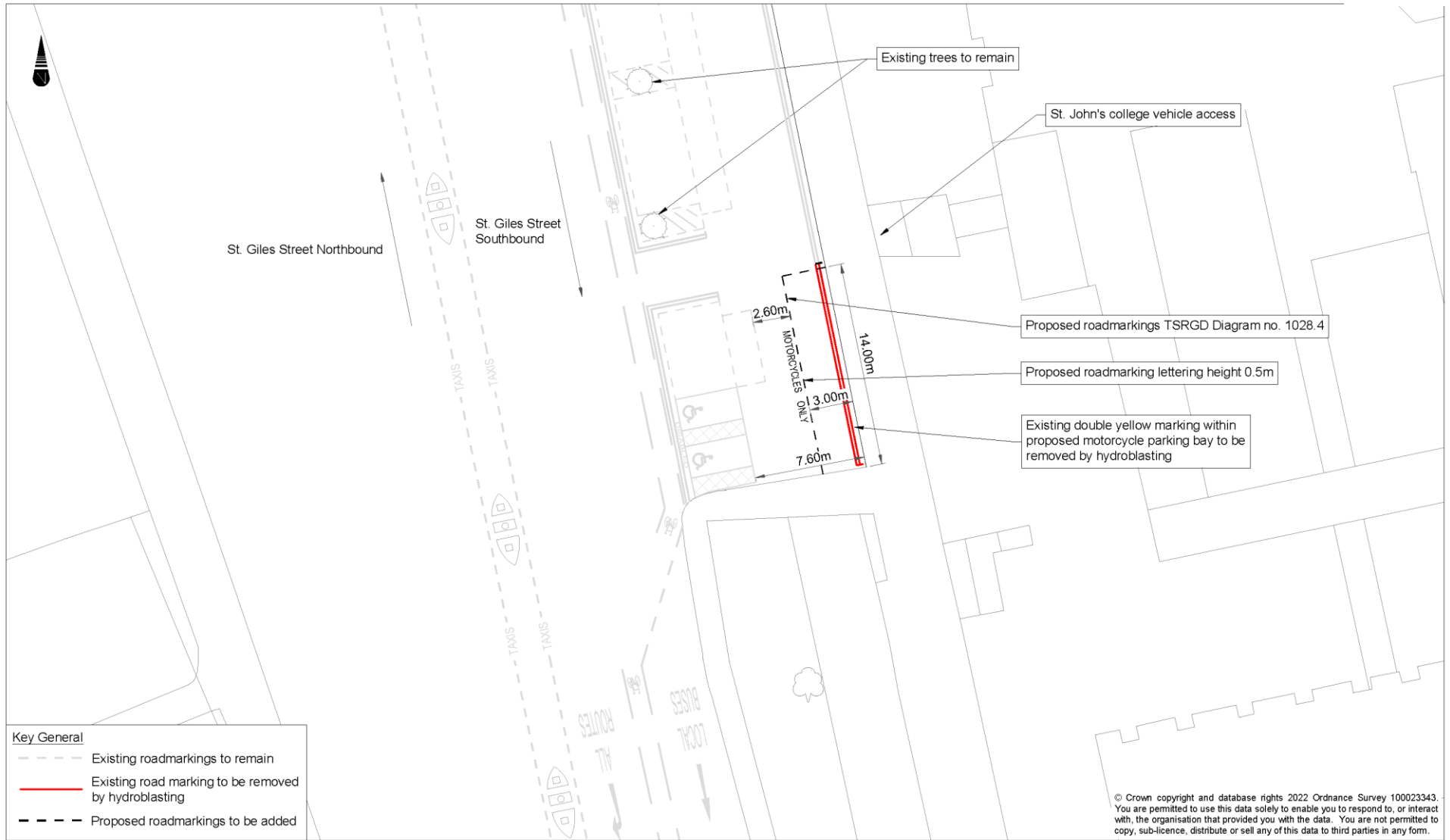
26. The proposed set up would bring benefits to the college with fewer parked cars outside the front of the College, a drop off bus stop which students may access, provision for loading/unloading outside the front of the College is maintained and no access is blocked.
27. In discussions with Oxford Bus Company, it is likely that the stop on Parks Road will be removed if/when traffic filters are installed resulting in improved journey times for the service. There are no proposed changes to the bus services in terms of frequency and number of buses as part of this scheme.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Proposals for Parks Road
 Annex 2: Proposals for St Giles
 Annex 3: Proposals for Turl Street
 Annex 4: Consultation responses

Contact Officers: Lucy Prismall – lucy.prismall@oxfordshire.gov.uk

October 2022



Rev	Date	Description	Dim	Chkd	App
P02	01.08.22	Detailed Design Issue	SO	DMB	SPW
P01	20.06.22	First Issue	SO	DMB	SPW
Revisions					

Client

OXFORDSHIRE COUNTY COUNCIL

Drawing Originator

MILESTONE INFRASTRUCTURE
A part of MGroup Services

Woodlands Court,
Burnham Road,
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HP9 2SF

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Drawing Status

Detailed Design

Title

**St Giles Street
Relocation of Motorcycle Bay**

Project Name

**Broad Street
Public Space Improvement Scheme 2022**

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	1:250	SO	DMB	SPW
		Drawn Date	Checked Date	Approved Date
		20.06.22	20.06.22	20.06.22

Drawing Number

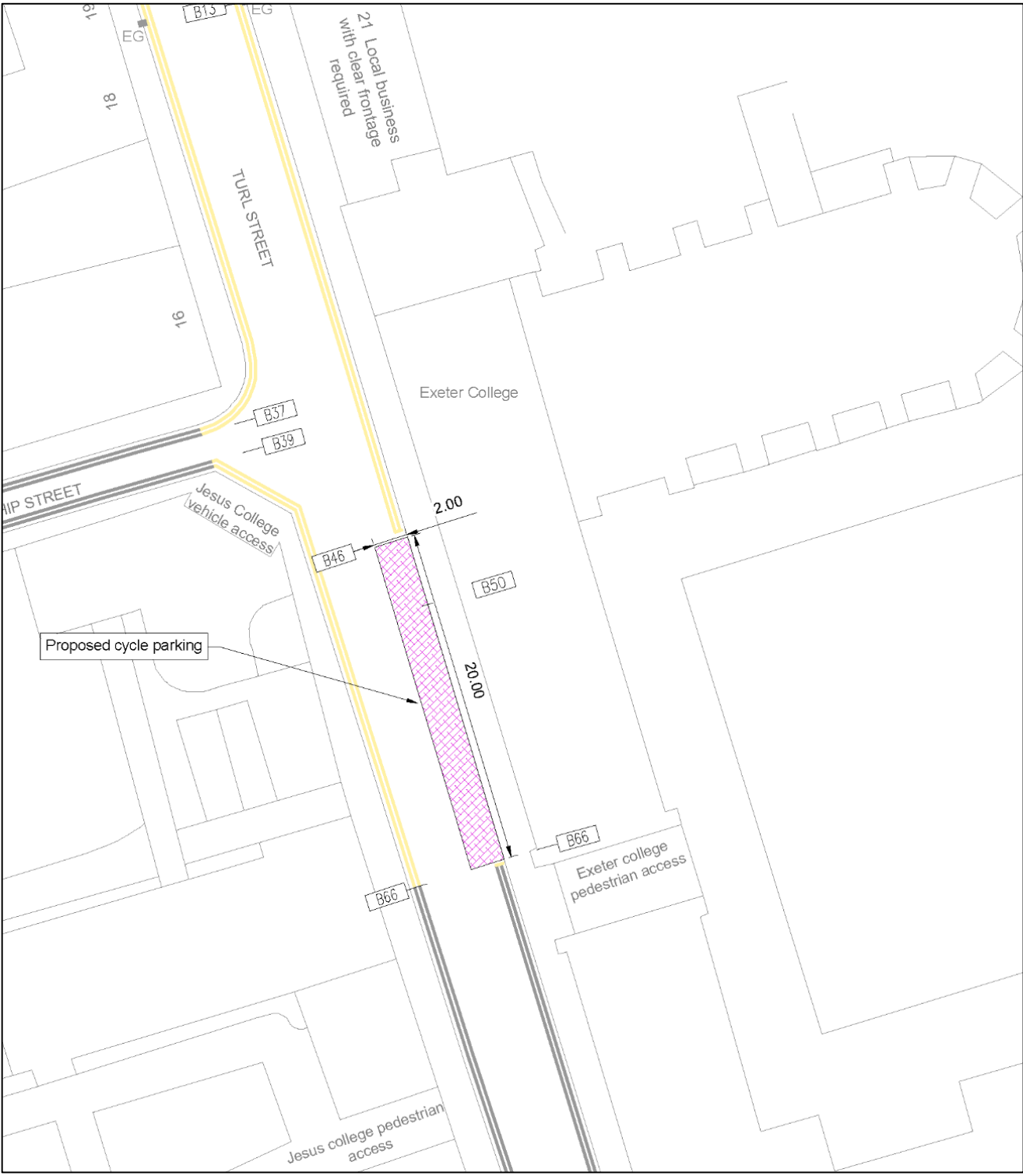
5101204-MIL-HGN-BRD-DR-CH-0002

Status

S02

Rev

P02



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Oxford City Cllr, (Walton Manor Ward)	I am entirely supportive of the extra cycle parking in Turl Street, and the extended cycle parking on Broad Street. I understand the need for moving the disabled parking and motorbike provision to allow the new layout of Broad Street - and that seems entirely sensible.
(3) As a business, (Oxford Bus Company)	<p>St Giles (new Motor cycle parking) - Support Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>We are a local bus operator which operates the strategically important ST1 "Science Transit Shuttle" service in partnership with Oxford University and STFC. This service provides a regular fast link between the University Science Area and the world leading science and technology research facilities at Harwell Campus. The service is principally operated with 2019 registered, single deck, ultra low emission Euro 6 vehicles.</p> <p>We have engaged with Oxfordshire County Council regarding their desire to improve the public realm in Broad Street and to build on the success of the "Broad Meadow" scheme which ran in 2021.</p> <p>Following several discussions we believe we can support the designs for the new temporary Broad Street public realm scheme, but only on the condition that a suitable drop off stop in Parks Road for inbound ST1 services is provided. This will allow the service to terminate and wait time at Parks Road, away from the Broad Street area and ensure that buses do not wait excessive amounts of time in the Broad Street area, though they will still access the area to turn around and pick up for outbound journeys. We support the location chosen for the drop off stop as shown in the consultation plans and believe we can make this work.</p>

<p>(4) Member of public, (Oxford, Woodstock Road)</p>	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - No opinion Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - No opinion</p> <p>I object to the loss of on street parks spaces in the centre of Oxford. The County Council is anti business and is not serving the needs of the wider community.</p>
<p>(5) Member of public, (Oxford, Magdalen Road)</p>	<p>St Giles (new Motor cycle parking) - Object Parks Road (new Disabled Persons Parking Places) - Object Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - Object</p> <p>All recent road projects are aimed at preventing residents of Oxfordshire being independent. It's all about control and power.</p>
<p>(6) Member of public, (Oxford, Cowley Road)</p>	<p>St Giles (new Motor cycle parking) - Support Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>Support because removal of as much parking as possible in Broad Street is important if the City wants to make this area a truly world class feature. Strongly support extra bike parking in Turl Street as lack of rack space here often makes me avoid shopping here. With potential of night time economy coming to the C Market, more racks are essential. They, of course, need to be managed ie not let student bikes fester there!</p>
<p>(7) Member of public, (Oxford, Bullingdon Road)</p>	<p>St Giles (new Motor cycle parking) - Object Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p>

	Motor cycles pollute
(8) Member of public, (Cowley, Hurst Street)	<p>St Giles (new Motor cycle parking) - Support Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>More realistic transport ideas for the future.</p>
(9) Member of public, (Kidlington, High Street)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - No opinion Parks Road (remove Pay & Display parking places) - No opinion Turl Street (new Pedal cycle parking) - Support</p> <p>Further space to secure pedal cycles are required in this area.</p>
(10) Member of public, (Oxford, Monmouth)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>Reduced parking for cars in the centre of Oxford is generally a good thing for making the city more liveable. There is a chronic shortage of cycle parking around the Covered Market - the extra cycle parking on Turl Street will help alleviate this.</p>
(11) Member of public, (Oxford, Southfield Park)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - No opinion Parks Road (remove Pay & Display parking places) - No opinion Turl Street (new Pedal cycle parking) - Support</p>

	Public cycle racks in the city centre are always full, which indicates unmet demand.
(12) Member of public, (Oxford, Maidcroft Road)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>It is important to replace the active travel options, and those for disabled people, in the Broad street works.</p>
(13) Member of public, (Oxford, Cunliffe Close)	<p>St Giles (new Motor cycle parking) - Support Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - No opinion</p> <p>Don't want bus stop on parks road or buses to regularly come through parks road.</p>
(14) Local organisation, (Jesus College)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - No opinion Parks Road (remove Pay & Display parking places) - No opinion Turl Street (new Pedal cycle parking) - Object</p> <p>Turl street is a two-way street, with regular visitors travelling on foot or by car to the Oxford University Colleges located on Turl street, not to mention the frequent goods' and delivery drop-offs to the College's and to the many business on the street, including to the busy Covered Market and market street businesses.</p> <p>New cycle pedal cycle parking on Turl Street would cause chaos throughout the day. It would worsen the already high volume of traffic on the street, cause disruption to the students and staff at the universities, and the many people running businesses in this already difficult economic time. The location is totally unsuitable.</p> <p>A more obvious location would be to install a new cycle rack on Brasenose Lane. Alternatively, we suggest extending the number of Sheffield hoops on Ship Street, which would increase parking capacity for cyclists, and it would also not</p>

	cause the chaos that peddle cycle parking would cause if plans for Turl Street go ahead.
(15) Member of public, (Headington, Pullens Field)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - No opinion</p> <p>Why on earth are the P&may and display being removed,? There was never congestion there. It is further killing the high street encouraging people to park & shop only at westgate. This is bad for Oxford</p>
(16) Member of public, (Oxford, Cave Street)	<p>St Giles (new Motor cycle parking) - Object Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Support</p> <p>Replace the motorcycle parking with more cycle parking. We should not be encouraging motorbikes and mopeds in the city, they cause significant air pollution.</p>
(17) Member of public, (Oxford, Upper Road)	<p>St Giles (new Motor cycle parking) - Object Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - Support</p> <p>Motor cycling parking will reduce the car parking spaces which are already too few</p>
(18) Member of public, (Summertown, Ferry Pool Road)	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - Support</p>

	<p>Some exceptions must be made - parking is prohibitively expensive & limited in Oxford, and access to University Park will be even more restricted (unnecessarily) if the pay & display is removed. Some of us are not disabled but do have mobility issues, and this will affect access.</p>
<p>(19) Member of public, (Oxford, Nelson Street)</p>	<p>St Giles (new Motor cycle parking) - No opinion Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Object Turl Street (new Pedal cycle parking) - Object</p> <p>Life is difficult enough for people with mobility problems as it is and removing Disabled Parking bays near to city centre and replacing them further on the 'outskirts' of the city centre is NOT helpful or acceptable.</p>
<p>(20) Member of public, (Oxford, Henry Road)</p>	<p>St Giles (new Motor cycle parking) - Object Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Support Turl Street (new Pedal cycle parking) - Concerns</p> <p>1) In my opinion, motorcycles are not different than cars in respect to air pollution, noise, and safety concerns -- and as such should not be encouraged to travel into the city centre. They should park at the car parks, as other motor vehicles do. 2) Turl Street is a very narrow street, it is not clear that vehicles passing through to load at Market Street would not endanger the parking cycles, or worse - pedestrians walking in the remaining space.</p>
<p>(21) Member of public, (Oxford, Hill Top Road)</p>	<p>St Giles (new Motor cycle parking) - Concerns Parks Road (new Disabled Persons Parking Places) - Support Parks Road (remove Pay & Display parking places) - Concerns Turl Street (new Pedal cycle parking) - Support</p> <p>St Giles motor cycle parking in essence I'm in agreement with as long as access is maintained to the two disabled parking places at the southern most space east side. I access my van from the rear, so ideally drive to those spaces from the parking thus I exit my vehicle in the parking area NOT into the path of cyclists, my automatic tailgate and ramp have a 7 second delay as per standard automation, and a lot can change in those 7 seconds an unseen cyclist</p>

	<p>can appear. Equally I'd rather access my van from safety no fear of cyclists, I have a dog to consider too. Then I drive away I'd rather be able to see ahead it's clear rather than reverse out into the path of cyclists and cars, I would most likely be driving north out of the city.</p> <p>The concern is accessing these two currently accessible parking spaces it is narrowed with the motorcycle parking a sideways on parking space. I have a smallest WAV but I know it will be tight. Can you check the width please? Any non compliance with parking within those lines and disabled people are scuppered.</p> <p>The removal of parking outside Wadham affects parents visitors to Wadham college, so I'm concerned for parents visitors dropping off collecting moving in out etc.</p>
(22) Local organisation, (Wadham College)	<p>I would like to express the College's concern at the proposal to install a bus stop in the locations outlined in your e-mail. The reasons are set out below.</p> <p>Option 1. This option would not be feasible and is not supported by the College. It is a Protected Zone with double yellow lines prohibiting parking to allow logistics to be brought directly into the College and facilitate essential kerb unloading, including some bulky and heavy materials. Its loss will severely impact the operation of College logistics. The area is also used by taxis to collect and drop off passengers, including visitors with mobility needs.</p> <p>Option 2. This option is not supported by the College. The camber of the road is steep in this location and the bus will lean in towards our Grade 2 listed building. This is a timber framed building and dates back from the 17th Century. Buses moving closely to the building will cause vibrations and increased loading on the cellar walls that could cause structural damage.</p> <p>The camber provides an essential part of the drainage for Parks Road and any changes could cause flooding into cellars along the south end of Parks Road.</p> <p>In addition, there are bedrooms in our listed building and, due to the camber, passengers will be in very close proximity to the bedrooms on the ground and first floors. There will be loss of privacy and increased noise to students living in these bedrooms. Students are likely to feel uncomfortable about opening their curtains.</p> <p>Option 3. This option would not be feasible and is not supported by the College. The concerns expressed above (option 2) apply with the potential to damage the cellars beneath the adjacent timber-framed building with stucco. The constant vibration could vibrate the lath off the plaster and damage this historic building.</p>

	<p>Around four years ago the bus routes were temporarily diverted via the King's Arms pub, on the corner of Parks Road from Broad Street, and there was an incident where the top lath and plaster wall above the Kings Arms failed and pieces of render came down onto the pavement. We believe the sudden change in the condition of the top wall, and its failure, was caused by the increase in buses travelling past. We are concerned that bringing buses closer to the buildings in this part of Parks Road could result in a destabilising effect on the 16th and 17th Century timber framed stuccoed buildings.</p> <p>Finally, the area marked in option 3 for the bus stop does not take into account that the gate (known as the Elephant Gate) provides a fire service emergency route into the College to reach our new buildings. The fire service vehicles will need sufficient space to turn into and out of the gate.</p>
(23) Local organisation, (Cyclox)	<p>This seems to be a diminution in Disabled parking provision, which may be inline with general policies. I think there's a 'loss' of 8 and a replacement of 5.5 places! That's a length of 8.35m and 26.4m. Odd multiples.</p> <p>I observe that the Motorcycle 'replacement' is unlikely to be seen as convenient by users. The Cycle-parking increase is to be welcomed but, I suggest that the Townscape implications need to be considered further.</p> <ul style="list-style-type: none"> o Broad St is a historic gem and a long line of racks is far from attractive. o Time is overdue for considering the quality and design of cycle-parking provision. o I have previously suggested an alternative which I add here (A 'Tulip' stand, central Maastricht, NL). o Practice in other historic cities should be referred to. o Use of 'greenery' should be considered in conjunction with County, City and other Landscape architects and designers.
(24) Local organisation, (Oxford Preservation Trust)	<p>Whilst we fully support the order on Broad Street, we are concerned that the plans do not lead to any loss of parking and other services removed simply being placed in the adjoining streets. In our view, it must be accepted that there will be an inevitable loss of parking provision due to the wider plans for Broad Street. This should also extend to the reduction in the motorcycle parking provision. OPT does not support extending the motorcycle parking provision in St Giles south of the Lamb & Flag Public House. St. Giles is an important street within the central conservation area. It provides the setting for a number of important listed buildings, being the greatest assembly of Georgian houses in the City and the extension of the motorcycle parking as suggested will be a harmful addition. In recent years a number of</p>

	these buildings have been cleaned and repaired adding to the public realm and we would wish to see the motorcycle parking reduced here rather than added to.
(25) Local organisation, (Oxfordshire Area Representative, British Motorcyclists' Federation)	<p><u>Observations specific to Broad Street, St Giles, and Oriel Square:</u></p> <ol style="list-style-type: none"> 1. Until 2020, the motorcycle bay in Broad Street was about 23 metres long and had room for about 20 motorcycles. 2. St Giles has two motorcycle bays, each of which has, for different reasons, a sub-optimal layout. The one at the south end of St Giles has room for about nine motorcycles. It is popular and often full. The bay at the north end of St Giles is smaller. It serves its immediate area, but not the City centre. 3. OCC proposes that a new bay near the Lamb and Flag that will be 14 metres long. That should be enough for about 12 motorcycles. That would relieve the overcrowded bay at the south end of St Giles, but not replace the bay that OCC has prematurely withdrawn from Broad Street. 4. OCC withdrew the Broad Street bay before installing the proposed new bay in St Giles. When will the proposed new bay be installed, and where does OCC expect motorcyclists displaced from Broad Street to park until then? 5. Even if the proposed bay near the Lamb and Flag is installed, it will not solve the motorcycle parking shortage that OCC has chosen to create by withdrawing Broad Street. 6. The proposed new bay is about 300 metres from the withdrawn bay in Broad Street. Even if the new bay were 23 metres long, its location would not be practical for all of the motorcyclists that used to park in Broad Street. 7. The bay in Broad Street was accessible from east or north Oxford. St Giles is accessible from north or west Oxford, but has poor access from the east. 8. The only remaining central Oxford motorcycle bay with direct access from east Oxford is in Oriel Square. That access is via about 250 metres of uneven cobbled road surface in Merton Street. They are not even granite setts: they are actual rounded cobbles. Any motorcyclist braking on that surface in an emergency is liable to skid, fall and be injured. <p><u>Observations general to Oxford city centre:</u></p> <p>Both the County and the City council have a long record of failing to consult representatives of before making changes to motorcycle parking. Two well-established, well-known, nationwide bodies represent the UK's motorcyclists: the British Motorcyclists' Federation (BMF) and the Motorcycle Action Group (MAG). Neither the City nor the County has any excuse for failing to contact the BMF and MAG before making significant changes to motorcycle parking.</p> <p>The result was a chronic and acute shortage of motorcycle parking for many years, even before 2020. The bays in Broad Street, St Ebbe's Street, and the south end of St Giles' were often full, and there was a clear need for more bays in more parts of the city centre. Competition for space in some motorcycle bays has been increasing.</p>

Also, increasing numbers of powered two wheelers are being parked in parts of the City centre that have no motorcycle bays. This is caused partly, but not only, by the advent of food delivery services such as Deliveroo and Uber Eats. Groups of mopeds and scooters are now parked in places such as Carfax, George Street and Ship Street. And sometimes, delivery rider parking overflows the inadequate motorcycle bay in St Ebbe's Street.

