



## ***Delegated Decisions by Cabinet Member for Highway Management***

***Thursday, 22 June 2023 at 10.00 am***

***Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND***

Please note that due to guidelines imposed on social distancing by the Government the meeting will be held virtually.

If you wish to view proceedings, please click on this [Live Stream Link](#)  
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 working day on 30 June 2023 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**

Martin Reeves  
Chief Executive

June 2023

*Committee Officer:*

**Committees - Democratic Services**

*E-Mail: [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)*

*Note: Date of next meeting: 20 July 2023*

**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. Requests to speak should be sent to [committeesdemocraticservices@oxfordshire.gov.uk](mailto: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 the Previous Meeting (Pages 1 - 8)

To confirm the minutes of the meeting held on 25 May 2023 to be signed by the Chair as a correct record.

### 5. Oxford: Cowley Area Low traffic neighbourhoods - proposed amendments to traffic restrictions and use of ANPR enforcement cameras (Pages 9 - 64)

*Forward Plan Ref: 2023/125*

*Contact: Aron Wisdom, Programme Lead, [Aron.Wisdom@oxfordshire.gov.uk](mailto:Aron.Wisdom@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (CMDHM5).

A decision is required on proposed amendments to the vehicles permitted to pass through the traffic filter on Littlemore Road, and the use of ANPR enforcement equipment at the traffic filters on Littlemore Road, Littlehay Road and Crescent Road.

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

- a. **The use of Automatic Number Plate Recognition (ANPR) camera enforcement of moving traffic contraventions to include the existing exemptions and to permit extending these such that they include emergency services, buses, taxis, private hire vehicles and universal service providers (postal service) vehicles on Littlemore Road at a point approximately 10 metres north of junction with Compass Close within the Cowley Low Traffic Neighbourhood.**
- b. **The use of Automatic Number Plate Recognition (ANPR) camera enforcement of moving traffic contraventions to include the existing exemptions and to permit extending these such that they include emergency services, taxis, private hire vehicles and universal service providers (postal service) vehicles within the Cowley Low Traffic Neighbourhood at the following locations:**
  - i. **Littlehay Road – at a point approximately 15 metres east of the junction with Rymers Lane, and**
  - ii. **Crescent Road – at a point approximately 30 metres west of the junction with Junction Road.**

## **6. Wootton (Abingdon) - Proposed 20 mph Speed Limits and associated speed limit buffers (Pages 65 - 76)**

*Forward Plan Ref: 2023/093*

*Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)*

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

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph speed limits within the parish of Wootton (nr Abingdon) as advertised.

## **7. Adderbury - Proposed 20 mph Speed Limit (Pages 77 - 96)**

*Forward Plan Ref: 2023/060*

*Contact: Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)*

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

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Adderbury as advertised but with the two exceptions that the existing 30mph limits on the A4260 and Berry Hill Road be retained.

## **8. Bodicote - Proposed 20 mph Speed Limit** (Pages 97 - 106)

*Forward Plan Ref:* 2023/061

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

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

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Bodicote as advertised.

## **9. Bourtons (Banbury) - Proposed 20 Mph Speed Limits and associated speed limit buffers** (Pages 107 - 112)

*Forward Plan Ref:* 2023/118

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

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

To determine the implementation of new speed limits following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Great Bourton and Little Bourton as advertised.

## **10. Chipping Norton: residential development off A361 Banbury Road : proposed 20mph speed limit** (Pages 113 - 118)

*Forward Plan Ref:* 2023/109

*Contact:* Anthony Kirkwood, Principal Engineer Traffic and Road Safety,  
[anthony.kirkwood@oxfordshire.gov.uk](mailto:anthony.kirkwood@oxfordshire.gov.uk)

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

Traffic scheme to facilitate approved development.

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



## **11. Deddington - Proposed 20 mph and 50 mph Speed Limits** (Pages 119 - 124)

*Forward Plan Ref:* 2023/062

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

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

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph, 30mph, and 50mph speed limits in Deddington, Hempton and Clifton, all in the parish of Deddington, as advertised.

## **12. Epwell - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 125 - 130)

*Forward Plan Ref:* 2023/084

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

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

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Epwell as advertised.

## **13. Hanwell - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 131 - 144)

*Forward Plan Ref:* 2023/085

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM13**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of a 20mph speed limit in Hanwell as advertised.

## **14. Milcombe - Proposed 20 mph Speed Limits** (Pages 145 - 154)

*Forward Plan Ref:* 2023/068

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM14**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of a 20mph speed limit in Hanwell as advertised.

## **15. Milton (Banbury) - Proposed 20 mph Speed Limits** (Pages 155 - 160)

*Forward Plan Ref:* 2023/063

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM15**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of a 20mph speed limit in Milton as advertised.

## **16. Mollington - Proposed 20 mph Speed Limits and associated speed limit buffers** (Pages 161 - 170)

*Forward Plan Ref:* 2023/086

*Contact:* Geoff Barrell, Principal Engineer, 20mph speed limit project,  
[geoff.barrell@oxfordshire.gov.uk](mailto:geoff.barrell@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM16**).

To determine what speed limit changes should be made following consideration of public consultation responses.

The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Mollington as advertised.

## **17. Cumnor: Cumnor Hill - proposed Puffin crossing** (Pages 171 - 180)

*Forward Plan Ref:* 2023/053

*Contact:* Jankin Arsalan, Technical Officer, [jankin.arsalan@oxfordshire.gov.uk](mailto:jankin.arsalan@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM17**).

To consider any objections arising from the formal Statutory consultation.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised a puffin crossing on Cumnor Hill by Arnolds Way as advertised.

## **18. East Hanney - School Road - proposed waiting restrictions** (Pages 181 - 204)

*Forward Plan Ref:* 2023/042

*Contact:* Mike Horton, Technical Officer, Parking Team, [mike.horton@oxfordshire.gov.uk](mailto:mike.horton@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM18**).

To decide on proposed waiting restrictions.