Aside from delivery riders, most motorcyclists also own a car. Measures that deter motorcycle use risk increasing car use. Conversely, measures that favour motorcycle use could reduce car use.

I attach a list of all the motorcycle bays in Oxfordshire that I am aware of. Oxfordshire has never provided enough parking bays for motorcycles. There is no equitable case for reducing motorcycle bays in Oxford even further, as is the net effect of OCC's changes to Broad Street and St Giles.

Helping motorcycles to help Oxford:

Powered two wheelers (motorcycles, motor scooters and mopeds) make up 3.5 percent of vehicles registered to addresses in Oxford, and 3.7 percent of those registered in to addresses Oxfordshire as a whole. Motorcycling helps to reduce road congestion. In particular, motorcycle parking bays use road space five times more efficiently than car parking spaces. Motorcyclists pay their council tax and their vehicle excise duty, and deserve more respect and more adequate provision than OCC currently affords them.

Given motorcyclists' travel patterns, it makes sense to distribute motorcycle bays as near as practicable to riders' destinations, and avoid an over-concentration of bays in one part of the City centre. Therefore I suggest that OCC continue with the proposed new bay near the Lamb and Flag as planned, but that it also introduces an additional motorcycle bay in another central Oxford street. It should be accessible from the east, and that practicably serve those parts of the city centre that the Broad Street bay used to serve.

Separately, OCC should please expand the motorcycle bay in St Ebbe's on the south side of the City centre. This would improve motorcycle access to the City centre from the west and south. This would be very easy and cheap to do, as space is available in St Ebbe's to double the size of the existing bay.

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Divisions affected: *Sonning Common*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 Oct 2022

SHIPLAKE: A4155 PROPOSED 30MPH SPEED LIMIT & TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
 - a) The proposed 30mph speed limit in place of the current 40mph speed limit
 - b) The following proposed traffic calming measures:
 - A solid white line on the northbound carriageway approximately 280m along Reading Road to legally restrict drivers being able to overtake.
 - Visual road narrowing achieved using white lining at two new areas of red coloured textured surfacing.
 - Renewal of existing red coloured textured surfacing.
 - A new vehicle activated sign (VAS)
 - 'SLOW' road markings
 - 30mph roundel on the carriageway.

Executive summary

2. This report presents responses received to a consultation on a proposed 30mph speed limit and traffic calming measures on the A4155 at Shiplake as shown in **Annex 1** to permit safe access including for pedestrians to residential development (a retirement village) adjacent to the A4155 for which consent was granted by the Planning Inspectorate following an appeal by the developers to a decision by South Oxfordshire District Council not to approve the development.
3. The current 40mph speed limit was introduced in August 2019 following approval at the Cabinet Member for Transport decisions meeting on 25 April 2019 to increase the speed limit from 30mph at the request of Shiplake Parish Council due to their concerns that then 30mph speed limit – which ran through largely open countryside – was poorly respected and resulted in undesirable behaviours (for example following the vehicle ahead too closely and overtaking) and reduced respect for the 30mph speed limit on the A4155 in the more built up parts of Lower and Upper Shiplake. The parish council funded both the consultation on and implementation of the 40mph speed limit.

Financial Implications

4. Funding for the consultation on the proposals and their implementation if approved has been provided by the developers of adjacent land.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate walking and the safe movement of traffic.

Consultation

7. Consultation on the proposals was carried out between 26 August and 23 September 2022. A notice was published in the Henley Standard newspaper and emails were sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Shiplake Parish Council, South Oxfordshire District Council, and the local County Councillor representing the Sonning Common division.
8. Thirty-two responses were received during the course of the formal consultation, comprising of: 29 objections (85%), and 3 in support (15%).
9. The responses are shown at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.
10. Thames Valley Police objected to the proposal citing that the suggested 'soft-calming' measures will not do anything to achieve compliance and that extending this limit could only weaken the existing 30 limits on this road, unless further engineering is included.
11. Councillor David Bartholomew, the local member and Shiplake Parish Council both objected to the proposal, emphasising the rationale behind the speed limit change made in 2019.
12. The remaining objections were received from members of the public, with the grounds of objection focussing on concerns over road safety, unwelcome urbanisation and the suitability of the approved development, with it being noted that planning consent was granted on appeal with the then 40mph speed limit.
13. Three members of the public expressed support for the proposals.

Officer response to objections/concerns

14. Following the technical submission to the Road Agreements Team of the proposed junction giving access to the development it become clear that the vision splays that could be achieved did not meet the requirements of a 40mph road, OCC have had two speed surveys carried out in the vicinity of the proposed new junction and this further highlighted the need to reduce the speed limit to 30mph, so that the planning approved vision splays were suitable without the need to lose or remove any trees to the south of the new junction when applying the national Design Manual for Roads and Bridges (DMRB) standard.
15. A further reason for the proposed 30mph speed limit is to improve the safety and amenity of pedestrians using a proposed new 1.5m wide footway from the northern corner of the retirement village that spans across the frontage of the Westbourne Homes development that links into the existing footway provision. The existing carriageway width is not excessive and therefore passing vehicles do so close to the kerb line, at 40mph (or more) pedestrians using this footway are subject to close passing vehicles at speed, therefore reducing the speed limit to 30mph will decrease the speed and make walking along this footway more pleasant and will give a greater sense of safety to its users.
16. In addition to the speed limit, it is proposed to introduce the following traffic measures:
 - A solid white line on the northbound carriageway approximately 280m along Reading Road to legally restrict drivers being able to overtake.
 - Visual road narrowing achieved using white lining at two new areas of red coloured textured surfacing.
 - Renewal of existing red coloured textured surfacing.
 - A new vehicle activated sign (VAS)
 - 'SLOW' road markings
 - 30mph roundel on the carriageway.
17. More detailed comments on the issues raised by those objecting to the proposals are set out in the table below.

Summarised objection	Officer response
Planning given when road was 40mph, so why does it need to change?	Many of the refer to the fact that when the appeal was won the road was subject to the 40mph, this is correct but recent speed surveys do show an increased speed along this section of road to enhance the Highway safety aspect it is proposed to lower the speed limit to 30mph as set out as an obligation in the Unilateral Undertaking

	(UU agreement) between OCC and the developer (this UU formed part of the planning appeal permission documentation) of the retirement village._____
Urbanisation of Shiplake	<p>Concerns are raised in relation to the urbanisation of Shiplake and not agreeing with the District's local plan. The consultation has been undertaken to reduce the speed limit on Reading Road and comments regarding the wider developments within Shiplake</p> <p>The public consultation has been carried out for the proposed speed limit change on Reading Road, it is not an opportunity for views to be put forward in relation to development within Shiplake or the District's local plan. Nevertheless, I disagree with the comments that changing the speed limit of the section of road is urbanising Shiplake.</p>
Motorists speeding when the road was 30mph, so 40mph is correct	Some of the objections mention that people were speeding on the road when it was subject to a 30mph and therefore 40mph is the correct speed, it should not be that speeding vehicles are accommodated by increasing speed limits, this is further supported by Oxfordshire County Council's 'Vision Zero' policy, which sets out to "Eliminate all fatalities and severe injuries on Oxfordshire's roads and streets, to have a safer, healthier, and more equitable mobility for all. Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change".
Reading Road is a rural road	Objections are made on the grounds that this road is rural and therefore a 30mph speed limit is not appropriate, whilst it maybe a rural setting there is adjacent consented development, together with requirement for new

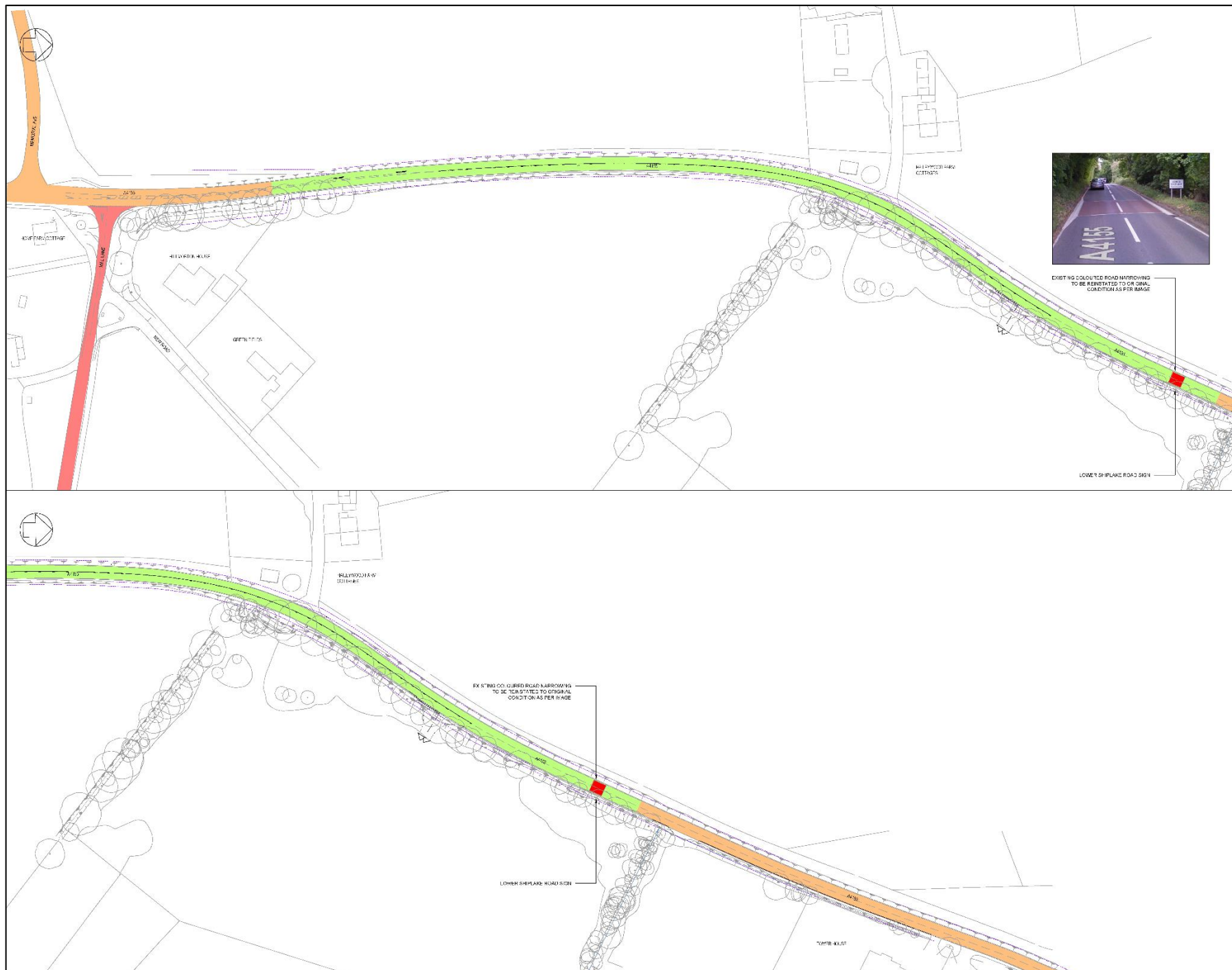
	<p>footway from Retirement Village alongside the reading Road. The nature of the place is changed, together with the addition of interface between pedestrians and vehicles as such 30mph limit is considered appropriate.</p>
<p>Safety issues with new 30mph speed limit</p>	<p>Objections are made on the grounds that this road is rural and therefore a 30mph speed limit is not appropriate, whilst it maybe a rural setting there is adjacent consented development, together with requirement for new footway from Retirement Village alongside the Reading Road. The nature of the place is changed, together with the addition of interface between pedestrians and vehicles as such 30mph limit is considered appropriate.</p> <p>None of the objections provides any specific reasons for this comment, reducing the speed limit increases the safety of the new junctions and Reading Road for reasons contained in this report.</p> <p>As noted in the report taken to the Cabinet Member for Transport decisions meeting on 25 April 2019 when the proposed increase to 40mph was being considered, there were no reported injury accidents when the 30mph speed limit was in place following its introduction in 1999 in place of a 50mph limit.</p> <p>No injury accidents have been reported in the 40mph speed limit since its introduction in August 2019.</p>
<p>Effectiveness of proposed traffic calming measures</p>	<p>While accepting that the type of calming measures proposed will not provide as strong a control of speeds as may be achieved by road humps or chicanes / build-outs, they should still help reduce speeds sufficiently to achieve acceptable levels of safety.</p>

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Ryan Moore 07557 082568

October 2022



ANNEX 1

ALL DIMENSIONS ARE IN METRES
UNLESS NOTED OTHERWISE

KEY
BOSTAG Street ZONE
BOSTAG Street ZONE
PROPOSED Street ZONE
(TO REPLACE EXISTING
40mph ZONE)



EXISTING COLOURED ROAD NARROWING
TO BE REINSTATED TO ORIGINAL
CONDITION AS PER IMAGE

LOWER SHIPLEAKE ROAD SIGN

NOT FOR CONSTRUCTION

FOR CONSULTATION ONLY
NOT FOR CONSTRUCTION

Plan B

Land Use of Planning Board
Planning Board, County Wick, Wick
Planning Board, County Wick

TRO & Traffic Calming
Consultation Plan

Sheet	Date	Drawn
20095 - 21B - XX - ZZ	21.11.2009	JLB
Preliminary	21.11.2009	P21

Project No: 20095 - 21B - XX - ZZ
Drawn: JLB
Checked: P21
Date: 21.11.2009

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with new speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing.. 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 and there are no additional resources available to support extra enforcement.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment •

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring, future engineering and self-enforcement through Community Speed Watch .</p> <p>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>I do not believe the suggested measures will do anything to achieve compliance and that extending this limit could only weaken the existing 30 limits on this road.</p> <p>I therefore object unless further engineering is included</p>
(2) County Cllr, (Sonning Common division)	<p>Object - I do not understand why this proposal has been put forward.</p> <p>It is only three years ago that a decision was made to increase the limit from 30mph to 40mph. This was taken with wide local support. You will find the detailed reasoning for the change in the relevant officer reports and consultation responses.</p> <p>The retirement village was given permission in the full knowledge that the speed limit was 40mph and this was deemed to be safe. In the context of the above, the draft reasons in the document make no sense.</p>
(3) Shiplake Parish Council	<p>Object - Shiplake Parish Council always has road safety at the forefront of its mind. We supported and paid for the change to 40mph specifically because OCC Highways advised that an increase to 40mph would improve traffic safety, in particular outside Shiplake College and at the junction between the A4155 and Mill Lane. There has been no material change in the intervening period so we are at a loss to understand why OCC now considers that the speed limit should be reduced to 30mph.</p>
(4) Member of public, (Shiplake, Crowsley Road)	<p>Object - Shiplake is a traditional rural village and the modern urbanising features are inappropriate and unsightly. The speed limit reduction is unnecessary and ironically will make drivers less cautious</p>

(5) Member of public, (Lower Shiplake, A4155)	Object - Increased urbanisation and safety concerns. This limit will be flouted .It is safer at 40mph on this rural stretch
(6) Member of public, (Shiplake, New Road)	<p>Object - I feel the reduction of the speed limit would decrease road safety for the reasons set out and agreed in the report CABINET MEMBER FOR ENVIRONMENT – 25 APRIL 2019 A4155 BETWEEN LOWER AND UPPER SHIPLAKE - PROPOSED 40MPH SPEED LIMIT.</p> <p>I so strongly object to the urbanising effects that the proposal would have. The village of Shiplake is being increasingly urbanised especially by highway changes along the A4155. This is a rural village and I, like many others, would like to keep it feeling that way.</p> <p>I except that some development is inevitable but I believe the effects should be mitigated as far as possible. Not future urbanising the A4155 in this location feels like an easy win.</p>
(7) Member of public, (Lower Shiplake, Baskerville Lane)	Object - safety and unwelcome urbanisation
(8) Member of public, (Shiplake Cross, Orchard Close)	Object - Planning approval for the retirement village was granted when the existing 40mph limit was in operation which was deemed to be safe.
(9) Member of public, (Lower Shiplake, Bolney Road)	Object - I object on safety given the reasoning for the 49mph limit being instigated only a couple of years ago and the unwelcome urbanisation of red road painting flashing LED Speed warning signs etc.
(10) Member of public, (Shiplake, Mill Road)	Object - Object on the grounds of safety and unwelcome urbanisation.
(11) Member of public, (Shiplake, Reading Road A4155)	Object - I live in one of the villages affected by this. It's another example of urbanization, that'll actually make the road more challenging to commute on

(12) Member of public, (Shiplake, Crowsley Road)	Object - Traffic will always exceed 30 mph on this piece of road and I can see no reason to change it. The developers of the retirement village knew that there was a 40 mph speed limit when they obtained planning permission and started construction and were clearly happy at that time; nothing has changed.
(13) Member of public, (Lower Shiplake, Mill Lane)	Object - The original decision to increase the speed limit on safety grounds was well founded and proved effective. The planning permission for the retirement village was granted on the basis that the 40 MPH. If this is no longer the case, the planning permission should be withdrawn.
(14) Member of public, (Shiplake, Crowsley Road)	Object - the current speed limits seem to be sensible and were approved in 2019. The planning for a retirement home was given KNOWING the current speed limit and was considered acceptable at that time.
(15) Member of public, (Shiplake, Lowes Close)	Object - The only additional properties on this stretch of road appear to be the recently approved care home. This planning permission was granted by an Inspector with full knowledge that the road speed was 40 mph. I cannot see why the sudden need to reduce the speed limit - it is not as if there will be many elderly people walking on foot to Shiplake and few methods for allowing them to do so
(16) Member of public, (Shiplake, Station Road)	Object - Current 40 mph space between the two Shiplake settlements confirms the rural nature of this area, currently under severe threat from overdevelopment. This proposal includes "traffic calming" measures indicating clutter and intrusion on a rural road. Speed limits should always be appropriate to the road situation and be seen to be reasonable. 40 mph is correct and would be for the entire village except past the school. The urbanisation of Shiplake is unwelcome and is resisted.
(17) Member of public, (Shiplake, Mill Lane)	Object - Shiplake is already being subjected to urbanisation and over development, which the local people and the approved Shiplake Neighbourhood Plan are strongly opposed to. The development on the Reading Road was not supported by local people, and it was approved when the speed limit was known to be changing to 40mph. Changing it back to 30mph and adding the additional urbanising features will further destroy the look and feel of Shiplake - which is a small, semi-rural village on the edge of an AONB - and it will encourage further applications for development on the A4155 in Shiplake. This is unnecessary, and not merited by the neighbourhood plan or by any wider-reaching

	development plans. It is not fair to the people or the wildlife/natural area of Shiplake, to risk further urbanisation and destroying its character further.
(18) Member of public, (Shiplake, Station Road)	Object - The road in this rural setting supports a 40 MPH limit safely. Cars will be more tempted to overtake if a car in front is travelling slower than this. The proposed old peoples home was deemed safe with a 40 limit. Please help us keep this a rural village without the further urbanising features proposed.
(19) Member of public, (Shiplake, Station Road)	Object - 40 mph is much more appropriate in this rural area.
(20) Member of public, (Shiplake, Bolney Road)	Object - Grounds of safety - when it was 30 mph several years ago, it caused lot of frustration and dangerous overtaking. 40 mph has proven successful. The developers and planning authorities knew it was 40 mph when applying for permission and granting it. Don't let this be yet another example of the tricks developers play knowing they will normally get things through retrospectively. Unwelcome urbanisation with the road changes near entrance, no doubt lighting, loss of trees/greenery let alone speed limit change.
(21) Member of public, (Lower Shiplake, Northfield Avenue)	Object - 40mph deemed safe as part of retirement village planning approval. Measures suggested of painting, narrowing, additional signage will worsen the increasing urbanisation of this country road.
(22) Member of public, (Lower Shiplake, Oaks Road)	Object - The 40mph limit was only introduced recently. It has had the effect of providing the more obvious gateway speed signs at each end of the A4155 through open countryside between the Shiplake villages. This in turn has reduced vehicle speeds, reduced dangerous overtaking, and relieved the frustration for drivers of an unnecessary speed limitation. It has certainly had the effect of changing my own driving behaviour for the better along this frequently-used stretch of road. Permission for the new development was granted in full knowledge of the existing speed limit. This application is yet another example of developers being granted planning under one set of terms, then coming back to change the deal at a later date to the detriment of local residents. This has happened with Thames Farm, and the retrospective proposal to cover the entire site with 15m of concrete; to the Wyevale site, initially granted B2 development status, but now applying for 65 domestic residences. And now this.