The Cabinet Member for Highway Management is RECOMMENDED to approve the following restrictions, as advertised:

- a) 'No Waiting at Any Time' (double yellow lines) parking prohibitions on Brookside, School Road, and The Causeway,
- b) 'No Waiting Mon-Fri 8.30am to 9.15am & 3pm to 4pm' (single yellow lines) parking restrictions on The Causeway, and
- c) No Stopping on School 'Keep Clear' Markings (Mon-Fri 8.30am to 9.15am & 3pm to 4pm) on The Causeway

## **19. Oxford: Barns Road & other locations - proposed parking permit eligibility amendments** (Pages 205 - 234)

*Forward Plan Ref:* 2023/054

*Contact:* James Whiting, Principal Officer, [james.whiting@oxfordshire.gov.uk](mailto:james.whiting@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM19**).

To consider any objections arising from the formal Statutory consultation.

The Cabinet Member for Highway Management is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits as advertised:

- a) **Cowley Central East** – exclude the car free development at No.242a Barns Road from eligibility to apply for resident's parking permits & residents' visitors parking permits,
- b) **Summertown** – allow Grove House, St James Row, No.3 Grove Street to be eligible for one resident's parking permit and residents' visitors' parking permits,
- c) **Jericho** – allow No.1 Canal Street to apply for resident's parking permits & residents' visitors parking permits,
- d) **Cutteslowe** - exclude No.37 Templar Road from eligibility for resident's parking permits and residents' visitors' parking permits
- e) **North Summertown** – exclude the five new dwellings at No.4 Bladon Close from eligibility for resident's parking permits and residents' visitors' parking permits

## **20. Oxford: A420 St Clements - Headington Hill - proposed experimental bus lane** (Pages 235 - 252)

*Forward Plan Ref:* 2023/112

*Contact:* Martin Kraftl, Senior Transport Planner, [martin.kraftl@oxfordshire.gov.uk](mailto:martin.kraftl@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM20**).

The Cabinet Member for Highway Management is RECOMMENDED to approve the following:

- a. The introduction of an experimental bus lane for westbound buses on St Clements Street, London Place and Headington Hill along with necessary supplementary measures, including:
  - i. removal of the on-street parking bay between Caroline Street and Boulter Street,
  - ii. conversion of parts of the existing eastbound cycle lane from 'mandatory' (solid white road marking) to 'advisory' (dotted white road marking),
  - iii. removal of a short section of eastbound cycle lane between Boulter Street and Bath Street, and
  - iv. extension of existing cycle lanes in both directions at the signalled crossing west of Caroline Street by relocating the crossing zig zag markings.

**21. South & Vale of White Horse Various locations - proposed Disabled Persons Parking Places (new provision & removals)**  
(Pages 253 - 294)

*Forward Plan Ref:* 2023/116

*Contact:* Anthony Kirkwood, Principal Officer, [anthony.kirkwood@oxfordshire.gov.uk](mailto:anthony.kirkwood@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM21**).

To consider any objections arising from the formal Statutory consultation.

The Cabinet Member for Highway Management is RECOMMENDED to approve:

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Brasenose Road (Didcot), Canada Lane (Faringdon), Westbrook (Faringdon), Gainsborough Crescent (Henley-on-Thames), Luker Avenue (Henley-on-Thames), Thameside (Henley-on-Thames), Trust Corner (Henley-on-Thames), Chinnor Road (Thame), Simmons Way (Thame), Radnor Road (Wallingford) and St. Nicholas Road (Wallingford),
- b) The proposed removal of DPPP's at: Pound Piece (Ashbury), High Street (Dorchester-on-Thames),
- c) The proposed formalisation of the DPPP at Wey Road (Berinsfield),
- d) to defer approval of the proposals at the following locations: Appleford Drive (Abingdon), Hadland Road (Abingdon), Sherwood Avenue (Abingdon), Emmens Close (Checkendon), Ashford Avenue (Sonning Common) and
- e) to defer approval of the proposals to remove two DPPP's at: New Street (Henley-on-Thames).

**22. Wantage: A417 Reading Road : proposed extension of permanent 40mph speed limit** (Pages 295 - 300)

*Forward Plan Ref:* 2023/108

*Contact:* Anthony Kirkwood, Principal Engineer traffic and Road Safety,  
[anthony.kirkwood@oxfordshire.gov.uk](mailto:anthony.kirkwood@oxfordshire.gov.uk)

Report by Corporate Director Environment & Place (**CMDHM22**).

Traffic scheme to facilitate approved development.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of the extended 40mph speed limit east of the new roundabout junction on the A417 Reading Road as advertised.

## **Councillors declaring interests**

### **General duty**

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

### **What is a disclosable pecuniary interest?**

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

### **Declaring an interest**

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

### **Members' Code of Conduct and public perception**

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

### **Members Code – Other registrable interests**

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

### **Members Code – Non-registrable interests**

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.



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## DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

**MINUTES** of the meeting held on Thursday, 25 May 2023 commencing at 10.00 am and finishing at 11.30 am

**Present:**

**Voting Members:** Councillor Andrew Gant – in the Chair

**Other Members in Attendance:** Councillor Tim Bearder (for Agenda Item 16)

**Officers:**

Whole of meeting Paul Fermer, Director of Highways and Operations; Tim Shickle, Group Manager (Traffic and Road Safety); Anthony Kirkwood, Principal Officer, Road Safety; Geoff Barrell, Senior Infrastructure Planner; Jack Latkovic, Interim Head of Democratic Services; Kisi Smith-Charlemagne, Interim Committee Officer.

*The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports copies of which are attached to the signed Minutes.*

### 89/23 DECLARATION OF INTEREST

(Agenda No. 1)

Councillor Gant noted that regarding item 8 (St Oxford - St Michaels Street and Beaumont Street - proposed amendments to disabled and doctors parking places and vehicle access in St Michaels Street), that he was an employee of St Peter's College which was located on St Michaels Street. He noted that his employment at the college had no connection to the proposal, however, he was advised to mention it.

### 90/23 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were no questions from County Councillors.

### 91/23 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

The following speakers addressed the meeting:

Item 9	Oxford - various sites: Disabled Persons Parking Places - proposed new provision and removal	• Emma Dean (written submission)
	General statement on Traffic Filters and 20mph speed limits	• Danny Yee – Oxfordshire Liveable Streets
Item 11	Chinnor (Henton): 20 mph Speed Limit Proposals	• Cllr Kate Gregory (written submission)
Item 16	Stanton St John: Proposed 20 Mph Speed Limits	• Cllr Tim Bearder

## 92/23 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

Cllr Andrew Gant approved the minutes of the meeting held on 27 April 2023.

## 93/23 KINGHAM CHURCH STREET - PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS

(Agenda No. 5)

The report presented the consultation responses to the advertised no waiting at any time restrictions.

The Chair addressed the responses to the consultation and the replies provided by officers including those relating to loading/unloading and enforcement. He stated that he was satisfied to approve the proposals on the basis that they, like all such proposals, will be kept under review and amended later if necessary.

The Cabinet Member for Highway Management **APPROVED** the proposed no waiting at any time restrictions at Church Road at Kingham.

## 94/23 HANBOROUGH: REGENT DRIVE - PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS AMENDMENT

(Agenda No. 6)

The report presented the consultation responses to the advertised amendment to no waiting at any time restrictions.

The Chair addressed the responses to the consultation and the replies provided by officers. He confirmed that the proposal did not preclude the provision of a disabled parking space should such a proposal come forward. Other suggestions such as extending double yellow lines or introducing a Controlled Parking Zone could be considered in future reviews if this proposal does not achieve the aims.

Councillor Gant noted an email from the Local Member, Councillor Liam Walker, supporting the proposal.

The Cabinet Member for the Highway Management **APPROVED** the proposed no waiting at any time restrictions at Regent Drive.

**95/23 OXFORD: NORTH STREET, OSNEY - PROPOSED PARKING BAY & PERMIT ELIGIBILITY AMENDMENTS**

(Agenda No. 7)

The report presented the consultation responses to the advertised amendment to parking eligibility.

The Chair addressed the responses to the consultation and the replies provided by officers. He confirmed that the proposal did not preclude the provision of a disabled parking space should such an application be made.

A number of respondents argued that all residents must have access to parking if they need it. Councillor Gant responded that neither the County Council nor the City Council policies accepted that argument.

The Cabinet Member for the Highway Management **APPROVED**:

- a) the relocation of a residents parking place and associated amendments to no waiting at any time restrictions at North Street, and
- b) exclude the new dwellings at No.1 North Street from eligibility for resident's parking permits and residents' visitors' parking permits.

**96/23 OXFORD - ST MICHAELS STREET AND BEAUMONT STREET - PROPOSED AMENDMENTS TO DISABLED AND DOCTORS PARKING PLACES AND VEHICLE ACCESS IN ST MICHAELS STREET**

(Agenda No. 8)

The report presented the consultation responses to the advertised amendment to parking eligibility and vehicle access.

The Chair addressed the responses to the consultation and the replies provided by officers. He noted that one respondent suggested reducing the size of a loading bay in order to be able to replace the disabled parking space being lost. Officers were satisfied that the total number of disabled parking spaces in the area met the need and responded that the suggested change would require consultation.

Councillor Gant also noted in the report a request from the Oxford Union that vehicles that required access to their premises be exempt. He confirmed with officers that the Oxford Union could request exemptions for construction work, for example, in the same way as any other property owners on the street.

The Cabinet Member for Highway Management **APPROVED** the recommendations:

- a) approve the proposed extension by approximately 13m metres westwards of the extent of St Michael Street subject to the 'prohibition of all vehicles' restriction.

- b) Defer approval of the proposed removal of an existing Doctors parking place in St Beaumont Street to accommodate a new Disabled Persons Parking Place to allow a further assessment of the need for the Doctors Parking place.

**97/23 OXFORD - VARIOUS SITES: DISABLED PERSONS PARKING PLACES - PROPOSED NEW PROVISION AND REMOVAL**

(Agenda No. 9)

The report presented the consultation responses to the advertised proposals on Disabled Person Parking Places.

The Chair read out a statement from Emma Dean opposing removal of the DPPP at Corunna Crescent. He confirmed with officers that recommendation d) should read to “withdraw” the proposal to remove that DPPP.

The Chair addressed the responses to the consultation and the replies provided by officers and concluded that he was content to accept the officers’ judgement.

The Cabinet Member for Highway Management **APPROVED**:

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Gentian Road, Norreys Road, Park Town, Stile Road, Waynflete Road, Wharton Road,
- b) the proposed formalisation of DPPP at: Wylie Close,
- c) to defer approval of the proposals at the following location pending further investigations: Sunningwell Road,
- d) the withdrawal of the proposals to remove a DPPP at: Corunna Crescent.

**98/23 WITNEY CORN STREET - PROPOSED PERMANENT 'NO WAITING AT ANY TIME' RESTRICTION**

(Agenda No. 10)

The report presented responses received to a statutory consultation for an Experimental Traffic Regulation Order (ETRO) that removes a 15-metre section of unrestricted parking on Corn Street, Witney.

The Chair considered the comments and the officers’ responses. He believed that the loss of three out of 85 parking spaces to improve safety was justifiable. He noted the officers’ comment that a residents’ parking scheme should be considered afresh.

The Cabinet Member for Highway Management **APPROVED** the proposed permanent no waiting restrictions as advertised at Corn Street, Witney outside Nos. 148-152, following an 18 month experimental period.

**99/23 CHINNOR (HENTON): 20 MPH SPEED LIMIT PROPOSALS**

(Agenda No. 11)

Before considering the proposals on 20mph speed limits, the Chair agreed to the following request to speak.

Danny Yee, Oxfordshire Liveable Streets, advocated that the Council look to introduce 20mph limits in Oxford City in advance of the introduction of traffic filters. He referred to research that showed that reducing traffic congestion can lead to increased speeds.

The Chair confirmed that the 20mph proposals for Oxford City were still at an early stage. He hoped that road space freed up by the filters could be used to make walking and cycling safer.

The report on this item presented responses to a statutory consultation on the proposed introduction of 20mph and 50mph speed limits in Henton.

The Chair read out a statement from the Local Member, Councillor Kate Gregory, in support of the 20mph limit and retaining the 30mph limit. He then considered the comments from the consultation and the officers' responses.

Officers explained that the original proposal to increase the speed limit from 30 to 50mph on the link road to the village was intended to reduce the number of speed limit changes in a short distance. However, it was clear that residents opposed this so the final proposal was to retain 30mph on that stretch.