	<p>The developer should ensure that, instead of reneging on an agreed deal, access to their site is safely achieved under the conditions they were fully aware of when they made their initial application.</p>
(23) Member of public, (Lower Shiplake, Oaks Road)	<p>Object - I think the marked difference between the entrance and exit to our village is better served with the 30 zone markers and outside that (where this proposal is) should remain 40</p>
(24) Member of public, (Shiplake)	<p>Object - The large 40mph signs make it more obvious that drivers should slow down when approaching the 30mph signs at the Station Road/Woodlands Road crossroad heading north and the Mill Lane/Memorial Avenue crossroad when heading south. Drivers unfamiliar with the area are far less likely to attempt dangerous overtaking manoeuvres if cars in front are travelling at 40mph rather than 30mph.</p>
(25) Local organisation, (Thames Farm Action Group) & Member of public (Lower Shiplake, Reading Road)	<p>Object - This latest decision to seek the reduction in speed limit shows how poor and ill-prepared the County Council is when making consultations on planning applications. Nor does there appear to be any recognition of how damaging its actions and responses might be to the applications made for development.</p> <p>A very short while ago the Highways department concluded that this stretch of road should have a speed limit of 40mph which was done in response to local concerns/wishes. Subsequently, the Authority stated at the Appeal hearing for the Retirement Village that is now being constructed along this section of road that the development of the site was safe at the current limit of 40mph.</p> <p>The consent was then granted based on that consultation. Had the advice been that the development was not safe, it is quite likely that the Appeal here would have been rejected on the grounds of highway safety. To therefore find that a short time later the Highway Authority is stating that the changes are now proposed for reasons of highway safety makes a complete mockery of the Planning Consultation purpose and the advice provided by the Highway Authority at that time. This entire fiasco brings into question the competency and reliability of statements made by the Highway Authority and means that any knowledgeable party could reject/disclaim the Highway Authority's advice on Planning as wrong and meaningless.</p> <p>This proposal entirely undermines the reliability and Authority of the Highways Consultations. The road and speed limit is either safe or it is not this vacillation is very unhelpful and will have far-reaching consequences .</p>

(26) Member of public, (Shiplake, New Road)	<p>Object - 'Safety:</p> <ul style="list-style-type: none"> -The large 40mph signs that would replace the small 30mph repeater signs would make it more obvious that drivers should slow down when approaching the Station Road/Woodlands Road crossroad heading north and the Mill Lane/Memorial Avenue crossroad when heading south -Drivers unfamiliar with the area and local speed limits would be far less likely to attempt dangerous overtaking manoeuvres if cars in front were travelling at 40mph rather than 30mph. <p>Also the urbanising features in our rural setting. The retirement village is already a blot on the landscape and so why do we need to spoil the countryside environment further by having red roads etc.</p>
(27) Member of public, (Shiplake, Baskerville Lane)	<p>Object - Object due to safety and unwelcome urbanisation, and against the last survey and neighbourhood plan.</p>
(28) Member of public, (Lower Shiplake, Bolney Road)	<p>Object - The current speed limits work well and drivers slow down as they approach the Memorial, particularly coming from Reading. Permission for the Shiplake Meadows Retirement Village was granted knowing the speed limit was 40mph and it was deemed safe. Changing to a 30mph limit will open the floodgates for further development along this rural stretch of road and the urbanising features would be totally out of character here. I strongly object to any change.</p>
(29) Member of public, (Lower Shiplake, Bolney Road)	<p>Object - The current speed limits work well and drivers slow down as they approach the Memorial, particularly coming from Reading. Permission for the Shiplake Meadows Retirement Village was granted knowing the speed limit was 40mph and it was deemed safe. Changing to a 30mph limit will open the floodgates for further development along this rural stretch of road and the urbanising features would be totally out of character here. I strongly object to any change.</p>
(30) Member of public, (Lower Shiplake, Bolney Road)	<p>Object - The current speed limits work well and drivers slow down as they approach the Memorial, particularly coming from Reading. Permission for the Shiplake Meadows Retirement Village was granted knowing the speed limit was 40mph and it was deemed safe. Changing to a 30mph limit will open the floodgates for further development along this rural stretch of road and the urbanising features would be totally out of character here. I strongly object to any change.</p>

(31) Email response, (unknown)	<p>Object - I do object to this change of speed limit as all the reasons the 40 mph limit was brought in still apply. I certainly have felt safer driving on that section as I am no longer unsafest overtaken by those not observing the speed limit - which was a frequent occurrence when the limit was 30. There is also not as much "tail- gating" to try to force you into speeding!</p> <p>Also the other changes would bring excessive urbanisation to that part of the road. Shiplake is a semi-rural village and the approach along that section is important ant in maintaining the character of the village and keeping with the recently adopted neighbourhood plan.</p> <p>Allowing these changes would be yet another example of creeping urbanisation in spite of guarantee that the rural character would be protected.</p>
(32) Member of public, (Lower Shiplake, Brampton Chase)	<p>Support - I was against the increase in the speed limit from 30 mph to 40 mph as it is too close to the junction and vehicles already exceeded the 30 mph limit and now it is even higher. The 30 mph is the correct one in my opinion.</p>
(33) Member of public, (Shiplake, Woodlands Road)	<p>Support - It's become incredibly dangerous to cross from woodlands road to station road as cars speed along and around the corner ignoring the 30mph signs</p>
(34) Member of public, (Shiplake, woodlands Road)	<p>Support - Additional drives onto main road increase risk of accidents, but the 30 mph should be on a risk assessed section where there is a specific increased risk of accidents.</p> <p>Also proposed 20 mph limit for reading road stretch opposite shiplake memorial as when driving from woodlands road onto reading road towards reading, it is always very tight</p> <p>Basically, it is dangerous and one day, there will be a serious/fatal accident as cars are coming round the corner from henley and also reading giving the driver turning onto the road very little time to respond as you need to check both left and immediately right with both views very limited. I would recommend that someone from the Council comes and risk assesses this turning.</p>

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Divisions affected: *Ploughley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

UPPER HEYFORD: CAMP ROAD & WELLINGTON ROAD - PROPOSED WAITING RESTRICTIONS & GOODS VEHICLE LOADING BAY

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a) Camp Road - a bay for Goods vehicles loading only, all days between 6am & 6pm, on the north side of the road adjacent to retail premises
 - b) Camp Road & Wellington Road - new sections of 'No Waiting at Any Time' (double yellow lines).

Executive summary

2. This report presents responses received to a consultation on proposed new sections of 'No Waiting at Any Time' (double yellow lines) parking restrictions on Camp Road and Wellington Road, Upper Heyford. These proposals are being put forward in order to help prevent parked vehicles obstructing visibility at junctions and help the passage of traffic, as well as improving safety for more vulnerable road users. Additionally a 28 metre loading bay for Goods vehicles loading only, all days between 6am & 6pm is proposed on the north side of Camp Road, approximately 102 metres west of its junction with Wellington Road, adjacent to the retail development. This proposal seeks to alleviate the safety concerns raised over attempted deliveries to the stores. The proposals are as shown in **Annex 1**.

Financial Implications

3. Funding for the proposal, including consultation, if approved has been received from 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 safe movement of traffic.

Consultation

6. Consultation on the proposals was carried out between 18 August and 16 September 2022. A notice was published in the Bicester Advertiser newspaper and emails were sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Upper Heyford Parish Council, Cherwell District Council, and the local County Councillor representing the Ploughley division. Letters were also sent to approximately 30 properties in the immediate vicinity.
7. 28 responses were received during the course of the consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Camp Road (DYLs)	0	3	21	4	28
Camp Road (Loading bay)	1	3	20	4	28
Wellington Road (DYLs)	0	5	18	5	28

8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

9. Thames Valley Police and Cherwell District Council expressed no objections to the proposals.
10. Upper Heyford Parish Council while expressing support for all of the proposals, also requested as detailed in their response that consideration be given to extending the length of the proposed no waiting at any time restrictions on Camp Road and a wider review of parking in the village centre taking account of evolving usage of the existing parking provision, including a review of the allocation of disabled persons parking places and also a review of the bus stops.
11. The manager of the Sainsbury's store also expressed support for the proposed restrictions for the loading bay and waiting restrictions on Camp Road, but also noted that since providing input to the drafting of the loading bay restrictions the

store was now receiving deliveries during the evening to as late as 10pm, and requested that the time period the bay would be operative is extended accordingly.



12. The remaining responses were from members of the public, seven of whom expressed objections or concerns over some of the proposals; these included concerns that reserving the loading bay exclusively for goods vehicles during the working day was excessive, but with other responses requesting additional waiting restrictions, particularly in respect of Wellington Road.
13. Expressions of support for the proposals were received from sixteen members of the public.
14. Taking account that the residential development is still ongoing and that parking demand will likely evolve in the future, and also noting that the management of the off-street car parking areas and access roads off Camp Road in the village centre are outside the control of the County Council, it is acknowledged that it is highly likely that there will be a need for further reviews of the management of parking in the village centre in the coming years involving the parish council and developer.
15. In view of this it is recommended that the proposals as advertised are approved and implemented, but that officers liaise with Upper Heyford Parish Council in respect of any suggestions for additional lengths of lengths waiting restriction that may be reasonably included without the need for a further formal consultation.
16. The request by the Sainsbury's store manager for the extension of the hours of operation of the loading bay to 10pm is judged to be beyond the scope of a minor adjustment and would require further formal consultation. In view of this it is recommended that the current proposal for a restriction between 6am and 6pm is implemented and monitored to identify the need for any extension in the hours of operation.

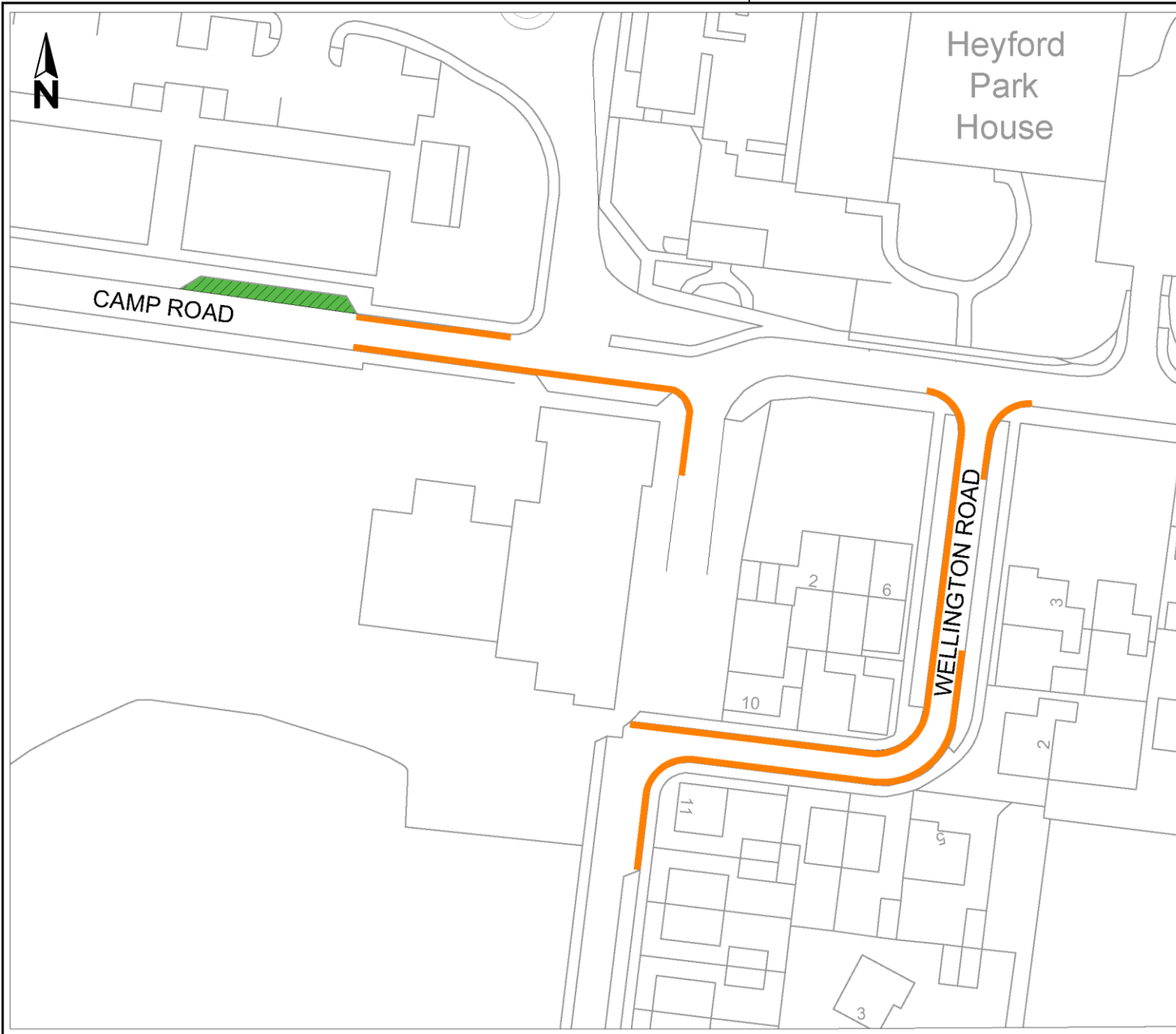
Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plans
	Annex 2: Consultation responses

Contact Officers:	Tim Shickle 07920 591545
	Julián Richardson 07825 052736

October 2022

Drawing No.		Revision																	
		0																	
Key																			
		Proposed Goods Vehicle Loading Bay 6am to 6pm every day.																	
		Proposed 'No Waiting at Any Time' parking restriction																	
<p>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 LA070805</p>																			
Rev.	Date	Purpose of revision	Drawn Checked Approved																
<p>Bill Cotton Corporate Director of Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241677</p>																			
<p>OXFORDSHIRE COUNTY COUNCIL</p>																			
<p>Project title</p> <p>PROPOSED LOADING AND PARKING RESTRICTIONS</p>																			
<p>Drawing title</p> <p>UPPER HEYFORD CAMP ROAD AND WELLINGTON ROAD</p>																			
<p>Drawing Status</p> <table border="1"> <tr> <td>Scale @ A3</td> <td>Drawn by</td> <td>Checked by</td> <td>Approved by</td> </tr> <tr> <td>N.T.S.</td> <td>JaC</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Date drawn</td> <td>Date checked</td> <td>Date approved</td> </tr> <tr> <td></td> <td>06/22</td> <td></td> <td></td> </tr> </table> <p>Oxfordshire Project No. & File Ref</p>				Scale @ A3	Drawn by	Checked by	Approved by	N.T.S.	JaC				Date drawn	Date checked	Date approved		06/22		
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Cherwell District Council	No objection
(3) Upper Heyford Parish Council	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Whilst the parish council support the proposal, we would suggest the following amendments</p> <ol style="list-style-type: none"> 1. Double yellow lines should be added to the west of the proposed no loading bay on the northern side of Camp Road for a short distance. This has become necessary in view of a café that has opened up in recent months in the middle of the building complex. 2. The double yellow lines on the east of the no loading bay should be extended around the corner. The problem of vehicles parking on Camp Road has now extended to parking around the corner just of Camp Road. Since the car park is to the rear of the Sainsburys store vehicles parked here will obstruct anyone trying to use the car park. 3. The pull-in on the southern side of Camp Road was intended as a loading bay for the businesses on the southern side of the road. If this is not going to be used as a loading bay, then it could be used as a pull in for the local bus service. The current bus stop just up the road opposite Sainsburys contributes towards the traffic problems at this location. <p>The road is notorious for school drop-off parking. The restrictions will reduce the level of peak time traffic congestion on Camp Road Customers parking within the pull-in obstruct deliveries which have to park on and block the main road causing congestion.</p> <p>However, the likely impact of these road changes would be an increase in traffic in the car park at the rear of the</p>

	<p>Sainsburys store. There are currently a total of 11 disabled parking spaces throughout the car park. Six on the Eastern end behind the Sainsburys store, two in the middle and three at the western end.</p> <p>Since the car park was originally envisaged however, the bulk of the northern edge of the car park has been turned into residents only parking, enforced through bollards. As a result of this change there are now only 42 public car parking spaces including the disabled parking which accounts for over 25% of available parking.</p> <p>Based on these figures and government guidelines of 6% the level of disabled parking should be reduced to 3 (1 at either end and 1 in the middle?) This would increase the level of parking at the Sainsburys store and resolve some of the arguments that would arise in opposition to the no loading bay.</p>
(4) Member of public, (Upper Heyford (Heyford Park), Carswell Circle)	<p>Camp Road (DYLs) - Concerns Wellington Road (DYLs) - Concerns Camp Road (Loading Bay) - Object</p> <p>The designation of the bay as loading only between 6am-6pm is difficult, as many residents drop off a passenger there to pop into the shop etc. It should be limited as to length of waiting time rather than a free-for-all, but still I don't understand why huge trucks should park there for deliveries. It is close to the pedestrian crossing so it seems a poor place for deliveries throughout the day. Much better if delivery vehicles parked in the rear of the retail area and delivered through a rear door. Even if there is no rear access, then deliveries should be taken on carts around the side. This would be much less disruptive for the residents here, and much safer. The bus also pulls in directly opposite, so this is a ridiculous place for a delivery 6-6 bay. I am not sure if the double yellow lines will extend across the front of the postbox. As that is the only one on Heyford Park it seems a shame to make that area double yellows. Otherwise, the measures go a good way towards addressing the terrible parking situation as it is, with unsafe practices every single day. I am not sure if the double yellow lines will extend across the front of the postbox. As that is the only one on Heyford Park it seems a shame to make that area double yellows. Otherwise, the measures go a good way towards addressing the terrible parking situation as it is, with unsafe practices every single day. The designation of the bay as loading only between 6am-6pm is difficult, as many residents drop off a passenger there to pop into the shop etc. It should be limited as to length of waiting time rather than a free-for-all, but still I don't understand why huge trucks should park there for deliveries. It is close to the pedestrian crossing so it seems a poor place for deliveries throughout the day. Much better if delivery vehicles parked in the rear of the retail area and delivered through a rear door. Even if there is no rear access, then deliveries should be taken on carts around the side. This would be much less disruptive for the residents here, and much safer. The bus also pulls in directly opposite, so this is a ridiculous place for a delivery 6-6 bay. Otherwise, the measures go a good way towards addressing the terrible parking situation as it is, with unsafe practices every single day.</p>

(5) Member of public, (Heyford Park, Wellington Road)	<p>Camp Road (DYLs) - Concerns Wellington Road (DYLs) - Concerns Camp Road (Loading Bay) - Concerns</p> <p>I think the double yellow lines should be continued down both sides of the entrance to Wellington road from Camp road. This will mean there will be cars parked here more frequently - plus the school parking which I have mentioned before that is dangerous. My idea would be to get rid of the verge of grass and have a lay-by style of parking for residents or road users wishing to park. Then it wouldn't make the road narrower with cars. I still think with what you are proposing you need to double yellow line the whole of that road and not just one side. It doesn't to me make sense not to? That is the most dangerous part when cars are parked and you are proposing to allow cars to park or wait there still? As per my previous comment. They should also put signage up near Sainsbury, because at the moment there is no signage to suggest there is a car park behind Sainsbury. People assume it's parking for residents of the flats. Therefore people are parking on the road. As per my previous comment, the most dangerous part of Wellington Road where cars park and reduced visibility onto Camp Road, you are proposing not to put double yellow lines in exactly that spot. Completely agree regarding the loading bay restrictions. But as per my last comment, there is no signpost to direct cars to park behind Sainsbury. Also there is a disproportionate amount of disabled spaces. So people don't know which parking is for the flats, which is for Sainsbury, so I believe will then just park at the front.</p>
(6) Member of public, (Heyford Park, Wellington Road)	<p>Camp Road (DYLs) - Concerns Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Concerns</p> <p>I support the proposal however suggest that both sides of Wellington Road Entrance are no stopping, we have had so many near misses from vehicles parking on the road to collect children from the school.</p> <p>It would be better if there was a side parking area that doesn't block the main road . This is amazing news number of problems here over the years Clearer signage for Sainsburys parking at the rear of Sainsburys</p>

<p>(7) Member of public, (Heyford Park, Wellington Road)</p>	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Concerns Camp Road (Loading Bay) - Support</p> <p>I agree that the ending the current obstructive and inappropriate parking will improve safety. I support the suggested 'No Waiting at Any Time' sections.</p> <p>And I wonder why there is an area on the eastern side of Wellington Road (from 13m-42m south of its junction with Camp Road) which is not going to be 'No Waiting At Any Time'?</p> <p>This will mean - when cars are parked in that section - that cars travelling south on Wellington Road are forced into the middle of road to meet traffic coming north which has just come round a 90 degree bend. Most cars that park in this section at present are collecting children, which I would think are part of the more vulnerable road users this aims to protect?</p> <p>I don't understand the need for any sections where parking is allowed on Wellington Road from it's junction with Camp Road south until the 90 degree bend. If for the letter box, then isn't space for 1 car from 13m-18m (or so) from its junction with Camp Road sufficient? That would leave space for cars travelling south to return to the left side of the road before meeting traffic coming round the 90 degree bend. Think it would improve safety</p>
<p>(8) Member of public, (Heyford Park, Offutt Drive)</p>	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - No opinion Camp Road (Loading Bay) - Concerns</p> <p>People do park and the curb in front of Sainsbury's, so hopefully the restrictions will help. N/A While having a Goods vehicle loading bay is a great idea, the restrictions to limit parking on it for other vehicles after 6pm and before 6am may lead to people parking on the road/curb. A potential solution to that will be clear signage that there is parking behind Sainsbury's.</p>
<p>(9) Member of public, (Heyford Park, Wellington Road)</p>	<p>Camp Road (DYLs) – No opinion Wellington Road (DYLs) - Concerns Camp Road (Loading Bay) – No opinion</p>

	<p>I feel both sides of Wellington Road should be no stopping, and I would suggest where the grass verges is, making a parking area for visitors so they do not obstruct the road.</p>
<p>(10) Member of public, (Heyford Park, Wellington Road)</p>	<p>Camp Road (DYLs) – No opinion Wellington Road (DYLs) - Concerns Camp Road (Loading Bay) – No opinion</p> <p>Whilst I am in agreement with the proposal to prevent obstructive and dangerous parking. I feel that some provision should be made for visitors parking, especially for those that reside at numbers 2, 4 & 6 Wellington Road. We have approached Dorchester Living in the past and asked if they could extend the shared driveway in front of the houses for visitors to those houses to park their cars when visiting. However we were informed that this is not possible due to disturbing the roots of the trees in front of the houses!</p>
<p>(11) Member of public, (Heyford Park, McGuire Road)</p>	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - No opinion Camp Road (Loading Bay) - Support</p> <p>I'm concerned about cars parking outside the retail area, obstructing a busy section of Camp Road Don't have any opinion on the Wellington Road proposals Again, have concerns about unsafe parking in this area, in what should be deemed a loading area for the shop</p>
<p>(12) As a business, (Upper Heyford, Camp Road)</p>	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - No opinion Camp Road (Loading Bay) - Support</p> <p>I fully support the double yellow lines, however, the loading restrictions need to be until at least 10pm as at Sainsbury's we sometimes receive deliveries past 9pm if the Sainsbury's Depot we are served by in Northampton is running behind schedule. They aim to have our afternoon delivery by 17:00 but most often than not, it is after 19:00, and has been as late as 21:30 in the last few weeks. Doesn't affect me or Sainsbury's As previously said, I support having a loading bay as my store needs to unload deliveries at different points throughout the day. However, we have recently been receiving deliveries past 19:00 and even past 21:00, so we would need the times to be extended until at</p>

	<p>least 22:00.</p> <p>Currently, the floor markings state “loading only” and don’t show any limitations to this so it is to be assumed that loading only restrictions apply 24hrs. I see no reason why this should change as there are 2 free car parks 10-20 metres from the loading bay.</p>
(13) Member of public, (Upper Heyford, Hart Walk)	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Parking has become very anti social in the area, and often created very high traffic build up and makes it dangerous as an area that’s designed as a shared space between road and pedestrian</p>
(14) Member of public, (Heyford Park, Soden Road)	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>To ensure good flow of traffic and clear line of sight plus safety.</p>
(15) Member of public, (Upper Heyford, Williams Road)	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Since Sainsbury’s opened too many lazy people park in the loading bay or on the path out the front rather than use the car park. Same for school run drop off parking on Wellington, too many lazy people won’t walk the kids to school or use the allocated parking. Finally a stop to the stupid, lazy parking</p>
(16) Member of public, (Heyford Park, Howard Road)	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Will help increase safety and reduce congestion.</p>

(17) Member of public, (Heyford Park, Williams Road)	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Had many near misses with bad parking and people speeding around the village Had many near misses with bad parking and speeding i the village People constantly parking in the loading bay and on the pavement block views of oncoming traffic on the road</p>
(18) Member of public, (Heyford Park, Williams Road)	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>I have nearly hit children running out of parked cars and in between parked cars in this area and the parked cars cause visual and physical obstruction on bends. I feel strongly that doing nothing will result in several ongoing accidents in the area The restrictions will stop irresponsible parking that obstructs other drivers and pedestrians views</p>
(19) Member of public, (Upper Heyford, Bayliss Drive)	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Cars parking on these roads pose a massive danger. Please enforce though. School run on Wellington road is a nightmare, cars shouldn't park there Need to stop school run cars parking on Wellington Need to also stop cars pulling up on the kerb side ahead of the loading bay</p>
(20) Member of public, (Upper Heyford, Raven Close)	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p>

	<p>I live in the new development at Upper Heyford and my son attends the school there. Inconsiderate parking on Wellington Road and Camp Road is dangerous, blocking the view of motorists transiting the area and pedestrians (including pupils attending the school) using either of the Pedestrian Crossings. I welcome any measure which makes getting to school or the local shop both safer and easier. I live in the new development at Upper Heyford and my son attends the school there. Inconsiderate parking on Wellington Road and Camp Road is dangerous, blocking the view of motorists transiting the area and pedestrians (including pupils attending the school) using either of the Pedestrian Crossings. I welcome any measure which makes getting to school or the local shop both safer and easier. Too often the delivery lorries cannot access the bay due to lazy shoppers parking there. Added to this is the obstruction of the road near to the Pedestrian Crossing and cars speeding out of the loading bay to rejoin Camp Road.</p>
<p>(21) Member of public, (Heyford Park, Carswell Circle)</p>	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Long overdue. Community initiatives to reduce inconsiderate parking have failed, therefore needs these measures. School drop off and Sainsburys users are the worst. Parents abuse this spot for drop off. It's dangerous as a result. Everyone ignores the loading only and the Sainsburys lorry cannot park, causing a blockage on Camp Road.</p>
<p>(22) Member of public, (Upper Heyford, Simpson Drive)</p>	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Wellington is a narrow road, and when vehicles are parked there - it's impossible to get through safely. At the same time - because of the proximity of the school, there are many children in the area. Having it blocked would be ideal.</p> <p>Regarding the store - anything we can do to block cars from parking on Camp Road is extremely welcome. FULLY support. Start tomorrow. Again - fully support. Start ASAP.</p>
<p>(23) Member of public, (Heyford Park, Wellington Road)</p>	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p>

	<p>The loading bay restrictions are currently ignored. Do it!! I support the plan, BUT, it appears that the restrictions do not cover BOTH sides of Wellington Road between Camp Road and the “bends”. At present, during Morning & Afternoon School Drop-off/Pick-up this omitted space is the area where people park. This causes issues with access and egress from Wellington/Camp Roads. Please consider making the entire stretch restricted. It needs to happen. Currently very dangerous parking occurring.</p>
<p>(24) Member of public, (Upper Heyford, Simpson Drive)</p>	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Camp Road is busy most of the time, especially at school pick up drop off. Wellington road does not have the capacity for people parking on side of road, it's incredibly dangerous.</p> <p>Also, the loading bay at sainsburies is clearly signed loading only - ignorant entitled people choose to ignore this Same reasons Incredibly busy road at all times. Bone idle entitled people causing problems. But you do know they'll just park on the pavement?</p>
<p>(25) Member of public, (Heyford Park, Carswell Circle)</p>	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Peoples parking behaviour is unbelievably selfish and dangerous. Needs to be done and actually policed. There is parking at the back of the shop. People are just lazy</p>
<p>(26) Member of public, (Heyford Park, Dacey Drive)</p>	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>Supporting, and suggesting that the proposal should be extended to cover the road circling the retail block in order to prevent this from simply shifting the issue a few meters down the road. Supporting. It should be extended to the whole</p>

	retail block and roads encircling it The current restrictions do not work causing chaos for all road users and delivery drivers
(27) Member of public, (Heyford Park, Wellington Road)	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>I am supporting the use of double yellow lines in order to restrict where people can park for safety Too many cars park in dangerous spots without care so parking restrictions are needed but can their be resident only signs as the pub causes people to park outside peoples houses instead of the car park and with the double yellow lines this will make it more inconvenient for residents People seem to not want to drive to the car park and do not care about the safety of others</p>
(28) Email response, (unknown)	<p>Camp Road (DYLs) - Support Wellington Road (DYLs) - Support Camp Road (Loading Bay) - Support</p> <p>I just wanted to give my support to the plans, it's recently gotten out of control with people parking on the paths etc. Is there a way to ensure it is not allowable for vehicles to park completely on the public foot path and therefore 'technically' not waiting on the road. As this has also become a common occurrence. The loading bay being allowed use outside of the 6am to 6pm windows I think is a good compromise.</p> <p>One extra thing I would like to add to my comment on this, is that Dorchester and Bovis should provide adequate parking for all houses planned in the future. There are houses where the driveway is so narrow that modern cars struggle to park on them which results on cars parking on the road. Some down wellington road are 4-5 bedroom houses where there is effectively no rear off road parking that's usable by modern size vehicles.</p> <p>I'm not sure they even comply with building regulations, as the parking space is supposed to be wide enough for a car and wheel chair.</p>

Divisions affected: *Grove and Wantage*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

WANTAGE: CHARLTON VILLAGE ROAD - PROPOSED WAITING RESTRICTIONS & RAISED ZEBRA CROSSING

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a. a raised Zebra Crossing on Charlton Village Road, which will be sited on a flat top road hump, approximately 29 metres east of its junction with Aldworth Road coupled with the removal of a pair of existing speed cushions.
 - b. new “No Waiting at Any Time” (double yellow lines) parking restrictions on Charlton Village Road.

Executive summary

2. Following representations being made by Wantage Town Council and the local County Councillor on the safety and amenity of pedestrians – and in particular those walking to and from the adjacent primary school, proposals comprising the provision of a raised zebra crossing & associated parking restrictions and on Charlton Village Road in Wantage, as shown in **Annex 1** have been taken to formal consultation as detailed below.

Financial Implications

3. Funding for the proposals, including consultation, if approved will be met from the Community Infrastructure Levy and from the County Council's Accessibility and Road Safety Programme.

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 the safety of pedestrians in the immediate vicinity.

Consultation

6. Formal consultation was carried out between 31 August and 30 September 2022. 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, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, , and the local County Councillors representing the Grove & Wantage divisions. A letter was sent to approximately 25 adjacent premises, and street notices placed on site in the immediate vicinity.
7. 43 responses were received via the online questionnaire during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Zebra crossing	1	4	36	2	43
DYL Parking Restrictions	5	9	25	4	43

8. In addition to the above, three emails were also received, with Thames Valley Police (TVP) submitting a non-objection, one member of the public supporting, and one member of the public raising concerns.
9. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police expressed no objections to the proposals, noting that this has been a long-standing local issue and that the benefits will outweigh any problems associated with the scheme like displacement parking. Their response also commented on the need to ensure that proposed zebra crossing met current design standards and including in respect of speeds; noting these comments it is confirmed that the design of the crossing is to current standards and that the proposal incorporates a road hump at the crossing to help ensure that speeds are well controlled.
11. The objections and expressions of concern were all submitted by members of the public, and focussed on concerns over the displacement of the school related parking but also included queries on the need for and siting of the proposed zebra crossing.
12. While noting these responses, the proposals take account of a detailed evaluation of the options by officers, with input from the local County Councillor and Wantage Town Council and are judged to be the most effective way of addressing the current problems, which it is acknowledged are very much concentrated at school journey times.

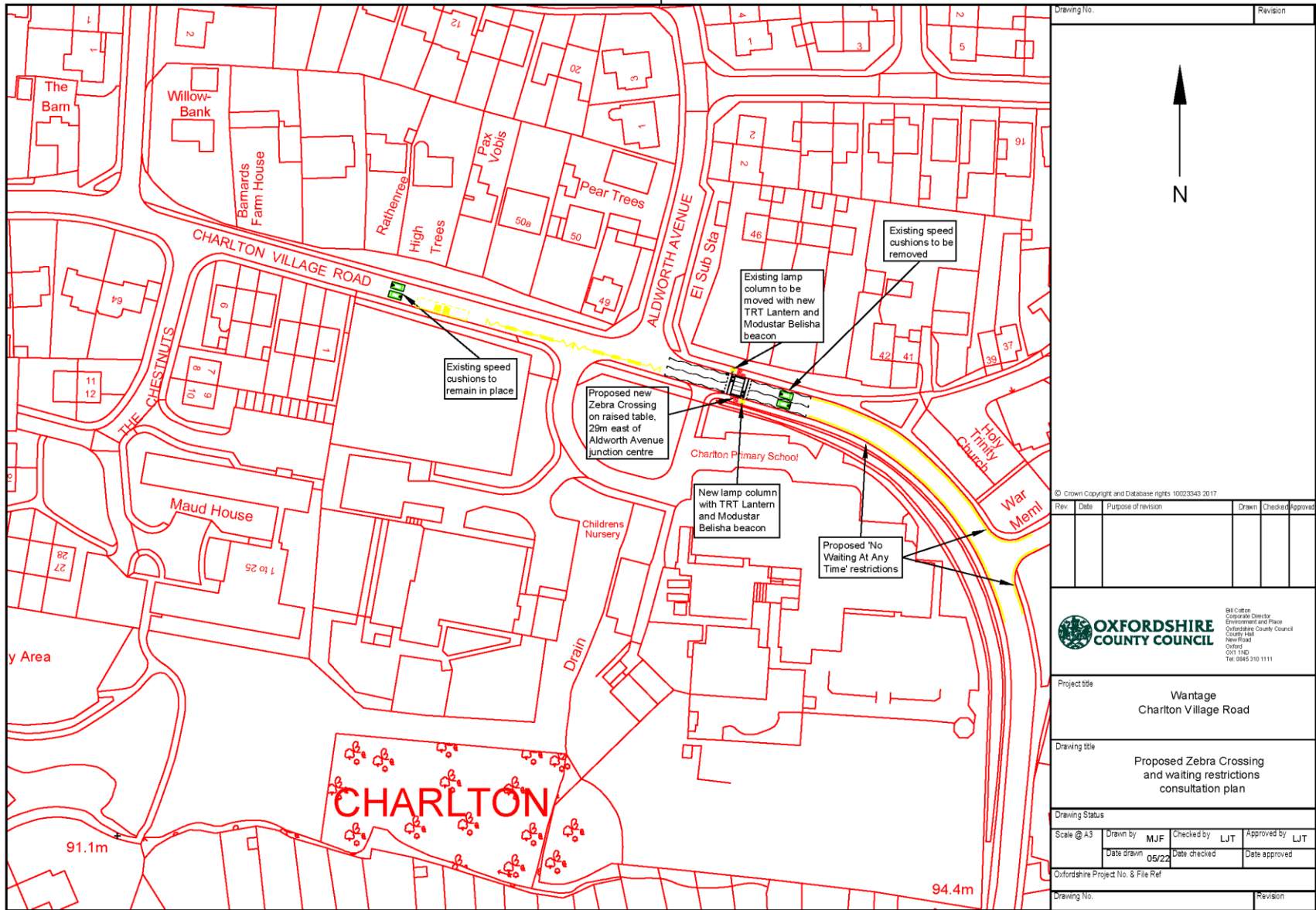
13. Expressions of support were received from twenty-five members of the public in respect of the proposed raised zebra crossing, and with thirty five responses received for the proposed waiting restrictions, , and show an overall high level of local support for the proposals .

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Mark Francis 07730 926962

October 2022



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - Such proposals in relation to Charlton Village have been discussed many times in the past and I believe the benefits will outweigh any problems associated with the scheme like displacement parking .</p> <p>Parent parking outside this school has for many years been the subject of complaint , and often resulting in through traffic meeting head on in a location with restricted visibility .</p> <p>Can I assume the necessary speed monitoring has taken place and this crossing fully meets latest design standards .</p> <p>I therefore have no objection to this.</p>
(2) Local Cllr, (Wantage, Mary Shunn Way)	<p>Double Yellow Lines - Object Restricted view and feel like it's unsafe</p> <p>Zebra crossing - Support Makes it much safer for pedestrians</p>
(3) Member of public, (Harwell, Fidler's Orchard)	<p>Double Yellow Lines - Object Reduction of parking availability for parents at school times will make the issues worse, not better.</p> <p>Zebra crossing - Support No issues</p>
(4) Member of public, (Harwell, Fidler's Orchard)	<p>Double Yellow Lines - Object The proposals are put forward to "seek to protect the more vulnerable road users (i.e. school pupils and pedestrians)". The greatest danger to road users at this location, and especially to school pupils, is excess speed. While at first glance it might appear desirable to remove vehicular obstruction at this location, in reality an unintended consequence</p>

	<p>will be that this removes a traffic calming measure that currently slows down traffic. Even with the current situation, in the past few years one motorist has managed to overturn a car by taking this bend too fast. Moreover, the proposed restrictions will not prevent any motorist from picking up or setting down passengers, as a double yellow line does not prevent this (unless accompanied by kerb markings in force at the time), so even as a parking restriction the proposal's effect would be negated. In decades of experience working in traffic management, and providing consultancy on the subject to more than 250 councils in Britain, it has been clear to me that tackling congestion and tackling safety issues are mutually exclusive concepts: remove the congestion and drivers drive more quickly. I totally and sincerely applaud the motives behind this proposal, but feel that imposing other traffic calming measures is the appropriate solution, and not removing obstructions that make it less desirable for motorists to drive at speed down this residential road with its school pupils. A preferable solution would be to impose a 20 mph speed limit, to retain the speed cushions, and to add the raised pedestrian crossing as suggested. It would also be helpful to replace the very worn signs restricting HGVs from using the road (except for access), and to seek some more robust enforcement of this traffic order.</p> <p>Zebra crossing - Support This is a sensible measure which will go some way towards slowing traffic and protecting road users.</p>
(5) Member of public, (Wantage, Roman Way)	<p>Double Yellow Lines - Object This is only an issue for 2 thirty minutes of the day and will just push the parking issue further to neighbouring roads and cause more dangerous parking on corners, blocking drives etc...as people need to collect their children on time and will take risks to not keep the teachers waiting and worry their children. a better solution would be to allow the school to turn the green field next to the school into a parking lot to take the cars off the road.</p> <p>Zebra crossing - Support This will make a designated crossing area with pedestrian priority rather than people crossing all over the place behind park cars and other obstacles</p>
(6) Member of public, (Wantage, Whitehorns Farm Road)	<p>Double Yellow Lines - Object We are concerned that the current proposal will drive school drop-off / pick-up traffic onto small neighbouring roads causing more pedestrian danger, plus more disruption to traffic flow and access for local residents.</p> <p>Regular school traffic already clogs up the narrow side-stretch of Charlton Village Road extending NE up behind Holy Trinity Church, leading to Whitehorns Farm Rd and Parsonage Close, even parking on the grassy areas around the</p>

	<p>church and The Pound. The side-roads here are narrower and residential with poor corner visibility, and not equipped to cope with more school traffic stopping and turning amongst young children walking to the school. A no waiting zone outside the school will simply increase this side-road usage and verge parking, and concentrate the problem in an area unable to cope with it. In addition, Whitehorns Farm Road has no footpath provision and is now a well-used pedestrian route from the new Crab Hill development, with adults and children routinely walking along the carriageway. More vehicles using this area will create hazards for these pedestrians too.</p> <p>This part of Charlton Village is also a conservation area, and increased road usage will fail to preserve its character.</p> <p>If this proposal is carried out it should be accompanied by alternative parking provision in a safer location to avoid moving the problem onto neighbouring side-streets. Consideration could be given to exploring use of the substantial car parking at the Wantage Silver Band Hall near the South end of Charlton Village Road, which offers a pedestrian route along wide footpaths to the school, and seems unlikely to be otherwise in use at school times. The Band Hall already provides a civic function as a voting station.</p> <p>Zebra crossing - Support Sensible measure to allow road crossing by school</p>
(7) Member of public, (Wantage, The Pound)	<p>Double Yellow Lines - Concerns I live right opposite Charlton primary school and interact on a daily basis with the hazardous conditions created by parents dropping off and picking up their children. The correct course of action here would be to impose no parking and no waiting restrictions all around the school. I do not think that putting a zebra crossing is a good idea as it will simply impede the flow of traffic.</p> <p>Zebra crossing - Object Zebra crossing is not necessary on this road as the only time it is busy enough to require one is at school opening and closing times, otherwise it will be yet another hazard for drivers to deal with.</p>
(8) Member of public, (Wantage, Appletons)	<p>Double Yellow Lines - Concerns Whilst I do agree with the proposals, I have concerns in regards to enforcing these new restrictions as there are places around Wantage where these restrictions are not currently enforced.</p> <p>Zebra crossing - Concerns Whilst I think a crossing is a good idea, I do question whether this is in the correct position.</p>

(9) Local business, (Wantage, Fyfield close)	<p>Double Yellow Lines - Concerns Regarding policing of such proposals</p> <p>Zebra crossing - Concerns The school has a crossing officer (lollipop lady). Majority of parents do not use her to cross safely why would the proposed zebra be any different??</p>
(10) Member of public, (Charlton, Charlton Village Road)	<p>Double Yellow Lines - Concerns I believe that the Zebra Crossing will be too close to the bend and traffic coming from the A417 will not see pedestrians outside the school at the crossing until it is too late. As with the crossing at Fitzwaryn School, this may give children crossing a false sense of security that they can cross safely.</p> <p>Zebra crossing - Concerns Too close to the bend - it should be moved further along the road away from the bend.</p>
(11) Member of public, (Grove, Main Street)	<p>Double Yellow Lines - Concerns Worried that the issues will just be moved further down the road</p> <p>Zebra crossing - Support Good idea</p>
(12) Member of public, (Charlton village, Charlton Village Road)	<p>Double Yellow Lines - Concerns I can understand and I support the aim of ensuring that the area around the school is safe. However, I have three concerns about the plan:</p> <p>1) will the yellow lines be respected? Will traffic enforcement be used? The change of behaviour needs to be permanent. If not, it's a waste of money. How much will it cost?</p> <p>2) will removal of some of the current speed bumps lead to higher traffic speeds along the road? Perhaps the crossing</p>