The Cabinet Member for Highway Management **APPROVED**:

- a) the proposed introduction of the 20mph speed limit as advertised, and
- b) that the existing 30mph speed limit should remain in lieu of the proposed 50mph speed limit.

#### **100/23 IPSDEN - PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 12)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Ipsden.

The Chair considered the comments and the officers' responses. Officers confirmed that the new speed limits were being well observed and were providing benefits to residents where they have been introduced.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits in Ipsden (including Hailey).

#### **101/23 KIDMORE END - PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 13)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits at Kidmore End.

The Chair considered the comments and the officers' responses. He noted that there were supporting comments by a number of local councillors.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits within the Kidmore End area.

#### **102/23 SOUTH STOKE - PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 14)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in South Stoke.

The Chair considered the comments and the officers' responses. He noted the comments from the Local Member, Councillor Kevin Bulmer, suggesting that the proposal would provide problems for buses and the fire service. However, the bus company responded and raised no objection. Officers confirmed that they work closely with the emergency services to ensure that proposals will not adversely affect their operations.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of a 20mph speed limit in South Stoke.

#### **103/23 ST HELEN WITHOUT - PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 15)

The report presented responses to a statutory consultation on proposals to introduce 20mph speed limits in Shippon, Cothill, and Dry Sandford – all within the parish of Saint Helen Without.

The Chair considered the comments and the officers' responses. Officers stated that the response from the bus company was submitted before discussions with them and they were now agreeable to the final proposals.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits within the parish of Saint Helen Without.

#### **104/23 STANTON ST JOHN: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 16)

The report presented responses to a statutory consultation on the proposed introduction of 20mph, 30mph, and 50mph speed limits in Stanton St John.

Before considering the comments and the officers' responses, the Chair agreed to a request to speak from the Local Member.

Councillor Tim Bearder opposed the proposed 50 mph section and would prefer that stretch be limited to 20mph. However, he accepted that would require further consultation and he did not wish to hold up introduction of the wider scheme.

Councillor Bearder also asked if the Shepherd's Pit Lane could be considered in the longer term as it was envisaged as a possible 'quiet way' to link with new developments around the Bayswater Road. Officers responded that it could form part of Tranche 3 and they would be happy to discuss that with Councillor Bearder.



The Cabinet Member for Highway Management APPROVED the proposed introduction of the 20mph, 30mph, and 50mph speed limits.

..... in the Chair

Date of signing .....

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

**CABINET MEMBER FOR HIGHWAY MANAGEMENT  
22 JUNE 2023**

**OXFORD: COWLEY AREA LOW TRAFFIC NEIGHBOURHOODS - PROPOSED  
AMENDMENTS TO COWLEY LTNS AND USE OF ANPR**

Report by Corporate Director, Environment and Place

**Recommendation**

1. **The Cabinet Member for Highway Management is RECOMMENDED to approve the following proposals:**
  - a. **The use of Automatic Number Plate Recognition (ANPR) camera enforcement of moving traffic contraventions to include the existing exemptions and to permit extending these such that they include emergency services, buses, taxis, private hire vehicles and universal service providers (postal service) vehicles on Littlemore Road at a point approximately 10 metres north of junction with Compass Close within the Cowley Low Traffic Neighbourhood.**
  - b. **The use of Automatic Number Plate Recognition (ANPR) camera enforcement of moving traffic contraventions to include the existing exemptions and to permit extending these such that they include emergency services, taxis, private hire vehicles and universal service providers (postal service) vehicles within the Cowley Low Traffic Neighbourhood at the following locations:**
    - i. **Littlehay Road – at a point approximately 15 metres east of the junction with Rymers Lane, and**
    - ii. **Crescent Road – at a point approximately 30 metres west of the junction with Junction Road.**

**Executive Summary**

2. Cabinet approved at its meeting on 19 July 2022, the proposal to incorporate the provisions of the current Experimental Traffic Regulation Orders (ETRO) into a Traffic Regulation Order (TRO) for the Church Cowley, Florence Park and Temple Cowley areas that are Low Traffic Neighbourhoods (LTNs). They also requested that officers to:
  - a) Undertake further community and stakeholder engagement in order to further refine and improve the scheme, with any changes to be implemented by Spring 2023.
  - b) Undertake a process of monitoring and reviewing all elements of the scheme, and to bring forward proposals for changes through the

consultation process which may include (but not necessarily be limited to): replacing some hard closures with ANPR-controlled traffic restrictions.

3. Following the above decision, officers engaged with key stakeholders including the local members and the Cabinet Member for Highway Management, bus operators, the emergency services and the Royal Mail, and it was **agreed to consult on the following amendments to the scheme**:
  - a) To change the current restriction at the traffic filter on Littlemore Road, which is sited 10 metres north of its junction with Compass Close to permit local buses, taxis, private hire vehicles, and **'Universal Service Provider vehicles'** to proceed through the filter.
  - b) The introduction of **'Automatic Number Plate Recognition'** cameras (ANPR) which will be positioned at the site of the filter, enabling any vehicle that contravenes the order to be issued a fixed penalty notice at the following locations:
    - Littlehay Road – with an exemption for emergency services vehicles only;
    - Crescent Road – with an exemption for emergency services vehicles only; and
    - Littlemore Road – emergency services, local buses, taxis, private hire vehicles, and Universal Service Providers (postal services)
4. These were the proposed changes that were presented for consultation in March 2023.

## Introduction

1. A Low Traffic Neighbourhood (LTN) is an area where motorised traffic is prevented from taking short cuts through a residential area by the implementation of traffic filters. This creates quieter and safer streets where residents can enjoy their streets, with cleaner air, and feel safer and more comfortable when making local journeys particularly by bike or on foot.
2. A key part of the Council's Local Transport and Connectivity Plan (LTCP), adopted in July 2022, is to prioritise people over motor vehicles and is reflected in the road hierarchy. Cutting volume and speed of vehicles is essential to achieving this aim which also allows healthy place shaping. The LTCP sets ambitious targets of:
  - reducing 1 in 4 car trips by 2030;
  - delivering a net-zero transport network by 2040; and
  - having zero, or as close as possible, road fatalities or life-changing injuries by 2050.
3. In November 2022, the Council adopted its Central Oxfordshire Travel Plan (COTP) which will look at options to free up limited road space where buses are fast, affordable and reliable and where people can walk and cycle in

pleasant and safe environments whilst at the same time reducing high polluting individual car journeys. LTNs are part of a much wider strategy in achieving these goals.