	<p>should be combined with a 20 mph zone - these are reported to be easier to obtain now.</p> <p>3) will the yellow lines move school drop-off parking to adjacent side roads, leading to a wider zone of increased traffic risk? One advantage of the current situation is that it generally slows traffic down on the bend by the school. Has any traffic speed analysis been done to inform this proposal?</p> <p>Zebra crossing - Support</p> <p>This will provide a permanent, safe means of supporting children and parents to cross the road to/from school.</p>
(13) Member of public, (Wantage, Fettiplace)	<p>Double Yellow Lines - Concerns</p> <p>Restricting parking around Charlton Primary School seems sensible, as it often feels dangerous. However, there has been some suggestion that parked cars actually slow the traffic to a safer speed. A park and walk scheme would be good if suitable parking was available, as putting restrictions on the main road may make simply move the problem onto Charlton Heights estate.</p> <p>Zebra crossing - Support</p> <p>I am definitely in favour of a zebra crossing as both a pedestrian and a driver. This should make it safer for children to cross.</p>
(14) Member of public, (Wantage, Charlton Village Road)	<p>Double Yellow Lines - Concerns</p> <p>There are insufficient parking places at the school. The new restrictions are right but it will make an existing problem much worse. Could limited waiting times be put on the bottom section of Aldworth Avenue please. Staff and visitors to the school park there and it causes havoc, as it makes it a single carriage road causing problems for cars turning up and cars coming down. I personally have problems in term time, health professionals and tradesmen visiting me complain that there is nowhere for them to park. If waiting was limited to say an hour staff would not park there and essential visitors to myself and my neighbours might be able to park near to our homes.</p> <p>Zebra crossing - Support</p> <p>Currently people park all round the bend in the road, making it a single carriageway, it is very difficult when cars coming in opposite directions meet on that stretch, some times they have to go up onto the pavement. Children and parents try to cross the road between the parked cars which is really dangerous as they can't be seen clearly.</p>

<p>(15) Member of public, (Wantage, Elm Road)</p>	<p>Double Yellow Lines - Concerns As a local resident in Charlton (Elm Rd), who uses the intersection between Aldworth Ave and Charlton Village Rd on a regular basis, I concur that there is a problem and school pick-up/drop off time given the amount of parking along the street.</p> <p>However, implementing this no parking restriction will just cause parents to park on the residential streets connecting to Charlton Village Rd, such as Aldworth Ave, Westfield Way and Bryan Way. A comprehensive solution needs to be found, such as implementing a dedicated drop off/pick up area within the school or the road network that allows parents to safely drop off/pick up their children while through traffic can continue to flow.</p> <p>Zebra crossing - Support The raised zebra crossing would be a welcome addition to Charlton Village Rd.</p>
<p>(46) Email Response, (Wantage)</p>	<p>Double Yellow Lines - Concerns Whilst heartened with the proposals to improve pedestrian safety, I am concerned that the existing problems with irresponsible parking at the entrance to Aldworth Avenue will be exacerbated.</p> <p>As an example, today at 15.15 the double decker bus heading west was unable to let passengers alight at the designated stop in Charlton Village Road because of parking on the opposite side which would have led to grid lock. It stopped right beside the junction with Aldworth Avenue where cars were already parked within 10 metres of the entrance. The dropped kerb outside my own drive (Pear Trees) and my neighbours (No 49 Charlton Village Road only has vehicular access on to Aldworth Avenue) was blocked by a car doing school pick up: so there were parked cars continuously to the junction with Bryan Way - access to Aldworth Avenue was impossible . Two cars parked on the opposite verge of Aldworth Avenue at the junction with Charlton Village Road were attempting to pull out with no respect for the parents with children and unaccompanied children walking up Aldworth Avenue.</p> <p>This is not an isolated incident - repeated twice daily during term time. Add Tuesday morning bin day collection into the mix and there really is an accident waiting to happen. Parking at the junction has been tacitly accepted by the powers that be for so many years now that it has become the norm. Surely there must be some sort of painted lines that can be used at the Aldworth Avenue junction that would at least be a visible warning to drivers not to park there?</p> <p>Zebra crossing – No opinion</p>

(16) Member of public, (Wantage, Foliat Drive)	<p>Double Yellow Lines - Support The parking on the bend of Charlton Village Road is very dangerous for both pedestrians and drivers and needs to be stopped.</p> <p>Zebra crossing - Concerns I am in favour of a Zebra crossing but am wondering if the location would be best placed to the other side of Aldworth Avenue. As a pedestrian I have always felt vulnerable having to cross at the bottom of the Aldworth Avenue Junction especially with my daughter in her pushchair (plus there is no path on the corner, just grass which gets very muddy in the wet weather). Also, I feel drivers don't get much warning of a vehicle queue at the proposed crossing site due to the bend.</p>
(17) Member of public, (Wantage, Mary Shunn Way)	<p>Double Yellow Lines - Support I live in Mary Shunn Way and have significant difficulty driving out of Mary Shunn Way onto Springfield Road as there is limited visibility and oncoming traffic is on the wrong side of the road because of the cars parked along Springfield Road.</p> <p>Zebra crossing - No opinion Does not affect me as I do not live near the proposed site.</p>
(18) Member of public, (Wantage, Albert bekhelling)	<p>Double Yellow Lines - Support Dangerous with all the cars parked there as you can't see.</p> <p>Zebra crossing - No opinion</p>
(19) Member of public, (Wantage, Coates Close)	<p>Double Yellow Lines - Support As a local resident with two young children at the school I have witnessed several exceedingly dangerous incidents on this section of road. It is currently very unsafe and needs serious improvement</p>

	<p>Zebra crossing - Support In the absence of a crossing lady this crossing is vital in order to keep children safe whilst walking to school. I think it's an excellent proposal and the proposed location ideal.</p>
(20) Member of public, (Wantage, Fettiplace)	<p>Double Yellow Lines - Support The parked cars along the main road make it so dangerous to cross as a pedestrian or drive past. I frequently see cars/lorries driving on the pavement to get through. I also see several parked dangerously along the roads in the nearby estate and on bends in the road which make it equally as dangerous to pass by.</p> <p>Zebra crossing - Support Children cross this road twice a day, sometimes unaccompanied by adults. Unfortunately there are too many dangerous and silly Drivers around and it is increasingly likely that a child will be injured</p>
(21) Member of public, (Wantage, Sedge Smith Way)	<p>Double Yellow Lines - Support Safety</p> <p>Zebra crossing - Support Safety</p>
(22) Member of public, (Wantage, Truelocks Way)	<p>Double Yellow Lines - Support To increase safety for children attending Charlton Primary School. We experienced a close call with a car that mounted the pavement and have felt unsafe walking to school since that happened.</p> <p>Zebra crossing - Support [Same as above]</p>
(23) Member of public, (Wantage, Springfield Road)	<p>Double Yellow Lines - Support Impossible to drive around this curve safely during school drop off and collection times.</p> <p>Zebra crossing - Support Children safety.</p>

(24) Member of public, (Wantage, Charlton Village Road)	<p>Double Yellow Lines - Support I work at Charlton, school drop off/pickup is a nightmare, a child will get seriously hurt if nothing is done, parking restrictions are long overdue</p> <p>Zebra crossing - Support Long overdue</p>
(25) Member of public, (Wantage, Wilmot Way)	<p>Double Yellow Lines - Support I live on the Charlton estate which is accessed from Aldworth Avenue (opposite the primary school). My morning commute coincides with the time at which parents drop off their children to the school during term time so I witness problematic parking on Charlton Village Road regularly.</p> <p>Zebra crossing - Support I live on the Charlton estate which is accessed from Aldworth Avenue (opposite the primary school). My morning commute coincides with the time at which parents drop off their children to the school during term time. I have seen numerous near misses of pedestrians crossing this road at these times.</p>
(26) Member of public, (Wantage, Westfield Way)	<p>Double Yellow Lines - Support I live locally and the dangerous parking has been a concern of mine. I welcome the changes</p> <p>Zebra crossing - Support We cross that road daily because my child attends Charlton school and it is dangerous crossing without a crossing patrol</p>
(27) Member of public, (Wantage, Larkdown)	<p>Double Yellow Lines - Support</p>

	<p>Cars are parked restricting visibility. A van pulled out from the new development on Springfield Road and drove into my car as he could not see me coming. It is extremely dangerous. Parking around the school in Charlton Village Road is also extremely dangerous particularly at school drop off and pick up times.</p> <p>Zebra crossing - Support Current parking is dangerous and puts young lives at risk</p>
(28) Member of public, (Wantage, Mary Shunn Way)	<p>Double Yellow Lines - Support This will improve visibility and the safety of children going to and from school.</p> <p>Zebra crossing - Support Heavy traffic makes crossing the road difficult around school time. This will improve road safety of children and families.</p>
(29) Member of public, (Wantage, Charlton Village Road)	<p>Double Yellow Lines - Support The current pattern of parking on the inside of the road's curve at school collection times creates a section of road where it is impossible to see oncoming traffic until you are committed to driving in the other lane. This is at a time when clear vision is most needed as adults and children are crossing the road to and from school</p> <p>Zebra crossing - Support anything which slows traffic and improves the safety of children crossing this road is good.</p>
(30) Member of public, (Wantage, Westfield Way)	<p>Double Yellow Lines - Support The parking around the school is ridiculous. A real safety concern. As a resident of Westfield Way I am aware this will push cars into our estate but at least the road around the school will be safer</p> <p>Zebra crossing - Support With no crossing patrol at the school a safe place to cross for the children is vital.</p>

<p>(31) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Double Yellow Lines - Support My children attend that school and drop off and pick up is da gerous wot cars parked all along this area, buses and lorries continuing to travel and cars down this road. It's dangerous, causes blind areas and creates road rage.</p> <p>Zebra crossing - Support There is no school crossing person and no other safe crossing spot.cars drive very fast. Lots of children need to cross.</p>
<p>(32) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Double Yellow Lines - Support The current parking situation poses a significant safety risk. Vehicles regularly park opposite the access to Mary Shunn Way and right up to the junction on the northern side, which means the visibility for all carriageway users is reduced to well below standards set out in MfS and the Oxfordshire Residential Design Guide. Drivers are forced to edge out of Mary Shunn Way and risk getting hit by vehicles driving south from Charlton Road. I have had to reverse back into the road many times, which is unsafe if there are vehicles behind you. I have witnessed drivers mounting the pavement of Springfield Road, to manoeuvre past oncoming vehicles, given they didn't see them coming. Once a pedestrian pushing a buggy had to give way. As confident cyclists, even my partner and I have had to mount the pavement to swerve out of the way of cars that we just couldn't see. I am informed that one resident living on East Gate almost reversed into someone crossing Mary Shunn Way behind him. By extending the DYs into Mary Shunn Way, it should not just move the problem from one road into another. Maybe the parking by the school access wasn't an issue because it was an entrance only, so no visibility was required along Springfield Road. Lastly, the access from the Charlton Road mini roundabout is also dangerous when cars are parked too close to the junction. I regularly see vehicles blocking the through traffic along Charlton Road because there is not enough carriageway to wait safely. This poses the risk of rear shunt collisions.</p> <p>Zebra crossing - Support Pedestrian movements should be put at the top of the movement hierarchy in line with policy 1 of the LTCP.</p>
<p>(33) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Double Yellow Lines - Support I drive out of Mary Shunn way onto Springfield road daily. There is reduced visibility on the left on exiting due to the way the bushes are placed. It's a narrow road and when cars park opposite it makes it challenging to see and exit safely. If a car decides to drive quickly down Springfield road it can prove dangerous and have had to emergency stop a couple of times. The visibility is very bad when exiting the development</p>

	<p>Zebra crossing - Support I think anything that adds safety to the area for passengers, pedestrians and drivers is ideal. If possible cutting the bushes to increase visibility may also help</p>
<p>(34) Member of public, (Grove, Blenheim Gardens)</p>	<p>Double Yellow Lines - Support Parking during school hours is difficult</p> <p>Zebra crossing - Support Help increase road safety for pedestrians</p>
<p>(35) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Double Yellow Lines - Support Difficult visual near area</p> <p>Zebra crossing - Support Extra safety crossing for the children</p>
<p>(36) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Double Yellow Lines - Support It will allow clear access making it much safer</p> <p>Zebra crossing - Support It will be very helpful for crossing and also slow the traffic down, we have two children and they will use this when slightly older.</p>
<p>(37) School governor, (Wantage, Charlton Village Road)</p>	<p>Double Yellow Lines - Support The road outside Charlton primary school is made dangerous by the parking along Charlton Village Road. If the parking restrictions are introduced it will improve drivers' vision and mean that drivers are no longer tempted to mount the pavement to get by. The potential for accidents on this area of the road outside a primary school is unacceptable.</p> <p>Zebra crossing - Support It will make it much safer for children from Charlton Primary School to cross the road coming to and leaving school.</p>

(38) Member of public, (Wantage, Charlton Village Road)	<p>Double Yellow Lines - Support It would make the roads a lot safer for people and for children trying to get to school in the area as so many people park by Charlton School every day and it's dangerous for people trying to cross. Also for the houses opposite cannot get their cars out of their drives as how busy it can get as those times that could influence trying to get to work on time each day in the morning.</p> <p>Zebra crossing - Support Same reasons as the last response and to elaborate it will be safer for people and for kids getting across the road than having cars parked along the road each day</p>
(39) Member of public, (Wantage, Westfield Way)	<p>Double Yellow Lines - Support It is long overdue, this area is an accident waiting to happen, I would like to see it go further with solid white road markings on the corners of junctions in this area, as it states in the Highway code, 10mtrs from the junction, because what will happen, all the drivers that park along Charlton Rd will park on all the other junctions in the area.</p> <p>Zebra crossing - Support About time as we have lost our crossing lady.</p>
(40) Member of public, (Wantage, Springfield Road)	<p>Double Yellow Lines - Support Cars park around the curve of the road during school drop off and pick up, cars wanting to pass are unable to see if it's clear</p> <p>Zebra crossing - Support Safety</p>
(41) Member of public, (Wantage, Manor Road)	<p>Double Yellow Lines - No opinion It would be helpful for parents to have alternative parking. Could the empty land opposite the centre be used?</p>

	<p>Zebra crossing - Support As a parent I have real concerns about the safety of children and adults trying to cross the road. There have been many near misses reported.</p>
<p>(42) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Double Yellow Lines - No opinion I don't use this road to understand current situation</p> <p>Zebra crossing - Support All schools should have adequate safe crossings near by</p>
<p>(43) Member of public, (Wantage, Sedge Smith Way)</p>	<p>Double Yellow Lines - No opinion</p> <p>Zebra crossing - Support Chaos there and extremely dangerous without one</p>
<p>(44) Member of public, (Wantage, Springfield Road)</p>	<p>Double Yellow Lines - No opinion</p> <p>Zebra crossing - Support Safer for pedestrians crossing the road, especially children. It will slow traffic.</p>
<p>(45) Member of public, (Wantage, Charlton Village Road)</p>	<p>Double Yellow Lines – Support We are very pleased to see this proposal, it has long been needed. We have lived almost opposite the school for many years and requests by the headteachers to parents not to park on the bend have gone completely unheeded even though it is for the safety of the pupils, so hopefully, double yellow lines will be taken notice of.</p> <p>Zebra crossing - Support We also feel that a zebra crossing is very welcome now that there is no crossing patrol for the children.</p>

Divisions affected: *Grove and Wantage*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

WANTAGE: SPRINGFIELD ROAD & MARY SHUNN WAY - PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the new “No Waiting at Any Time” (double yellow lines) parking restrictions in Springfield Avenue Road and Mary Shunn Way, Wantage.

Executive summary

2. This report presents responses received to a consultation on proposed new “No Waiting at Any Time” (double yellow lines) parking restrictions in Springfield Avenue Road and Mary Shunn Way, Wantage as shown in **Annex 1** to address safety and congestion problems associated with parking at the north end of Springfield Road.

Financial Implications

3. Funding for the proposal, including consultation, if approved will be met from the County Councils Road County Council's Accessibility and Road Safety Programme.

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 traffic and also of pedestrians walking on the footways (in particular on the western side of Springfield Road which is frequently over-run by vehicles).

Consultation

6. Formal consultation was carried out between 31 August and 30 September 2022. 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, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, , and the local County Councillors representing the Grove & Wantage divisions. A letter was sent to approximately 30 adjacent premises, and street notices placed on site in the immediate vicinity.

7. 33 responses were received during the course of the statutory consultation, comprising of seven objections (21%), three raising concerns (9%), 22 in support (67%), and one non-objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

9. Thames Valley Police raised no objection to the proposals.
10. Seven objections and three expressions of concern were received from member of the public, all local residents, which focussed on the loss of parking for residents of Springfield Road, and the resulting inconvenience, with concerns also being expressed on the possible adverse effect of the value of their properties.
11. While noting these responses, the proposals essentially make legally enforceable the guidance of the Highway Code that drivers should not park within 10 metres of a junction in respect of the proposals by the Mary Shunn Way junction, and also taking account that Springfield Road is not wide enough for parking on both sides of the road, and therefore the proposals for the west side of the road again formalise the advice of the Highway Code not to park where doing so obstructs the highway. The extension of the waiting restrictions on the east side south of the A417 Charlton Road junction will help address difficulties currently experienced due to turning traffic being unable to approach / clear the junction.
12. Additionally, it should be noted that several of the properties on the west side of Springfield Road have off-street parking, although site observations indicate that this is not always made use of.
13. Expressions of support were received from twenty-two members of the public, and accounted for around 70% of the overall responses received, and show an overall high level of local support for the proposals




Bill Cotton
Corporate Director, Environment and Place

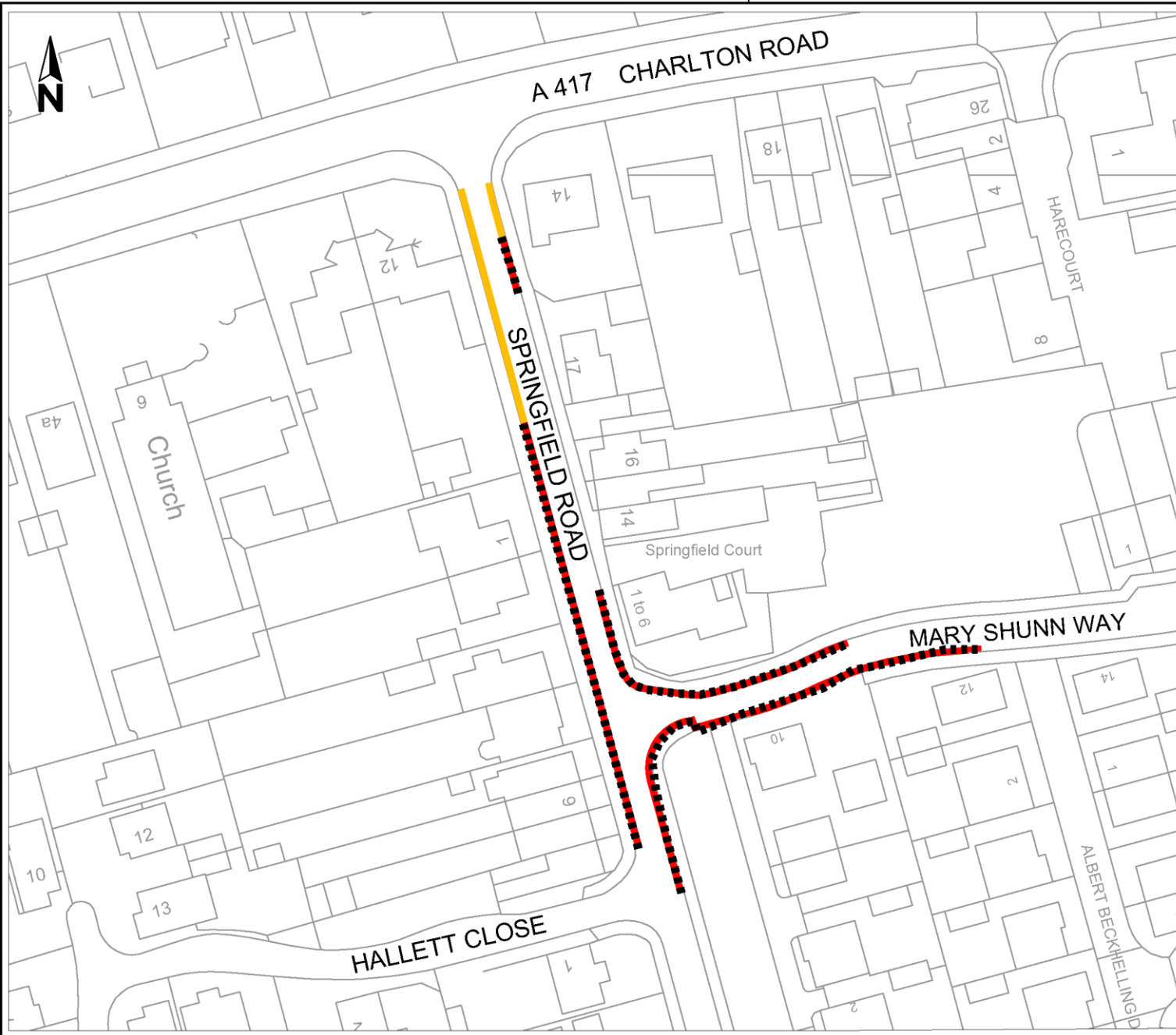
Annexes

Annex 1: Consultation Plan
Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
Mark Francis 07730 926962