4. In March 2020, the Oxfordshire County Council (the Council) approved the Oxford Local Cycling Walking Infrastructure Plan (LCWIP). This sets out an ambition to increase cycling in Oxford by 50% by 2031. The Oxford LCWIP includes LTNs as one of its eight core policies to promote cycling and walking.
5. The LTNs help to achieve some of the Council's priorities to prioritise the health and wellbeing of residents and invest in an inclusive, integrated and sustainable transport network.
6. The legislation this is being progressed under is part 6 of the Traffic Management Act 2004. The Council will be required to adhere to the requirements set down by the Department for Transport and ensure that the site-specific Traffic Regulation Orders comply with legal requirements and the site-specific consultations are carried out correctly.
7. Since the implementation of LTNs, the Council has been successful in its application to the Department for Transport. These powers were granted in July 2022. This enables the local highway authority to enforce certain moving traffic offences with the purpose to enable authorities to manage specific problem areas through Automatic Number Plate Recognition camera enforcement (similar to bus gates) with the fines being retained by the authority to cover the maintenance and management costs.
8. Due to the challenges and issues highlighted through the initial implementation of the LTNs, it is considered that enforcement of the restriction and associated traffic order through camera enforcement rather than a physical restriction is required to help address some of these concerns.
9. The use of cameras for this purpose aligns with the site selection criteria set out at Annex 1 within the Moving Traffic Offences Cabinet report in January 2022.
10. The proposed change of enforcement from a physical restriction to camera also presents an opportunity to review and change the restriction (and associated traffic order).
11. After reviewing the LTNs and consulting with stakeholders, the Council proposed to make the following changes to the LTNs, **as consulted**:
  - To permit buses, taxis, private hire and universal service providers (postal service) vehicles to pass through the existing traffic filter on Littlemore Road, Littlehay Road and Crescent Road; and
  - Enforce the traffic restrictions at three filter locations by using Automatic Number Plate Recognition cameras (ANPR):

- Littlehay Road – with an exemption for emergency services vehicles only;
  - Crescent Road – with an exemption for emergency services vehicles only; and
  - Littlemore Road – emergency services, local buses, taxis, private hire vehicles, and Universal Service Providers (postal services).
12. All Emergency Services vehicles would be exempt from restrictions at these three locations and would be permitted to pass through the filters.
  13. The sites proposed were selected following stakeholder engagement including extensive liaison with the emergency services, internal reviews, and site visits. Consideration was given to the impact on the scheme objectives of the LTNs including the aim to reduce through traffic on residential streets.
  14. The use of ANPR at certain locations would allow flexibility for amendments to bus services, allow for increased police patrols and offer network flexibility during unforeseen and/or emergency situations on the highway network. Enforcement would include the automatic issuing of penalty charge notices (PCNs/fines) to non-exempt vehicles going through the closure points.
  15. It should be noted that other changes to the Cowley LTNs are being investigated, to be implemented at a later date, and subject to local engagement and/or consultation.

## Consultation

16. The Council carried out a six-week consultation on these proposals covering both the change in order and intent to enforce the order by ANPR camera, which ran from 6 March 2023 to 17 April 2023.
17. The questionnaire included an overview of the proposals for the ANPR details on LTNs, copies of the public notice, statement of reasons, the draft traffic regulation order relating to the proposals, and plans of the proposed camera locations. It was designed to quantify the level of support for the proposed changes only. Demographic questions were asked to understand the views and identify any impact on particular groups (gender, age, ethnic group and disability). The survey introduction and letters associated with the consultation also included a note emphasizing the parameters of the survey. For example, from the survey:

*'NOTE - this consultation forms part of the formal process solely concerned with the specific proposals as advertised, and has no influence on the presence or location of the current LTNs. Further details on the LTNs in general can be viewed here.'*

18. Letters advising people about the survey were sent to approximately 7,000 addresses within the Cowley LTNs and on Cowley LTN boundary roads when the survey opened. The survey was also advertised widely in the local press,

the Council newsletters, and on social media. Hard copy survey packs were distributed to city libraries. Fourteen individual paper copies of the survey were requested directly, of which four were received back by the Council.

19. The council received 1,017 responses to the survey via the online channel, and four people submitted paper responses. It also received emails from 32 individuals, 4 businesses and groups, and from 12 councillors (one from a group of nine local councillors) in relation to the Cowley LTNs ANPR consultation.
20. There were roughly 524 responses from within the local Cowley LTNs area (218 from Church Cowley, 165 from Temple Cowley and 141 from Florence Park). In addition, there were 472 responses from other areas, mostly (385) from residents outside the LTNs in Cowley and other parts of Oxford. Only 24 (2%) of the responses came from local businesses.
21. The responses to this consultation have been analysed and the full report is available as Annex 1.

### ***Consultation Findings***

22. A summary of the findings from the consultation is as follows. Over half of all responses objected to the proposals. For comparison, the percentages supporting and objecting do not differ greatly from the Cowley LTNs ETRO survey results (February 2022 - 26% supported the scheme, 11% had concerns and 64% objected).

<b>Proposed:</b>	<b>Littlemore Road exemptions</b>	<b>Crescent Road ANPR</b>	<b>Littlehay Road ANPR</b>	<b>Littlemore Road ANPR</b>
<b>Response:</b>				
<b>Concerns</b>	(197) 19.0%	(145) 14.0%	(144) 14.0%	(155) 15.0%
<b>Object</b>	(552) 54.0%	(588) 58.0%	(586) 57.5%	(591) 58.0%
<b>Support</b>	(203) 20.0%	(240) 24.0%	(239) 23.5%	(235) 23.0%
<b>No opinion</b>	(69) 7.0%	(48) 4.0%	(52) 5.0%	(40) 4.0%

### ***Exemptions proposals – Littlemore Road***

23. Those answering from outside Oxfordshire (including neighbouring counties) almost unanimously objected to all proposals (Littlemore Road exemptions, and ANPR cameras at the three points on Crescent Road, Littlehay Road and Littlemore Road).
24. More people from east Oxford than from other areas – including Cowley were in support of the proposals.
25. People living within the Church Cowley and Florence Park LTNs were more supportive of the ANPR proposals (not the same for exemptions), than those living on streets with closure points on in the same LTNs. These trends are reversed for the Temple Cowley LTN.