October 2022

Drawing No.		Revision	
		0	
Key			
		Proposed 'No Waiting at Any Time' parking restriction	
		Existing 'No Waiting at Any Time' parking restriction to remain	
<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 LA070805</small>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
 <div> Bill Cotton Corporate Director of Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241677 </div>			
Project title			
<p>PROPOSED PARKING RESTRICTIONS</p>			
Drawing title			
<p>WANTAGE SPRINGFIELD ROAD AND MARY SHUNN WAY</p>			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
08/22			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local business, (Wantage, Fyfield Close)	Object - Policing of restriction
(3) Member of public, (Harwell, Fidler's Orchard)	Object - Reduction of parking availability for parents at school times will make the issues worse, not better.
(4) Member of public, (Wantage, Springfield Road)	<p>Object - The proposal dramatically reduces the parking available to residents in Springfield Road. There has been no consideration as to how the remaining existing parking can be allocated to those living in Springfield Road i.e permit parking. This road has reduced visibility due to excess parking during business hours because employees of Charlton Park Garden Centre choose to park their cars on this side street rather than their business premises. This proposal will cause unnecessary inconvenience to residents, when it should be their right to park outside their houses as they have done for decades. It will effectively reduce their house value.</p> <p>It is very frustrating as a resident of Springfield Road that the visibility was never a concern or a priority when it was a school. It is remarkable now the school has gone that this is being considered and can therefore only be because the East Gate site has been overdeveloped and appropriate planning was not put in place. The planning department have failed to safeguard the rights of existing residents.</p>
(5) Member of public, (Wantage, Springfield Road)	<p>Object –</p> <p>1. This proposal was not part of the original planning application for the housing development on Springfield Road. We purchased our house on Springfield Road in 2016, knowing that planning had been granted for the new houses to be built. However, had this planning application included putting DYLS outside the house we may have reconsidered the price we paid, or indeed buying the house at all. Not being able to park outside our house will have an impact on the value of our property in the future.</p> <p>2. We agree that safety at the junction of Springfield Road/Mary Shunn Way needs to be addressed. However, the</p>

	<p>number of cars parking on Springfield Road is not going to change, so the DYLS are likely to make the rest of the road more congested. This will have a knock on effect on safety elsewhere on Springfield Road.</p> <p>Cars and other vehicles travel very quickly up and down the road and we feel this is a bigger safety concern.</p> <p>3. We want alternative options to be considered and discussed. For example, putting in a one way system in the new housing development, DYLS covering a smaller area (on the Mary Shunn Way side of the road only), and traffic calming measures on Springfield Road to slow the speed of vehicles.</p>
(6) Member of public, (Wantage, Springfield Road)	<p>Object - We object to the proposed parking restrictions because they will put increased pressure on already oversubscribed parking spaces on Springfield Rd, meaning that when the parking spaces near our house are occupied, we will have to park some distance from our house, and travel on foot from our car to the house, often in the dark, and in wet weather, with our small children and/or our shopping and dog. Since that journey on foot would require crossing roads with traffic on them, it would be not merely an inconvenience, but a safety concern. There is already too much pressure on the parking spaces on Springfield Rd, partly because many of the staff from the Charlton Rd garden centre frequently park on Springfield Rd. The proposed restrictions would exacerbate this situation and it is for these reasons that we object to them in the strongest terms.</p>
(7) Member of public, (Wantage, Springfield Road)	<p>Object - Elements of the above proposal, viz extending double yellow lines on the North and East side of Springfield Rd where it joins Charlton Rd, and installing double yellow lines on the East side of Springfield Rd outside Springfield Court Flats into Mary Shunn way, will assist this proposal.</p> <p>However the extension of double yellow lines on the West side of Springfield Rd not only has little, if any, bearing on aiding pedestrians exiting or entering East Gate estate, but will serve to increase danger from vehicles speeding down Springfield Rd towards Charlton Rd from the South end of East Gate, upper Springfield Rd and Larkdown. Therefore OCC will be in breach of its responsibilities and I strongly object to the extension of double yellow lines on the West side of Springfield Rd.</p> <p>At present, residential parking on the West side of Springfield Rd from Houses Nos 3-8 inclusive, provides a "chicane", effectively slowing traffic.</p> <p>This type of adhoc traffic calming can be found in other close by residential locations such as Springfield Rd [East-West], Larkdown and sections of Ormond Rd, so is very much in keeping with the local area.</p> <p>There are no alternative OCC proposals to introduce traffic calming measures on Springfield Rd [North-South].</p>

	<p>In order to further aid safe passage of traffic and minimise danger to pedestrians, as well as ensuring this chicane effect does not get abused by non residents, the introduction of resident only permit/parking between Nos 3-8 would be highly desirable.</p> <p>[At present employees of the Charlton Rd Garden Centre frequently park on the East side of Springfield Rd near the junction with Charlton Rd and outside Springfield Court flats. If double yellow lines are introduced as proposed to these sections, it is likely that such employee parking will simply be transferred to other areas of Springfield Rd.]</p> <p>In addition to removing the above traffic calming measure if double yellow lines are installed between Nos 3-8, it will cause significant inconvenience to residents of those properties.</p> <p>Where are residents and any visitors supposed to park? Do OCC have any proposals for this? The East Gate new development is mandated to include parking for residents and visitors.</p> <p>If double yellow lines means "no waiting at any time" this will impact hugely on the safe unloading of very young and older residents, and deliveries of online shopping .</p> <p>It appears that residents of this section of Springfield Rd will be unfairly penalised by this section of the proposal to satisfy the Bovis Homes development.</p> <p>As residents Springfield Rd we have lived in this house for many years - One of the reasons for living here was that it was generally a quiet residential road (other than the start and end of 190 days of school), which had on street parking and thus easy access in and out for our family and visitors. I am concerned that if double yellow lines are installed outside it will impact on the value and saleability of our property in the future.</p> <p>I should welcome the opportunity to meet with you on site and discuss any of the above points with you and listen to your views and enlist your support in amending the current proposals as suggested above, to the benefit and safety of pedestrians, motor vehicle and other road users and residents of Springfield Rd,</p>
(8) Member of public, (Wantage, Springfield Road)	<p>Object - There had indeed been a marked increase in traffic whilst the construction of the new houses on the East Gate development was underway, but as construction is nearing completion the amount traffic using Springfield Road has decreased. I agree that occasional careless parking by some individuals can sometimes impair visibility for both pedestrians and drivers using Springfield Road and Mary Shunn Way. In Addition, Springfield Road is a long, straight road and it's frequently observed that some motorists exceed the speed limit causing safety concerns for pedestrians. The proposed double yellow lines do not address this issue, introducing no parking restrictions on the South of Springfield Road would potentially increase the likelihood of speeding motorists.</p>

	<p>We'd also like to raise the following objections:</p> <ol style="list-style-type: none"> 1. Having 'no parking' restrictions outside properties on Springfield Road would cause a great inconvenience for loading and unloading, particularly for those without driveways 2. Where are residents supposed to park their cars if this proposal goes ahead? 3. It would undoubtedly devalue our property with the introduction 'no parking' restrictions 4. Extending the double yellow lines both East and West side of Springfield Road would surely increase the number of parked cars further North on Springfield Road, causing a safety issue in the vicinity of Sedge Smith Way <p>We'd like to ask whether alternative safety measures have been considered to improve pedestrian safety such as:</p> <ol style="list-style-type: none"> a. traffic calming b. pedestrian crossings c. perhaps a 'one way' traffic route around the East Gate Development to avoid two-way traffic entering & exiting both Mary Shunn Way and Sedge Smith Way d. Residents permit parking on Springfield Road <p>If parking restrictions are deemed necessary, then residents permit parking for Springfield Road would be our preferred option over double yellow lines; it would restrict the parking and improve pedestrian safety whilst causing the least inconvenience to residents.</p>
(9) Member of public, (Wantage, Appletons)	Concerns - Again, Whilst I agree with the proposal. i have concerns regarding whether these would be enforced.
(10) Member of public, (Wantage, Roman Way)	Concerns - Again this just makes people park in more risky areas and doesn't solve the use of cars and need to park issue
(11) Member of public, (Wantage, Springfield Road)	Concerns - If this goes ahead I will lose parking for a second car, as a 4 bedroom house which would expect to have a 2 car household. I have parked outside my house for the past 14 years. Now the estate has been built, carefully calculated to allow all of their houses to have spaces for at least 2 cars as well as visitor parking spaces, I have to lose mine. Where will I park my second car? Other households on the West side of Springfield Road will also be parking their cars further up the road. I will end up parking outside other peoples houses causing them problems with parking their cars.

	<p>I am in agreement for double yellow lines on the East side of the road to enable better visibility, especially at the beginning of the road by the T junction and around the entrance to Mary Shunn Way. Trying to exit Mary Shunn Way when cars are parked on the East side, right up to the turning, is very difficult.</p> <p>But I cannot see the need for extending double yellow lines up the West side. Having some cars parked here encourages other cars to drive slower as they navigate a chicane. When the road is completely clear some cars travel very fast as they see a clear route ahead.</p> <p>Has the option of 'residents parking only' on the West side been discussed. I know many people who are not residents, or visitors of residents, park on Springfield Road adding to the problem.</p> <p>Would it be possible to make the estate a one way system, as the school was? I believe this was suggested at the initial consultation for the building of the estate. If cars were only exiting from further up the road there would not be this problem.</p> <p>We have put up with so much noise, dirt, smells and all sorts of disruption for so many years with this development without any complaint it is the final straw to lose a second car parking space which the developers thought was crucial for their houses!</p>
(12) Member of public, (Wantage, Russell Craggs Lane)	<p>Support - I currently live on the new build estate off Springfield Road, and the parking on Springfield Road is particularly dangerous for those trying to pull out of Mary Shunn Way. People permanently park on Springfield Road opposite the Mary Shunn Way junction (despite this being illegal as stated in the highway code), as well as immediately to the right of the junction. This means there is absolutely no visibility to those pulling out of Mary Shunn Way. It means that you have to blindly pull your car out into the road and hope no one is coming down Springfield Road at the time. There are often near misses, and having to reverse back into the junction is often difficult, especially if a car has appeared behind you. The parking restrictions are crucial in the interest of public safety to stop an accident from taking place which is inevitably going to happen if these double yellow lines are not introduced and enforced. It will also be really necessary to enforce the double yellow lines, as I worry that even once they are in place those who park their cars on the road will continue to do so, so it would be great to have some enforcement even just for the first few months they are in place.</p>
(13) Member of public, (Grove, Main Street)	<p>Support - It is currently an accident waiting to happen. What wasn't the little parking space opposite the site office negotiated as parking spaces for the houses on Springfield Road</p>

(14) Member of public, (Wantage, Coates Close)	Support - I have a child attending Beavers and use this road to drive to the venue. It is very congested in the evenings at this junction and cars back up onto the main road
(15) Member of public, (Wantage, Sedge Smith Way)	Support - Safety of cars pulling out from Mary Shunn Way onto Springfield Road
(16) Member of public, (Wantage, Truelocks Way)	Support - Increase traffic flow.
(17) Member of public, (Wantage, Springfield Road)	<p>Support - The main problem is cars coming out of May Shunn Way, without stopping or looking out for vehicles travelling in both directions up and down Springfield Road.</p> <p>Perhaps the parking problems may not be so bad when the building contractors finish. Maybe put a white line across Mary Shunn Way entrance.</p>
(18) Member of public, (Wantage, Larkdown)	Support - Parking arrangements are currently dangerous
(19) Member of public, (Wantage, Mary Shunn Way)	Support - I live on Mary Shunn Way and visibility and access to and from Springfield Road is so poor that without the proposals, it will only be a matter of time before there is a serious accident, rather than the multiple daily near misses. Turning out of Mary Shunn Way as it is, is a leave of faith as parked cars on Springfield Road make it impossible to see if it is safe to pull out. Also turning onto Springfield Road from the roundabout is often impeded by parked cars too close to the junction. I fully support the proposal as it will improve road and pedestrian safety.
(20) Member of public, (Wantage, Mary Shunn Way)	Support - I live on Mary Shunn Way, it is incredibly dangerous trying to navigate up and down springfield road. You cannot see oncoming traffic because of parked cars immediately opposite and along the east side of Springfield Road. There have been so many near misses in the past 18 months. As a pedestrian trying to walk into town you have no choice but to pop out from behind parked cars and you can barely see up or down to check no cars are coming. As an electric car driver I am fully aware of how hard it is to hear them and there are multiple in the area. I had a near miss with a mother and pram a few months ago because the vans parked on Springfield Road (VW camper and residents

	trade van) created complete blindness for the woman. Luckily I was going slowly enough to stop but if someone was trying to get out of the way of oncoming traffic they may have been going faster and unable to stop! Multiple times there have been cars so tightly parked that an ambulance would struggle to get through, let alone a fire engine! As a minimum we need parking restrictions immediately opposite the junction for Mary Shunn way to allow people to move in and out safely without causing an obstruction. I would welcome the owners of the cars on Springfield to park on Mary Shunn as it is better than the obstruction they cause at the moment!
(21) Member of public, (Wantage, Sedge Smith Way)	Support - I live on the new Bovis estate where Mary shun is and these corners where you want to put in the lines are an absolute MUST before a bad accident happens or someone gets knocked down. People parking on the corners is a HUGE blind spot and only living here since December we have nearly had many of prangs but people not being able to see us or vice versa.
(22) Member of public, (Wantage, Mary Shunn Way)	Support - I live on Mary shunn Way. Turning out of this road onto Springfield Road is unbelievably dangerous as you can't see oncoming traffic due to the number of cars parked in Springfield Rd. Additionally residents park exactly opposite the junction making it more unsafe. When turning onto Springfield from the new roundabout, people just park immediately as you turn and you are faced with standing vehicles.
(23) Member of public, (Wantage, Mary Shunn Way)	Support - The current parking situation poses a significant safety risk. Vehicles regularly park opposite the access to Mary Shunn Way and right up to the junction on the northern side, which means the visibility for all carriageway users is reduced to well below standards set out in MfS and the Oxfordshire Residential Design Guide. Drivers are forced to edge out of Mary Shunn Way and risk getting hit by vehicles driving south from Charlton Road. I have had to reverse back into the road many times, which is unsafe if there are vehicles behind you. I have witnessed drivers mounting the pavement of Springfield Road, to manoeuvre past oncoming vehicles, given they didn't see them coming. Once a pedestrian pushing a buggy had to give way. As confident cyclists, even my partner and I have had to mount the pavement to swerve out of the way of cars that we just couldn't see. I am informed that one resident living on East Gate almost reversed into someone crossing Mary Shunn Way behind him. By extending the DYLs into Mary Shunn Way, it should not just move the problem from one road into another. Maybe the parking by the school access wasn't an issue because it was an entrance only, so no visibility was required along Springfield Road. Lastly, the access from the Charlton Road mini roundabout is also dangerous when cars are parked too close to the junction. I regularly see vehicles blocking the through traffic along Charlton Road because there is not enough carriageway to wait safely. This poses the risk of rear shunt collisions.

(24) Local Cllr, (Wantage, Mary Shunn Way)	Support - It is so unsafe, me and my husband find we can not safely see whilst leaving Mary Shunn way, and have many times got into near collisions due to hindered views, we have many times ended up having to mount on pavements due to not having enough space and find it quite concerning on a daily basis
(25) Member of public, (Wantage, Mary Shunn Way)	Support - As previous I am for parking restrictions as it is a challenge to exit safely
(26) Member of public, (Grove, Blenheim Gardens)	Support - Entering Springfield Road has been made increasing difficult with parked cars blocking your field of view. This has now become worse with the new estate and again navigating around the junctions is very awkward where cars are parked very close to the turns, again blocking the field of view. Extending the yellow lines should help. This may also help, further up the road at the other turnings into Springfield Road & Larkdown.
(27) Member of public, (Wantage, Albert Beckhelling Drive)	Support - The way people currently park there is dangerous. Parking on both sides of the road creating a slalom, including opposite Mary Shunn Way. Parking right near the corner making it hard to see when pulling out of Mary Shunn.
(28) Member of public, (Wantage, Mary Shunn Way)	Support - I support the proposal because of the significant difficulty getting in and out of Mary Shunn Way to or from the Springfield Road. Poor visibility and traffic coming from Charlton Road is on the wrong side of the road because of parked cars and cannot be seen until drivers from Mary Shunn Way are committed and halfway across the road. I have seen many cars have to mount the pavement to get out of the way of oncoming cars. Cars parked directly opposite the entrance to Mary Shunn Way are also a hazard. I have frequently seen cars attempt to negotiate around the parked cars only to have to attempt to reverse back into Mary Shunn Way to allow oncoming traffic which could not have been seen to continue - have seen several near shunts as cars reverse back while other cars attempting to exit Mary Shunn Way continue forward not realising what has happened. I am very much in favour of the double yellow lines but question whether they should be on the opposite side of Springfield Road so that traffic coming from Charlton Road will be on the right side of the road and totally visible from the junction with Mary Shunn Way.
(29) Member of public, (Wantage, Mary Shunn Way)	Support - I support the proposal for the following reasons:

	<p>Exiting from Mary Shunn Way is extremely difficult as there are vehicles parked opposite the junction and then on both sides of the path to the roundabout onto Charlton Rd.</p> <p>This makes it a serious safety risk due to significantly reduced visibility and no ability to maneuver in an emergency scenario.</p> <p>I have seen a number of near misses where individuals have pulled out cautiously only to nearly have a head on collision with a vehicle coming up Springfield Rd. Also the sudden stop of vehicles has nearly led to a number of rear endings.</p> <p>Not only this but as it is the main exit for an estate it sees substantial foot traffic and this just adds to the danger, particularly if someone pulls out onto Springfield Rd only to have to reverse back onto Mary Shunn Way, due to oncoming traffic, risking the wellbeing of pedestrians and other users who may not be as mobile such as children or elderly individuals.</p> <p>I have seen on a number of occasions, particularly with larger vehicle such as trucks, where one vehicle has had to mount the kerb to avoid collision with a car approaching from the other direction as visibility is non existent until moving all the full line of cars. This is also the case for vehicles trying to exit driveways along this stretch of Springfield Rd.</p> <p>This is a bad enough aspect when there is the time to maneuver but for emergency vehicles accessing the estate or adjoining roads it is unacceptable.</p>
(3.) Member of public, (Wantage, Albert Beckhelling Drive)	Support - Dangerous with cars parked
(31) Member of public, (Wantage, Mary Shunn Way)	<p>Support - I live in the new east gate development and currently find it very difficult pulling out onto the Springfield road - extremely dangerous.</p> <p>If there were a possibility to extend double yellows on both sides all the way that would completely increase visibility.</p>

(32) Member of public, (Wantage, Mary Shunn Way)	Support - The junction out of Mary Shunn way is becoming very dangerous with cars parking opposite and on the bends. You cannot see when cars are coming from either direction. We live in Mary Shunn way. Ideally the double yellows need to be on both sides all the way to the roundabout to allow clear view of both the junction of Mary Shunn way and the roundabout. I have found on a few occasions, turning off of the roundabout and immediately queuing to overtake the parked cars on Springfield road and sometimes you can't clear the roundabout before the queue starts risking someone driving in to the rear of my car. Also coming out of Mary Shunn way the hedge on the left is too far forwards causing an obstruction of view up Springfield road causing you to have to nudge out in to the road to be able to see.
(33) Member of public, (Wantage, Westfield Way)	Support - because when you turn off Charlton Rd into Springfield Rd you are met with cars parked on your near side leaving you blind to traffic coming down Springfield Rd.

Divisions affected: *Chalgrove and Watlington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

WATLINGTON: B480 CUXHAM ROAD, NEW EDGE ROAD & PYRTON LANE – PROPOSED 30MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a) extending the existing 30mph speed limit on the B480 Cuxham Road by 145 metres north-westwards, replacing the existing 50mph speed limit, and
 - b) the new 30mph speed limit on Pyrton Lane, extending northwards for 355 metres from the recently approved 20mph speed limit zone, replacing the existing 60mph National Speed Limit.
2. The Cabinet Member for Highway Management is RECOMMENDED to not approve as advertised
 - c. the 30mph speed limit on the new Edge Road for its entire length, between Pyrton Lane & the B480 Cuxham Road.

Executive summary

3. This report presents responses received to a consultation on a proposal to extend existing & introduce new 30mph speed limits on the B480 Cuxham Road, the new Edge Road, and on Pyrton Lane as a result of the development of land for residential purposes at the western edge of Watlington -as shown in **Annex 1**.

Financial Implications

4. Funding for the consultation on the proposals and their implementation if approved has been provided by the developers of adjacent land.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate walking and the safe movement of traffic.

Consultation

7. Consultation on the proposals was carried out between 25 August and 16 September 2022. A notice was published in the Oxford Times newspaper and emails were sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Watlington and Pyrton Parish Councils, South Oxfordshire District Council, and the local County Councillor representing the Chalgrove & Watlington division.
8. Six responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
B480 Cuxham Road	2	-	-	4	6
Edge Road	3	-	-	3	6
Pyrton Lane	2	-	-	4	6

9. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police expressed no objection to the proposals, whilst Oxford Bus Company and Stagecoach Bus Company confirmed that they had no issues or formal observations to make in response.
11. Objections were received from three responses via the online consultation portal, all of which were mainly focussed on the proposed 30mph on the 'Edge Road' between Pyrton Lane & the B480 Cuxham Road. Issues cited included the potential to seriously disadvantage the occupiers of the new residential development, a 30mph speed limit could lead to an increase in HGV traffic, and that Watlington had applied to OCC to have an area wide 20mph speed limit.
12. Noting the above, and following discussions with the councils Road Agreement Team, it is agreed that the Edge Road is considered to be appropriate for a 20mph speed limit, in line with the current OCC guidelines. It is therefore

proposed that the speed limit be re-considered when plans for the proposed wider 20mph speed limit scheme is designed for Watlington. This forms part of the initial phase of OCC's countywide programme of 20mph speed limits that seeks to deliver 'a safer place with a safer pace' for the residents of Oxfordshire.

13. Taking into account the current road environment & traffic usage, Officers feel that the 30mph speed limits (which are likely to be outside of the scope of the proposed 20mph speed limit scheme) is appropriate on those sections of the B480 Cuxham Road & Pyrton Lane as advertised.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan
	Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545

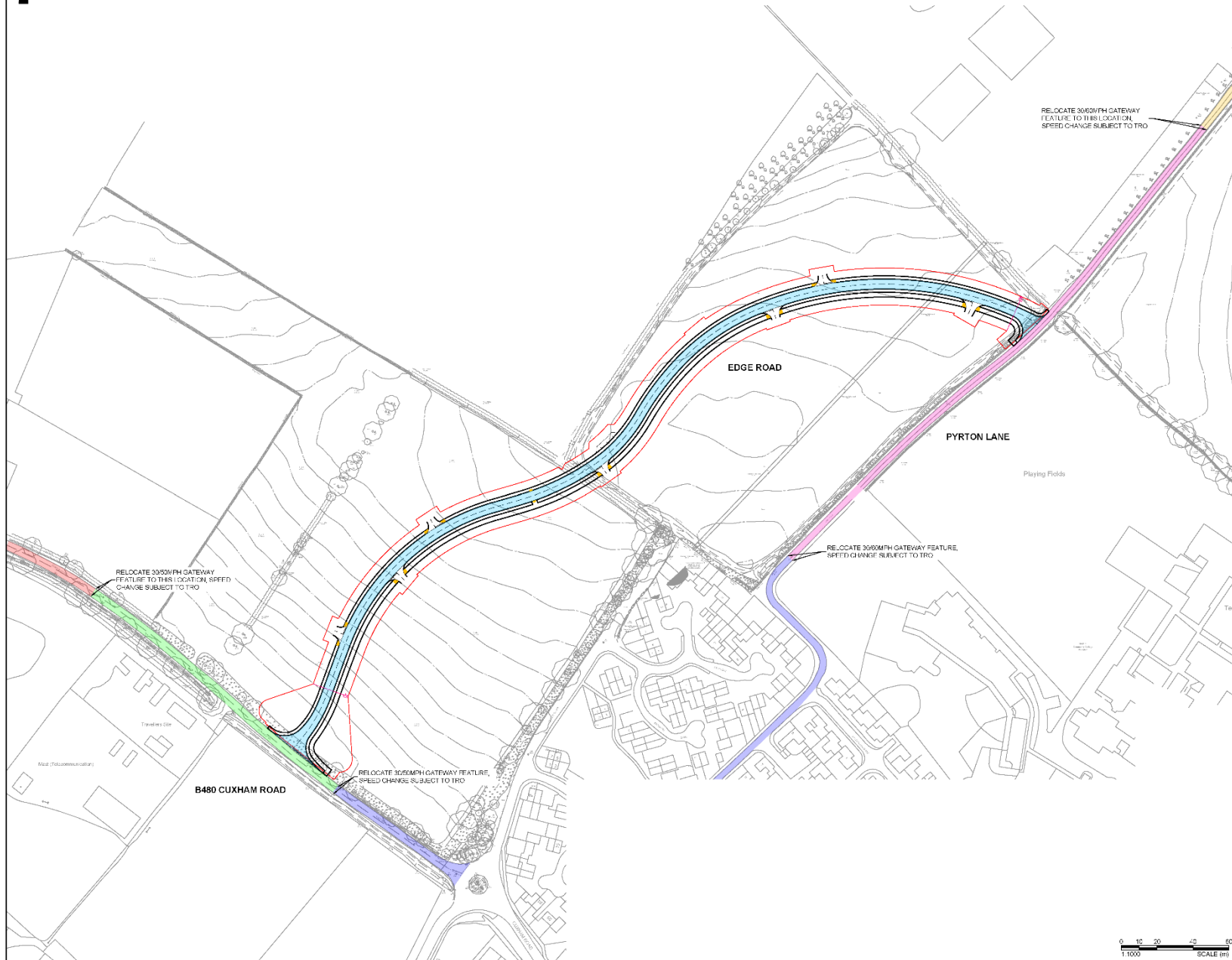
October 2022

NOTES:

1. THE HIGHWAY AUTHORITY IS OXFORD ROAD LOCAL AUTHORITY.
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS IN THE VECTOR DESIGN PROJECT. NOT VECTORS AND ANY OTHERS DIRECTED.

KEY:

- REDLINE BOUNDARY
- EXISTING 30mph
- EXISTING 50mph
- EXISTING 60mph
- PROPOSED 30mph
- PROPOSED CHANGE FROM 50mph TO 30mph
- PROPOSED CHANGE FROM 60mph TO 30mph



PO2	PLANNING ISSUE	CR	CH	HW	WM	17.02.22
PO1	FIRST ISSUE	CR	CH	HW	WM	08.02.22

Rev	Details	Drawn	Checked	App	Date
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Drawing Status	PLANNING ISSUE	Authority	S4
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vector. PART OF **SLR**

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CfA
Countryside
150 9991

Client: REDROW HOMES (THAMES VALLEY) LTD

Project Site: EDGE ROAD, WATLINGTON

Drawing Title: TRO PLAN

Scale	1:1000	Designed	CR	Drawn	CR	Checked	IW	Authorised	NM
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Original Size	A1	Date	08.02.22	Date	08.02.22	Date	08.02.22	Date	08.02.22
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Drawing Number	VD21585	Project Ref No.	VD21585
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VD21585 - VEC - HGN -	EDG	-DR - CH -	1200
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Revision	P02
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with new speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing.. 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 and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<ul style="list-style-type: none"> • However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . <p>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>
() Oxford Bus Company	No objection
() Stagecoach Bus Company	No objection
() Local business, (Shirburn, Shirburn Road)	<p>B480 Cuxham Road – Object Edge Road – Object Pyrton Lane – Object</p> <p>We are objecting as Watlington has had its application for the town centre to be a 20MPH Zone and making the Edge Road a 30MPH will seriously disadvantage the occupiers of the new residential development.</p> <p>Cllr Pete Sudbury advised that in September 2021 that he had been assured that the Edge Road would be a 20MPH Zone.</p> <p>The County Council's own LTCP Policy 15 & 16 promote 20 MPH Zones through residential villages and developments. The 30MPH Zone will lead to the Edge Road being used for HGV traffic</p>
() Online response, (Watlington, Shirburn Road)	<p>B480 Cuxham Road – Object Edge Road – Object</p>

	<p>Pyrton Lane – Object</p> <p>It has been agreed that Watlington is to become a 20mph area. In Sep 21 at the OCC cabinet meeting, when discussing the Watlington edge road Cllr Peter Sudbury state he was assured that the edge road would have a 20mph limit as the rest of Watlington. Any thing else would discriminate against the residents of the new houses on the new edge road.</p>
() Member of public, (Cuxham, Cuxham Road)	<p>B480 Cuxham Road – No opinion Edge Road – Object Pyrton Lane – No opinion</p> <p>Redrow Homes held a public consultation on this new residential road, 23rd June 2022. Redrow expressed a strong preference the road was 20mph, not 30mph. This was also requested by members of the public in response to the consultation. Redrow Homes to SODC Consultation Responses: "Traffic calming measures/The speed limit of the spine road should be 20mph and not 30mph as currently specified." 17th August 2022</p> <p>The "Edge Road" speed should be 20mph, not 30mph. 30mph does not support the transport user hierarchy of the LTCP which is in line with the Highway Code to prioritise walking and cycling over motorised vehicles. LTCP Policy 15 is eliminating road deaths which requires the county council's "lifesaver" 20mph on residential roads. It is inequitable to have one residential road at 30mph when whole towns like Witney have 20mph. The new "Edge Road" has no pedestrian crossings. The two-way cycle path is not complaint with LTN 1/20. It will be harder to join up with the road system where cyclists will be on road and will likely result in more crossing the road. The sub-standard cyclepath increases risk for cyclists. The road speed must be 20mph.</p> <p>OCC has used a term "Edge Road" which is not a recognised term in DfT Guidance or manuals and is misleading for a road with residential on both sides.</p> <p>The relevant OCC Policies are:</p> <p>Policy 1 – We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy</p>

	<p>Policy 15 – We will: a. Adopt the vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire’s roads and streets, to have safer, healthier, and more equitable mobility for all</p> <p>Policy 16 – We will: a. Promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature, environment and location.</p>
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Divisions affected: *Deddington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

DEDDINGTON: B4031 HEMPTON ROAD - PROPOSED EXTENSION OF 30MPH SPEED LIMIT & TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
 - a) The proposed extension of the 30mph speed limit in place of the current national speed limit, and
 - b) The proposed traffic calming build out.

Executive summary

2. This report presents responses received to a consultation on a proposed extension of the 30mph speed limit and traffic calming on the B4031 Hempton Road at as shown in **Annex 1** to permit safe access to approved residential development adjacent to this road.

Financial Implications

3. Funding for the consultation on the proposals and their implementation if approved 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 walking and the safe movement of traffic.

Consultation

6. Consultation on the proposals was carried out between 18 August and 16 September 2022. A notice was published in the Banbury Guardian newspaper and emails were sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Deddington Parish Council, Cherwell District Council, and the local County Councillor representing the Deddington division. Letters were also sent to approximately 100 properties in the immediate vicinity.
7. 11 responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
30mph speed limit	1	2	5	3	11
Traffic calming	2	2	5	2	11

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

Officer response to objections/concerns

9. Deddington Parish Council expressed support for both proposals, with Thames Valley Police and Cherwell District Council expressing no objection.
10. Objections and expressions of concern were received from four members of the public; these focussed on whether the measures would in practice be effective in managing speeds and the potential for aggravating problems due to drivers speeding up or making hazardous manoeuvres in order to avoid giving way to oncoming traffic, pollution and nuisance due vehicles queuing to give way and the possible obstruction of large vehicles including farm vehicles. A suggestion was also made that the speed limit is reduced between the 30mph speed limits at Deddington and Hempton.
11. Noting these points, widespread experience of traffic calming build-outs at other locations in the county has typically been positive; while it is accepted that the issues as cited by the respondents are occasionally observed, experience has been that they are effective in emphasizing the transition from a rural to village setting, and also do not present an obstruction to large farm vehicles.
12. On the request for a lower speed limit between Deddington and Hempton, this could be explored as part of the wider programme of amendments to speed limits as part of the County-wide 20mph project for towns and villages.

13. Expressions of support for both proposals was received from four members of the public.

Bill Cotton
Corporate Director, Environment and Place

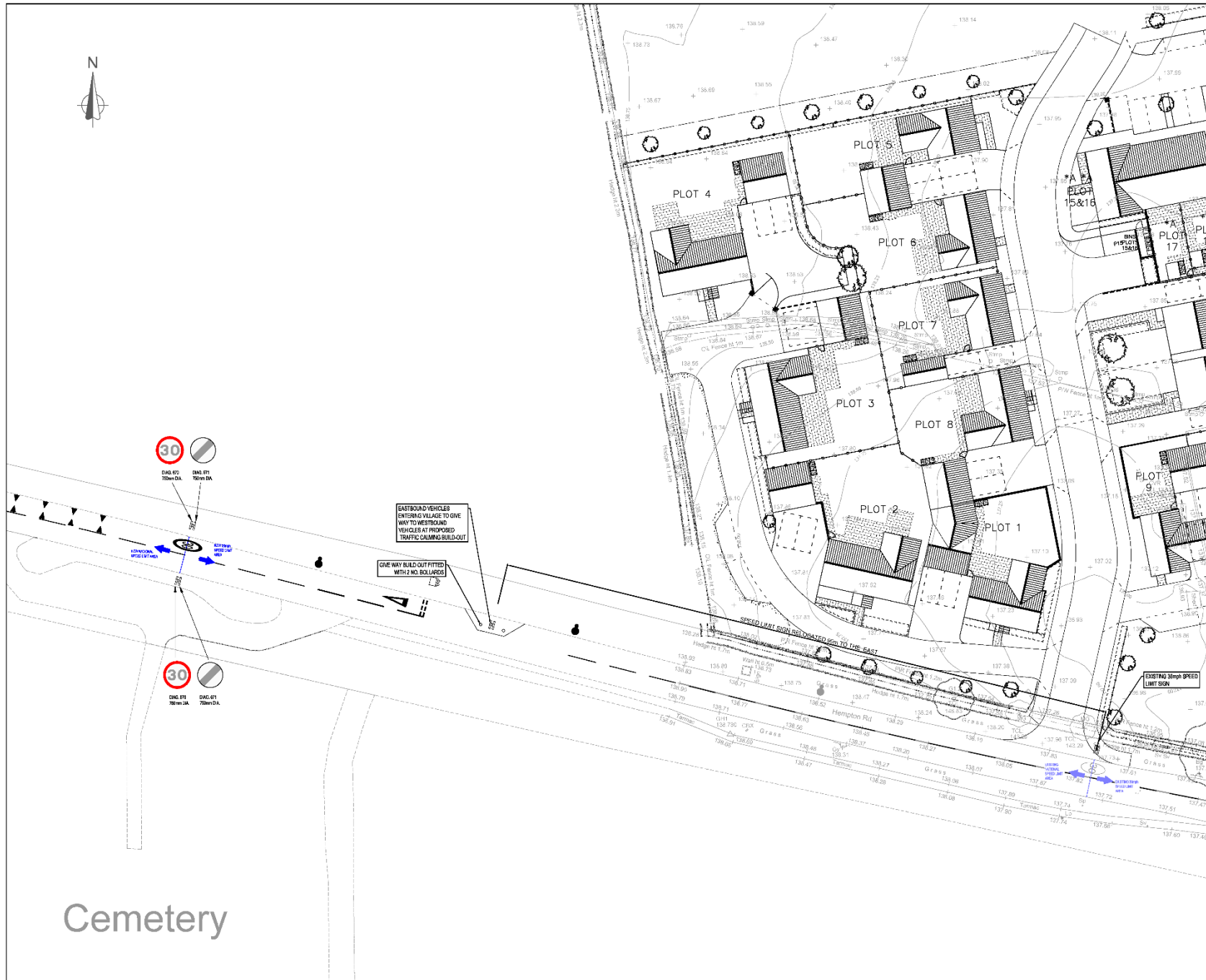
Annexes	Annex 1: Consultation Plans
	Annex 2: Consultation responses

Contact Officers:	Tim Shickle 07920 591545
	Daniel Mowlem 07393 001029

October 2022

NOTES

1. ALL WORKS TO BE ADOPTED UNDER A SECTION 278 AGREEMENT SHALL BE CARRIED IN ACCORDANCE WITH OXFORDSHIRE COUNTY COUNCIL'S HIGHWAY SPECIFICATION
2. DO NOT SCALE FROM THIS DRAWING
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AND CHECKED AGAINST ALL OTHER DRAWINGS, ENGINEERING DETAILS, SPECIFICATION AND ANY STRUCTURAL, GEOTECHNICAL OR OTHER SPECIALIST DOCUMENT PROVIDED.



P5	Red H/S removed	KR	21.07.22
P4	Speed Limit Distance added	PC	15.07.22
P3	30mph zone extended	PE	06.06.22
P2	Response to Tech Audit 3	PC	15.07.21
P1	First Issue	DM	01.06.21
REV	DESCRIPTION	BY	DATE

APPROVAL	
	Author
	The Designer/Client
	35 Southern railway Court
	Exeter
www.expediteps.com	

CLIENT	
BURRINGTON HOMES (MIDLANDS)	
SITE	
LAND AT HEMPTON ROAD DEDDINGTON	
TITLE	
TRO DRAWING	
SCALE AT 1:300	DATE: JUNE 2021
DESIGN: DM	CHECKED: KSR
PROJECT NO: ES20.020	REVISION NO: 04.23
	DESIGNED: P5

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Cherwell District Council	No objection
(3) Deddington Parish Council	<p>30mph speed limit – Support Traffic calming – Support</p> <p>I am the chair of Deddington Parish Council. I understand that you have been running a consultation concerning the intention to extend the 30mph limit along the Hempton Road westwards from Deddington village and to include a traffic calming build-out.</p> <p>I should like to let you know that the parish council does indeed favour the extension of the 30mph limit and the insertion of a peninsular as a traffic calming measure. We asked for this to be done as a condition of the planning permission for the nearby Stone Pits development by Burrington.</p> <p>Drivers speeding into the Deddington stretch of the Hempton Road from Clifton has long been a concern for many parishioners. We hope the peninsular will bring about an improvement.</p>
(4) Member of public, (Deddington, Mill Close)	<p>30mph speed limit – Object Traffic calming – Object</p> <p>I understand fully the reasons you are suggesting a traffic calming system in the area you are proposing but feel it would be beneficial to have a sleeping policeman system rather than a kerbed build-out plan you are suggesting because the majority of young and old road users simply do not understand fully the red and white arrow system</p>

	currently used in Adderbury and other local areas where it simply does not work and causes additional hazards by drivers jumping ahead when they should not.
(5) Member of public, (Deddington, Mill Close)	<p>30mph speed limit – No objection Traffic calming – Object</p> <p>I regularly drive to Chinnor in Oxfordshire, where similar chicanes have recently been built at every approach to the village. In theory, they seem like a good idea. In practice (and I urge you to take a deckchair down to Chinnor, position yourself by one, and observe) they cause traffic to speed up to race to try to beat oncoming traffic to the chicane. They therefore cause the opposite outcome you think you will achieve.</p> <p>If the race fails, they also cause more engine idling pollution as cars queue (not a personal concern for me in Deddington, as the prevailing wind will blow this towards the new development and Wimborne Close).</p> <p>As a cyclist, the Hempton road into Deddington is already dangerous enough for two reasons:</p> <ul style="list-style-type: none"> - cars overtaking a cyclist on the approach to Deddington don't take account of vehicles exiting the cemetery and the Windmill centre, so frequently cut me up when they suddenly realise there isn't room. I believe the "chicane race", if I can call it that, will make this situation worse - the road surface along the Hempton Road is so shockingly bad (made worse last year by that dragon resurfacing machine) I have to cycle in the middle of the road. Instead of spending money on a construction that will encourage vehicles to race, how about using it to properly resurface instead? <p>I believe this is a well-meaning proposal that will not work in practice.</p>
(6) Member of public, (Deddington, Murdock Close)	<p>30mph speed limit – Concerns Traffic calming – Concerns</p> <p>If this slows traffic onwards to the traffic lights I am for it. If it prevents heavy vehicles and especially farm vehicles using this road then I am against it</p>

<p>(7) Member of public, (Deddington, Hempton Road)</p>	<p>30mph speed limit – Concerns Traffic calming – Concerns</p> <p>I have lived on this road for over 30 years and I regularly witness crazy speeding , foolhardy overtaking ... even today 6 cars travelling at the correct speed towards the traffic lights were ALL overtaken by a driver doing at least 60 mph.</p> <p>I have walked my dogs over many years along the road between Deddington and Hempton and again have often put hands across my eyes as to the amount of ' close calls ' I have witnessed ... Your proposal sounds very good on paper but I think you would be better actually spending a day walking between the two villages to see the extent of irresponsible driving that takes placeit really needs to be seen to be believed.</p> <p>As soon as drivers hit the end of the speed limit they put their foot down ... dead wildlife is common ..also household pets ...it is a miracle there has not been a pedestrian.</p> <p>In my opinion there should be a reduced speed between Hempton and Deddington .. and traffic calming similar to Croughton !</p>
<p>(8) Member of public, (Deddington, Mill Close)</p>	<p>30mph speed limit – Support Traffic calming – Support</p> <p>I walk my dog along this stretch of road daily and almost every day I witness vehicles speeding into the village and don't tend to kill their speed until they reach Wimbourne crescent.</p>
<p>(9) Member of public, (Deddington, Mill Close)</p>	<p>30mph speed limit – Support Traffic calming – Support</p> <p>To improve traffic speeds in this part of the village</p>

<p>(10) Member of public, (Deddington, Hempton Road)</p>	<p>30mph speed limit – Support Traffic calming – Support</p> <p>We live on the Hempton Rd and have noticed heavier traffic travelling much faster than 30 for last 5 years. They do not slow down till they get to traffic lights.</p> <p>Traffic has increased, more heavy lorries and cars all travelling in excess of 30mph.</p>
<p>(11) Member of public, (Deddington, Hempton Road)</p>	<p>30mph speed limit – Support Traffic calming – Support</p> <p>The parish has been asking for speed calming measures on the Hempton Road for many years. The Parish Council pushed really hard to have the build-out included in the planning application and Section 278 agreement. This peninsular will help protect the west end of Deddington and the junction with the Windmill Community Centre. Will help reduce speed and protect the west end of Deddington.</p>

Divisions affected: *Berinsfield and Garsington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 Oct 2022

GARSINGTON: WHEATLEY ROAD - PROPOSED ZEBRA CROSSING AND NORTHERN TRAFFIC CALMING BUILD OUT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
 - a) The proposed zebra crossing on Wheatley Road,
 - b) The proposed Northern traffic calming build-out on Wheatley Road.