### ***Comments***



26. Almost every single response provided full and detailed comments – shaping an understanding of concerns and experiences. These also provide a critical insight into individual aspects of perceived road safety at particular locations and include constructive suggestions towards resolving specific pinch-points and potential impacts. The comments mostly cover wider matters than the specific question posed and often cover multiple points.
27. One of the most commonly occurring sentiments in the comments was an overall wish for the LTN traffic restrictions to be removed entirely. This point does not form a part of the survey as noted above. The survey did not ask whether the existing restrictions should be in place, but for feedback on proposals to introduce ANPR at three specific closure points within the Cowley LTNs. For this reason, these comments will not be directly addressed in this report but would have significantly skewed the consultation responses. Comments that are not directly relevant to the questions asked are being considered by officers against the wider LTNs programme, alongside emails, calls and feedback shared with councillors.
28. A ‘significant’ number (not a majority but enough to flag as a key trend) of comments objected to proposals for ANPR and/or ANPR exemptions but said they supported the LTNs.
29. The main theme (apart from the preference to remove all restrictions relating to the LTNs) that appears in the comments is a concern that the three roads with ANPR would generally be used as through roads by motor vehicles without an effective hard closure in place (such as a bollard and planters).

### ***Responses from Businesses***

30. 2% of the overall responses were from local businesses. 79% of these responses objected to the exemptions, and the ANPR proposals – with a small number expressing concerns. Their view is that the LTNs negatively affect businesses. Again, these responses were largely based on the principle of LTNs rather than what the consultation was concerned with – using ANPR to enforce certain LTN filter points.

### ***Other Stakeholders***

31. Thames Valley Police, Oxfordshire Fire and Rescue Service, and South Central Ambulance Service were very supportive of ANPR as best practice for ease of emergency access.
32. Oxford Health NHS Trust emphasised its need to be included in exemptions – particularly to make time critical deliveries of medical treatment and equipment.
33. Unlimited Oxfordshire asked for exemptions specifically for all vehicles carrying blue badge holders.

### ***Exemptions at Littlemore Road***

34. The following summarises the comments received expressing concerns about exemptions at Littlemore Road:
- a. Drivers may ignore or be unaware of the filters;
  - b. Road safety for pedestrians and cyclists – it won't be safe with vehicles travelling through the filters;
  - c. Setting a precedent – there will be pressure for further exemptions in the future;
  - d. taxis and private hire vehicles would use Littlemore Road throughout the day generally as an easy through route;
  - e. local residents should be exempt as they would not be acting as through traffic (1% of responses);
  - f. Blue badge holders and/or carers should be exempt (5% of responses);
  - g. The proposals only exempt taxis and private hire vehicles on Littlemore Road - taxi and private hire vehicle operators responding to the survey expressed concern about this issue;
  - h. Climate impacts – only electric vehicles should be exempt; and
35. The following summarises the comments received expressing support for exemptions at Littlemore Road:
- a. Improves ease of access for emergency services - 21% of all responses mentioned emergency services – either expressing criticism of the hard closures for impacting emergency vehicle access; or noting support for ANPR/exemptions to make emergency services access easier;
  - b. Improves ease of access for key services; and
  - c. Improves ease of access for taxis and private hire vehicles.

***Proposed use of ANPR cameras to aid enforcement of the LTNs***

36. The most commonly occurring sentiments towards the ANPR proposals were either a desire for the LTN restrictions to be removed in their entirety or concerns that ANPR restrictions would be ignored – especially in the context of roads being less safe for pedestrians and cyclists. The main points raised are listed below – firstly for comments referring to the ANPR proposals in general; and then the road-specific comments:

***Overall***

- a. ANPR restrictions would be ignored - there was particular concern that drivers might miss or ignore the restrictions if ANPR were in place, but not hard closures; and around motorbikes and mopeds continuing to travel through LTN closure points;
- b. Overall objections to ANPR - 5% of the responses expressed worries that the cameras might be used for surveillance; and

- c. Overall support of ANPR proposals – ANPR will help stop motorcycles driving through at speed, which will create a safer environment and allow Emergency Services through the restrictions.

#### *Crescent Road*

- 37. The specific comments relating to Crescent Road included points about the speed of traffic travelling down the hill without the restrictions in place and exemptions for local residents. The camera would provide some flexibility to manage the network and be the least controversial and effective way of managing the LTN system.

#### *Littlehay Road*

- 38. Several responses raised concerns that removing physical closures on Littlehay Road could effectively reinstate the regular use of the Rymer's Lane/Cornwallis Road junction as a busy crossroads and noted previous accidents at that point.

#### *Littlemore Road*

- 39. Concerns about Littlemore Road included, buses and taxis already have exemptions for Bartholomew Road, and as a result there is still quite a lot of traffic on Littlemore Road. This discourages active travel especially for children. Concerns that it is very difficult to get out of Littlemore. On the other hand, there is support for the cameras, LTNs deserve "proper enforcement".

#### **Overall traffic restrictions comments**

- 40. A considerable proportion of comments received raised concerns about the impacts of LTNs in general. As has been previously stated, this was not the purpose of the consultation so will not be addressed in this report. However, all comments can be viewed in Annex 1.

#### **Comments from Littlemore Councillors**

- 41. A group of councillors representing Littlemore submitted a detailed comment on impacts from the Church Cowley LTN as it is, regarding connections and access – especially where these impacts are increased due to further external factors. The detailed submission is contained within the survey report in Annex 1.
- 42. In summary their submission contained the following points and suggestions:
  - a. Recognition that there are benefits to the Church Cowley LTN which should be retained.
  - b. The characteristics and functions of Littlemore Road are distinct and unique compared to any other road within an LTN and should be managed appropriately to reflect these features.