Executive summary

2. This report presents responses received to a consultation on a proposed zebra crossing together with Northern and Southern traffic calming buildouts on Wheatley Road in Garsington as shown in Annex 1 and Annex 2. Due to a number of key concerns raised within the consultation process, the Southern traffic calming buildouts have been removed from this approvals process. The remaining proposals seek to help improve pedestrian safety in the vicinity of Garsington C of E Primary School, and to help improve road safety by reducing the speed of traffic.

Financial Implications

3. Funding for the proposal, including consultation, if approved has been received from Community Infrastructure Levy (CIL) funds bid from South and Vale District 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 the safe movement of traffic.

Consultation

6. Consultation on the proposed zebra crossing was carried out between 12 May and 10 June 2022, with a separate consultation on the proposed traffic calming build outs being carried out between 24 June and 15 July 2022. Emails were sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Garsington Parish Council, South Oxfordshire District Council, and the local County Councillor. Letters were also sent to approximately 69 adjacent properties with regards to the proposed zebra crossing, and an additional 20 properties adjacent to the proposed traffic calming features. Street notices were also placed on site in the immediate vicinity.
7. 24 responses were received during the formal consultation* (see point no.9 below), and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Zebra crossing		1	3	1	5
Traffic calming	5	3	11		19

8. The responses are shown at **Annex 4**, and copies of the original responses are available for inspection by County Councillors.
9. Several further responses were received after 07th July from nearby residents concerned that the proposed Southern buildout would adversely affect them. No immediate feasible solution could be identified, and it was decided to remove this proposal from this process/consultation. Discussions are ongoing with the local member, residents and parish council and should an agreed solution be identified it will be reported to a future CMD.

Officer response to objections/concerns

10. Thames Valley Police submitted no objection to the zebra crossing providing that the current speeds support such a crossing at this location, and that the proposed design meets latest design standards. They did however raise concerns regarding the initial southern Wheatley Road proposals, citing that the priority would do nothing to slow traffic approaching the crossing, potentially causing traffic to queue within the controlled area and restrict visibility of pedestrians waiting to cross.
11. Objections and expressions of concern cited pollution and congestion (6); waste of money (5); visual pollution from additional signs (3); real problem is poor parking by parents (2); and compromised safety (1).

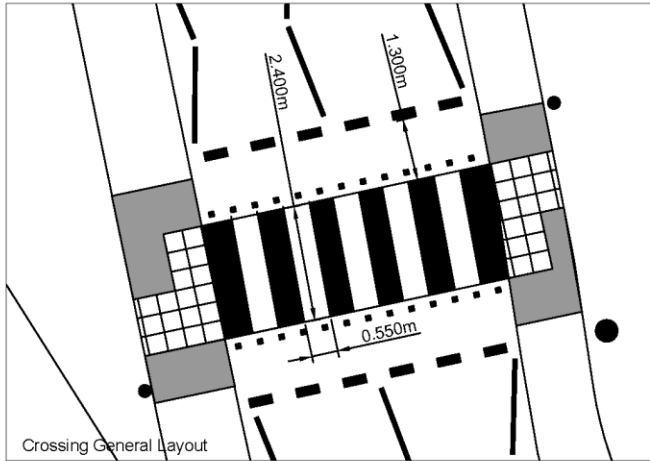
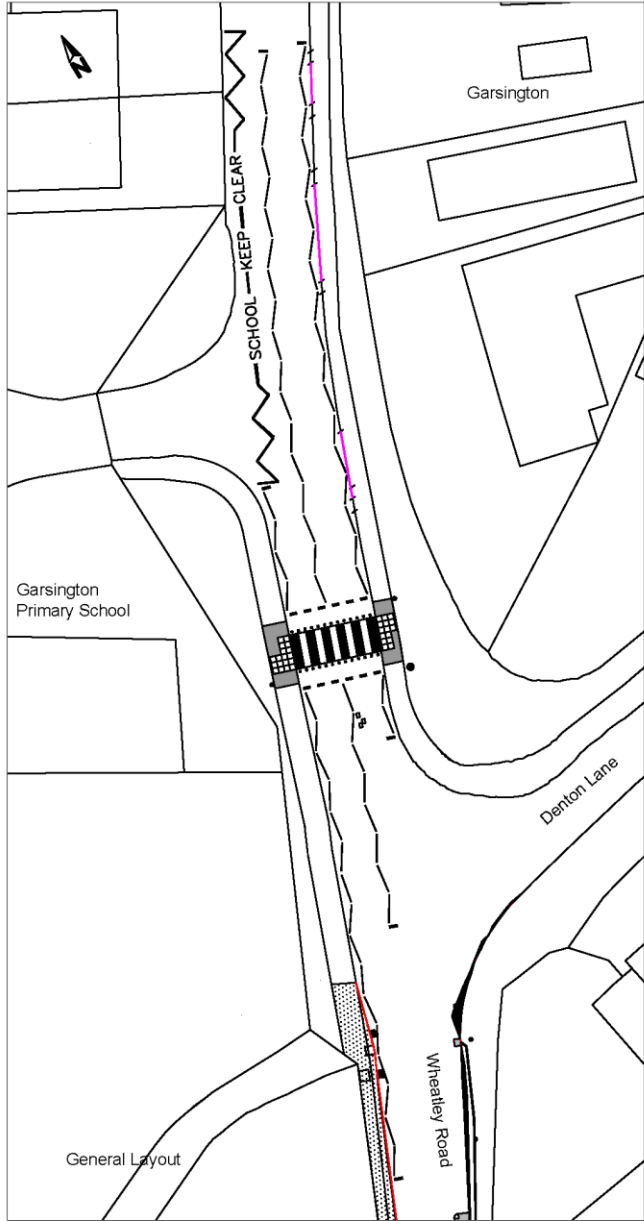
12. The Northern buildout received fewer concerns than the Southern one and officers have sought to allay matters that were raised by site visits and liaison with local residents & the parish council.


Bill Cotton
Corporate Director, Environment and Place

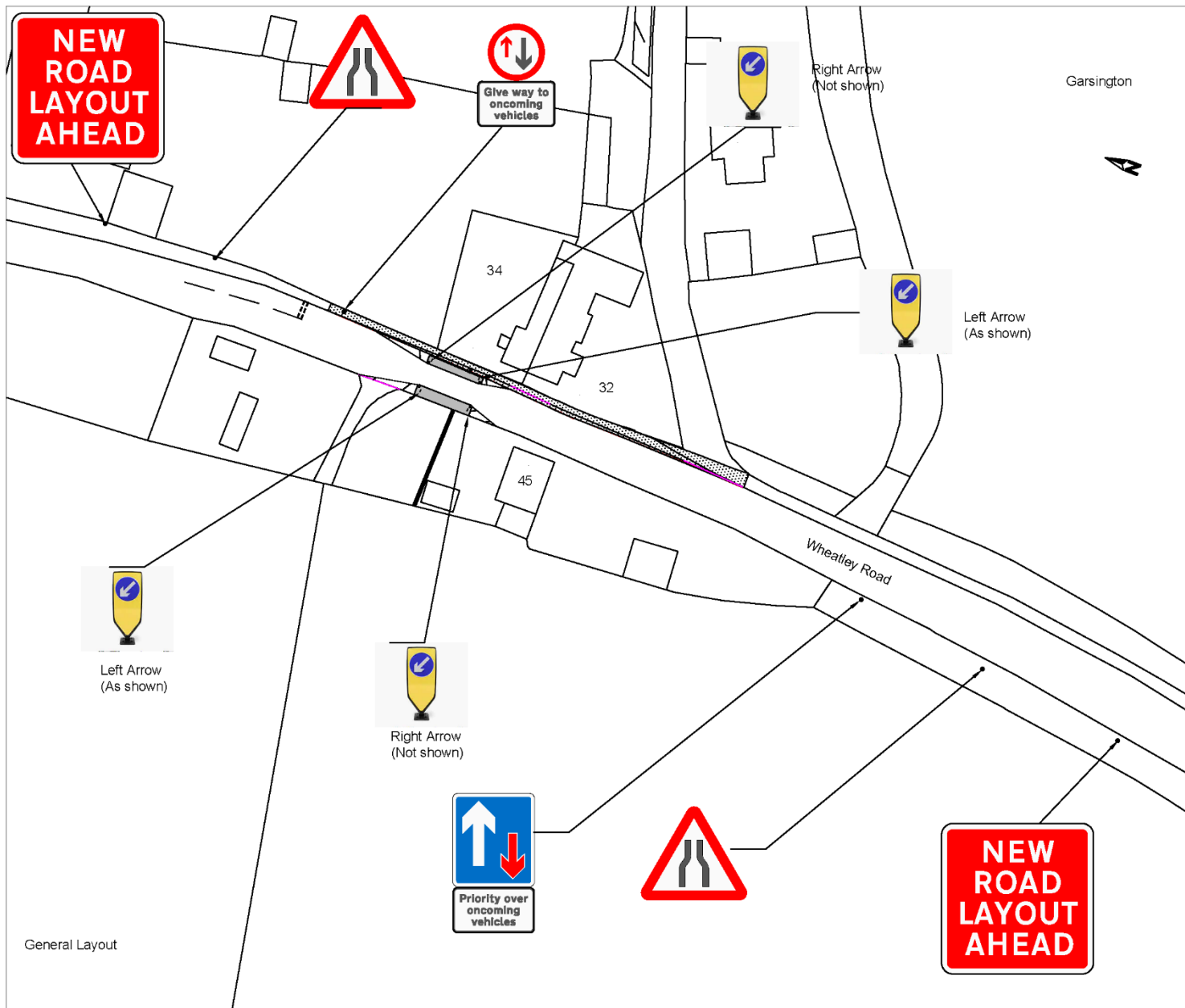
Annexes Annex 1-2: Consultation Plans
 Annex 3: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Geoff Barrell 07740 779859

October 2022



Drawing No.		Revision			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION					
MAINTENANCE/CLEANING					
DECOMMISSIONING/DEMOLITION					
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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 1UD Tel: 0845 310 1111					
Project title Garsington Wheatley Road Improvements					
Drawing title Proposed Zebra Crossing General Layout					
Drawing Status Consultation					
Scale @ A3	Drawn by RGr	Checked by	Approved by		
	Date drawn	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			



Drawing No.		Revision													
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED 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</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> <p>Owen Jenkins Director for Infrastructure Delivery Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel 01865 310 1111</p>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
Rev.	Date	Purpose of revision	Drawn	Checked	Approved										
Project title		Garsington Wheatley Road													
Drawing title		Proposed Pinch Point No. 1 General Layout													
Drawing Status		Information													
Scale @ A3	Drawn by RGr	Checked by	Approved by												
Date drawn	Date checked	Date approved													
Oxfordshire Project No. & File Ref															
Drawing No.		Revision													

RESPONDENT	COMMENTS
<i>A. Zebra Crossing</i>	
(1) Traffic Management Officer, (Thames Valley Police)	No objection – Providing that speed data has been obtained and that current speeds support such a crossing at this location. And this design meets latest design standards .
(2) Local County Cllr, (Berinsfield & Garsington division)	Support – I am 100% supportive of this project and think it is essential for pedestrian and child safety.
(3) Member of public, (Garsington, Wheatley Road)	Concerns – I am in favour of the crossing. However, we already have our driveway blocked off from time to time by parents dropping pupils off at the school. This will get worse for us because of the extension of the yellow zigzags. It is a narrow road with unavoidable household parking on the school side of the road. Is it possible to restrict parking on the other side of the road , up to the North Manor junction during drop off times please?
(4) Member of public, (Garsington, Wheatley Road)	Support – To ensure children can travel to school safely and prevent an accident waiting to happen.
(5) Member of public, (Garsington, Denton Lane)	<p>Support – I am supporting the proposed Zebra Crossing as in my opinion it will be more safe for pedestrian. My building is very near to the C and I can see from my kitchen window C of E Primary School and in the certain time when road is busy that is very difficult to cross the road, especially young mothers with babies who comes to pick up their older child from school. I am sure that will improve safety for other pedestrians.</p> <p>My only concern is about pollution that will increase and probably affect the micro area. It will be nice if we get information about that research.</p> <p>Finally, I think that is any action to improve safety in our community deserve to be support despite some disadvantage.</p>

<i>B. Traffic Calming</i>	
(6) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – I would further comment on the Wheatley Road south proposals .</p> <p>The priority does nothing to slow traffic approaching the crossing . It might cause queuing within the controlled area and restrict visibility of pedestrians waiting to cross. The priority Give way lines appear within the controlled area which I believe is not permissible. The School Keep Clear should be shortened and replaced with pedestrian crossing markings ,making parking illegal and enforceable.</p>
(7) Member of public, (Denton, Brookside)	<p>Object - As a resident of Denton, I regularly go through the junction of Denton Lane and Wheatley Road. I feel that both the South pinch point and proposed Zebra crossing are too close to the junction of Denton Lane. I feel this will make turning out of Denton Lane in either direction more hazardous for drivers and pedestrians alike. When turning left out of Denton Lane you will immediately be at the southern pinch point and as oncoming traffic has priority there will not be enough distance to check for oncoming traffic to see if it is clear to proceed. If turning right out of Fenton Lane a driver would immediately be at the Zebra Crossing meaning that pedestrians waiting to cross will have to check for cars turning out of Denton Lane as well as each way along the Wheatley road. The road doesn't offer great visibility to drivers as it is due to hills, corners and parked cars. In the other local places where these pinch points are located (Wheatley and Horspath) there is much more visibility of the road ahead for drivers to assess if the road ahead is clear and if it is safe to pass. I would like to see the southern pinch point moved away from Denton Lane and the Zebra Crossing changed to a Pelican crossing so that it is clearer for drivers and safer for pedestrians to cross.</p>
(8) Member of public, (Garsington, Wheatley Road)	<p>Object - With regard to the proposal for Wheatley road, Garsington Pinch Point No 1, then, as a resident of Wheatley road, I am very concerned with the adverse impact this would have on our immediate surroundings and the way that traffic flows along the road.</p> <p>The scheme will increase the visual pollution significantly, with the erection of 3 new traffic signs on the Wheatley</p>

road, in addition to the existing one, and the posts themselves will cut down the effective width of what is already a very narrow pavement. (20 signs and bollards in the overall scheme – really?!) The scheme will increase traffic queueing back along the Wheatley road, to the north of PP1, increasing both noise and vehicle pollution, and will also result in the more frequent blocking of peoples’ driveways. The deliberate narrowing and obstruction of the road further by the proposal, will make it more difficult for the agricultural vehicles that need to pass through on a regular basis, together with the school coaches, (and Emergency vehicles!!). It will also restrict access to the drive of No 34! There is already a natural narrowing of the road in this area, and vehicles, in the main, do stop and give way, so there is never a massive build-up of traffic in either direction. However, by giving permanent priority to vehicles coming out of the village centre, then this will lead to increased queueing back along the Wheatley road, and the Wheatley road being used as a ‘buffer zone’ for the centre of the village.

I have lived in Garsington for the whole of my life, it is a lovely village, and I, for one, do not want to have multiple traffic signs, white lines, traffic bollards, etc, defacing our streets and impacting on the natural beauty of the village around us.

This scheme will not reduce or solve the fundamental issue of the amount of traffic that flows through the village, and will not reduce the excess speed of that traffic. People leaving the M40 at Wheatley use Garsington and Horspath as ‘rat runs’ to travel in to Cowley and the surrounding district, and this can be seen in the amount, type and origin of the many vans, heavy lorries, etc, that drive through the village each day.

Rather than this proposed heavy-handed scheme, I would like the village to be able to adopt a 20mph speed limit, as indicated in the recent South Oxon newsletter, to have a more visible vehicle weight limit assigned to the village roads, and for the council to assist in providing the means to enforce both of these measures, ie Speed/ANPR cameras and local traffic enforcement. I am more than happy to contribute to a village funding scheme, in order to enable these cameras to be deployed as an alternative measure to the passive ‘pinch points’.

Finally, the issue of cars parking around the school needs to be addressed. We WALK to the school every Friday, to pick up our Grandson, and by far the most dangerous part of the journey is negotiating the cars parked completely on the pavement, and so having to walk in the road, whilst other cars are pulling out and trying to drive through the slalom course created by the haphazard and irresponsible parking. This area is by far the most dangerous part of the village overall and, again, this is not going to be addressed by the installation of the pinch point at the junction of Denton Lane. Also, I’m not sure the pedestrian crossing itself will make a meaningful difference if the parking is allowed to continue.

(9) Member of public, (Garsington, Oxford Road)	<p>Object - Garsington does not need calmer traffic we need slower traffic near the school. If the need is to slow traffic, why don't you reduce the speed limit from 30 to 20 near the school instead of causing congestion in one direction with lane narrowing.</p> <p>Or enforce the 30 speed limit with a police presence or a speed camera. This design will potentially slow traffic down in only one direction because of the congestion. Cars driving North don't have to slow and will not unless the speed limit is enforced.</p> <p>The trouble with these traffic calming measures is they cause more stop start traffic and queues. At busy times (school drop-off) this will back queuing traffic up to the zebra crossing causing a dangerous visibility problem for children crossing and motorists stopping. This causes increased pollution from stationary traffic outside a school. More congestion and pollution at every other time of the day not just the twice a day school drop times. What evidence supports your view this type of measure stops speeding motorists?</p>
(10) Member of public, (Garsington, Wheatley Road)	<p>Object - The road is already narrow at both these points and I do not feel that making them narrower will achieve any good results. The North side particularly provides a natural slowing of the traffic as it is almost impossible to pass a car there. The proposals will create more traffic queues outside our property as it will give priority to traffic from the south, we already have enough queuing traffic as it stands at the moment and accessing our driveway will become even more difficult. The proposals will also add lots of unsightly signs in an otherwise pleasant road and in effect provide no benefit to road users or residents. The real problem here is the very bad parking by parents collecting children from school. They park on both sides of the road without thought to other road users. A crossing is a good idea but educating parents to park responsibly would be a much better idea.</p>
(11) Member of public, (Oxford, Rymers Lane)	<p>Object - This is un-necessary. The public notice doesn't even provide an explanation of the reason for disrupting the flow of traffic in this way, never mind actually make a case for it.</p>
(12) Member of public, (Garsington, The Hill)	<p>Concerns – I am very concerned about the traffic calming proposed in Garsington. The two kerb narrowing approx 168 metres is fine but the one 20 metres south is going to cause great problems for the people living at that part of the hill. I also think all the farm machinery we have going though would have a problem getting through the narrower road especially at harvest time.</p>

(13) Member of public, (Garsington, Elm Drive)	<p>Concerns - I am objecting as the trouble with these traffic calming measures is they cause more stop start traffic and queues. This causes increased pollution with stationary traffic. More congestion at every other time of the day not just drop times. It's fine as it is - it works. There are other problems like people parking on hills and not driveways that cause the traffic to keep stopping and not flowing through. I haven't witnessed speeding just terrible parent drivers dropping kids at the school who show no respect for the road they cause more problems than just letting the traffic flow!</p> <p>It's a waste of money and Oxford spend too much money on traffic calming ltn's that cause more problems. Try repairing the state of the road surfaces and pathways and put more pathways in and there wouldn't be an issue.</p>
(14) Member of public, (Denton, Denton lane)	<p>Support - The place where the zebra crossing is proposed has always been dangerous. Cars fly up and down with no regard for people, children, animals or parked cars. There have been a number of occasions I have been verbally abused by signalling people to slow down. Having a school there is not a deterrent. I welcome the road narrowing as the pavements cannot support safe use as they are extremely narrow anyway. Slowing the traffic can only be a good thing, as it is used as a through route from Wheatley. Just get a move on before there is a serious accident.</p>
(15) Rather not say, (Garsington, Combewell)	<p>Support - The village has been complaining about the traffic speed and no footpath for years, but nobody has got this far with plans. I send my children to the school but there is no pathway or crossing near the school to make it safe for them. There is also no path for them to get to the recreation ground even when they cross the road.</p>
(16) Member of public, (Garsington, Combewell)	<p>Support - The road outside the school is extremely dangerous for pedestrians and a new road safety scheme is required for the safety of everyone in the village.</p>
(17) Member of public, (Garsington, The Hill)	<p>Support - Anything that slows traffic through the village would be welcome, people speed and it's a hazard to pedestrians, dog walkers, cyclists and villagers who live close to the roads.</p>
(18) Member of public, (Garsington, Wheatley Road)	<p>Support - Traffic needs to slow down in this area, improved safety for drivers, residents, local home owners, pedestrians etc. Fully support this plan.</p>

(19) Member of public, (Garsington, Wheatley Road)	Support - Great for safety, fully support!
(20) Member of public, (Garsington, Wheatley Road)	Support - For safety of our roads, thank you.
(21) Member of public, (Garsington, Willow Close)	Support - The current footpath is too narrow for a pushchair and drivers do not always pass with care
(22) Member of public, (Garsington, Wheatley road)	Support - To make the roads and path in the village safer for all residents, but especially for the school children travelling to and from school
(23) Member of public, (Oxford, Wheatley Road)	Support - I support the proposal as it will slow traffic down for the safety of the schoolchildren and parents dropping them off. Still think it needs a zebra crossing though right outside the school.
(24) Member of public, (Oxford, Shepherd's Hill)	Support - There is a need for a safe crossing for pupils and parents to safely get to Garsington primary school. I strongly support this application.

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