- c. The introduction of ANPR at Littlemore Road is supported, but with a wide range of exemptions, including residents, and limited hours of operation to facilitate active travel modes for journeys to school.
- d. Re-opening Littlemore Road for residents outside school hours, with associated safety improvements for active travellers.
- e. Measures to avoid fines for accidental infringements and to assure data protection.
- f. Ensure that any surplus revenue from the ANPR is invested back into local transport improvements in the immediate local area.
- g. A desire to improve cyclist safety and encourage new cyclists to use the Church Cowley LTN. For example, investment in traffic calming and cycle safety measures on Cowley/Littlemore/Crowell Road and on Newman Road.
- h. Detailed suggestions for future improvements to the local area. For example, improved local services and amenities, new and improved walking and cycling routes, and improved transport options. These suggestions include progression of the Cowley branch line re-opening for passengers, car clubs, cycle parking and community shuttles.

### **Email Submissions**

- 43. The Council received emails from 32 individuals, 4 businesses and groups, and emails from 12 councillors (one from a group of nine local councillors, see above) in relation to the Cowley LTNs ANPR consultation. These emails have not been included within the survey analysis (excepting emails submitting text that was also filled in as a survey response) but, along with all other feedback, are being reviewed by the Council.
- 44. The points made and concerns raised in the emails reflect those shared in the survey responses including the principle of LTNs not the method of enforcement. In relation to the consultation in question, some responses were concerned that replacing a hard closure point with ANPR enforcement could result in widespread use of these roads by through traffic – and the resultant impacts on road safety and air quality for active travel.

### ***Emails from individuals***

- a. Six people urged that hard closures were kept to protect the safety of vulnerable road users and avoid drivers using the roads as regular through routes
- b. Four people wrote to express their support for the LTNs
- c. Two people wrote to express support for the ANPR proposals
- d. Five people submitted general enquiries
- e. Two residents recommended that local residents' motor vehicles should have exemptions
- f. Two local people wrote to advise that they were concerned about business impacts from the LTNs

- g. Two people wrote to raise objections relating to the consultation notice and/or processes
- h. Two people wrote to say LTNs and the ANPR proposals were a waste of money
- i. Seven people wrote to express a strong dissatisfaction with the LTNs themselves, and a desire for traffic restrictions to be removed

***Emails from groups***

- 45. Cyclox, OCN Cycling and Cowley Area Transport Group submitted individual letters with a common points set:
  - a. Due to continuing vandalism incidents, and drivers damaging closure points to continue using roads as through roads, the LTN scheme is not felt to have had the chance to have a 'proper trial' yet
  - b. Removal of hard closure points in favour of ANPR and introducing some exemptions would 'diminish the benefits of the [LTN] scheme' (Cyclox), impact on opportunities for urban realm improvement (OCN Cycling), and could create serious safety risks for cyclists and pedestrians (Crescent Road cited by Cyclox in particular due to the gradient of the road)
  - c. Concerns about safety around taxis driving through Crescent, Littlehay and Littlemore roads, and vulnerable road users
- 46. From Cowley Area Transport Group (CATG): "Bearing in mind the exceptionally challenging Oxford context the Council must lead on traffic reduction and with foresight of the consequences if they do not make rapid progress"
- 47. CATG said it felt there was 'no evidential basis for this change [from hard closures to ANPR]'.

***Oxford Bus Company***

- 48. Oxford Bus Company responded highlighting the importance of the area to local bus services and recognising local demand for faster bus services to from Minchery Farm and Littlemore to Cowley Centre. They therefore support the proposals at Littlemore Road and acknowledge this will allow buses to operate directly via Littlemore Road and Crowell Road to provide faster services to Cowley Centre and providing a more attractive option than the private car. This would require rerouting of the service from Bartholomew Road but requested that this facility should be maintained in order to allow flexibility in providing future orbital bus services.
- 49. Oxford bus Company also supports the adoption of ANPR enforcement of the proposed locations where general traffic is not permitted to pass through filters at Littlehay Road and at Crescent Road. The use of ANPR at these locations will allow flexibility for amendments to bus services, as well as allowing for network flexibility during unforeseen and/or emergency situations on the highway.

***Taxis***

50. COLTA responded to the consultation, welcoming the proposed amendment at Littlemore Road and strongly objecting to the proposed exemptions (emergency services only) at Littlehay and Crescent Roads. In their opinion, taxis should be exempt at all three locations.
51. A local taxi driver wrote to object to the LTNs in general but also raised concerns about the impacts for emergency services access caused by displaced traffic on arterial roads – necessitating vehicles to use sirens to gain access through traffic congestion.

***Email comments from councillors***

***Cllr Arshad***

- a. Crescent Road should include exemptions for emergency vehicles, local buses, taxis, private hire vehicles, Universal Service Providers and blue badge holders (for carers and family members who regularly visit the elderly and/or need care towards the end of life).
- b. Local residents on Temple Road need equal, two-way access.

***Cllr Corais – Littlemore Parish Council***

- a. Bartholomew and Littlemore Road should have exemptions for blue badge holders and care workers
- b. Residents of Bartholomew Road, Sandy Lane West, Spring Lane, Bampton Close, Broadfields Close, Herschel Crescent, Bodley Road, Addison Drive, Orchard Way, Van-Diemans Lane should be exempt for Bartholomew Road.
- c. Littlemore parish and ward residents should have exemptions on Littlemore Road
- d. If these are not possible, ANPR on Bartholomew and Littlemore Roads should only operate 7.30am to 6.30pm (as in city centre)
- e. Universal service providers should include gas engineers, rubbish collection and Littlemore Parish Council Maintenance vehicle
- f. On Mayfair Road the three LTN planters should be changed to two planters with an unlockable bollard in the middle to allow access for emergency service vehicles.

***Cllr Railton***

- a. Relevant points are to support modal change to replace one in four local car trips with active travel and nearly double levels of cycling (as in LTCP), reduce 'road violence'
- b. Best way to achieve this is to keep hard closures and enhance enforcement with ANPR on key filter points to prevent mopeds and motorcycles passing through; and create a 24/7 bus gate on Crowell Road with an improved bus route/service for Littlemore

- c. If the data is sufficient to support it (both before implementation and monitoring after installation) the EMS-only, blue-light only 24/7 ANPR on Littlehay/Crescent Road is also a reasonable trade-off.
- d. Concerns about taxis speeding on Crowell Road, and whether postal services need specific exemptions over other universal service providers; also that timed exemptions would undermine objectives and confuse people; and resident exemptions would also be difficult to deliver fairly and set precedents – again undermining aims to reduce traffic
- e. ANPR fine revenue should be invested in area close to where fine originates

“I understand the desire for compromise and some middle ground for this scheme so have laid out what compromises I think are proportionate. However, I don't think we should repeat the same mistakes of the previous decades and prioritise the convenience of people driving private vehicles through our city over the safety, health and well-being of everyone else (especially as your own policies say this too). I have faith that this Council will begin to redress this balance.”

*Cllr Hicks*

Has provided detailed feedback – most specifically:

- a. Support Littlemore Road modal filter to become ANPR 24/7 but with bus-only exemption and dependent on the guarantee of a new bus route between Littlemore and Templars Square shopping centre
- b. Oppose Littlehay Road and Crescent Road ANPRs given lack of evidence that it will improve response times and the risk of increasing road danger). If ANPR is brought in, in these locations then please do a review at 6-12 months
- c. 100% of the moneys raised from Cowley LTN ANPRs should be spent on place-making/walking and cycling improvements in Cowley and the surrounding areas
- d. As the default, modal filters should be kept as physical bollards/planters – only use ANPR instead of physical modal filters for new bus routes
- e. Only introduce ANPR for emergency services if there is sufficient evidence there is a public safety benefit over and above the increase in danger that comes from the increased traffic volume associated with ANPR

### **Officer comments**

- 52. Officers have considered all comments made that were relevant to the consultation in relation to ANPR enforcement at 3 locations in the Cowley LTN area.
- 53. The introduction of an ANPR camera at Littlemore Road that is only active during school drop off and pick up (the suggested times of 8:00 to 9:00 and



14:30 to 16:30) would not necessarily see a shift in behaviour change that will meet the policies set out within the Local Transport Connectivity Plan (LTCP). Motorists will likely continue to use their car but will alter their journey to avoid the hours of enforcement.

54. In addition, motorists will likely reassign their journey to travel through Littlemore Road from the A4142 – Eastern By-pass and potentially the A4074, to avoid specific junctions on the road network. This will result in additional trips on Littlemore Road and surrounding streets which the LTNs are designed to reduce.
55. Other suggestions, such as exemptions for local residents and avoiding fines for accidental infringements, will require back-office software and significant officer time to manage. Questions over what determines a local resident would also require clarification. This proposal, if considered acceptable, would set a precedent for other restrictions to have the same exemptions. This would again not align with the policies set out in the LTCP.
56. Cyclists who are not confident to share the carriageway with motorists would feel less confident to do so if the exemptions, as proposed within the joint letter from Littlemore councillors, were taken forward. Similarly, school children may not be confident to use the road outside of the drop off and pick up times. Children should be encouraged to cycle beyond these times and an ANPR camera with limited enforcement times would not support this.
57. Notwithstanding the above, suggestions such as Private Hire Vehicles (PHV) and taxis should be considered. Data collected from both Cornwallis Road and Bartholomew Road bus gate shows that over a 12-hour period a total of 110 (approximately one every 7 minutes) and 309 (approximately one every 2 minutes) PHV and taxis travelled through each gate respectively. Those vehicles driving through Bartholomew Road will currently use Littlemore Road to either enter or exit Bartholomew Road and, therefore, it is anticipated that the number of taxis or PHV would not significantly increase traffic on these roads.
58. Vehicles contravening the restrictions at Cornwallis Road and Bartholomew Road bus gates saw a steady decline throughout 2022. The last three months of 2022 saw an average 15 and 24 penalty charge notices being issued per day respectively. It is, therefore, assumed that traffic will not increase significantly as a result of using ANPR cameras as enforcement.
59. Since the Bartholomew Road bus gates are in close proximity of the proposed Littlemore Road ANPR, it is important that the exemptions are consistent. This will help reduce the amount of PCNs being issued due to road users being confused as to which restriction they are exempt from.
60. Additionally, taxis and PHVs are seen as an important part of the public transport network so this would provide advantages similar to buses. If the recommendation is passed to allow taxis and PHVs to travel through all three proposed ANPR locations, the scheme will be monitored carefully to ensure it

is still achieving its objectives. All motor vehicles that are exempt, should be seen as 'guests' in an environment where priority is given to walking, wheeling and cycling.

61. Although many of the suggested changes cannot be implemented at this time, officers will review exemptions and timings across all LTN ANPR locations to understand whether any further changes can be made without impacting on scheme objectives, policy objectives and subject to 'back office' system capability in the short-term.
62. Some of the suggested additional measures from councillors and the public sit outside of the ANPR consultation and the scheme budget. However, these suggestions will be passed to relevant teams for further consideration.

### Sustainability Implications

63. The implementation of the Cowley LTNs was designed to encourage the use of sustainable transport modes, especially walking and cycling. The introduction of ANPR cameras to enforce the filters at three locations with limited exemptions for some vehicles is not likely to change the sustainability impact of the LTNs.

### Legal implications

64. The proposals and any orders arising from the decision are being made in accordance with the powers and duties set out in the Road Traffic Regulation Act 1984, the Traffic Management Act 2004 and related regulations.

### Financial and Staff Implications (including Revenue)

	Civils + electrical connections	Integration costs	ANPR camera costs	TOTAL	Annual operating costs (year 2 onwards)
Crescent Road	£21,778	£5,000	£29,135	£55,913	£9,785
Little Hay Road	£14,614	£5,000	£29,135	£48,749	£9,785
Littlemore Road	£21,000 (estimated)	£5,000	£29,135 (estimated)	£55,135 (estimated)	£9,785

65. There will be annual operating costs for the ANPR cameras, which covers preventative maintenance and software licences of £9,785 for each site. The level of likely vandalism is unknown, but could cost in the region of, up to £100k.
66. The operational costs for the cameras including annual licencing / maintenance (including acts of vandalism), and back-office staff will be funded through the revenue from PCNs issued.

## **Equalities and Inclusion Implications**

67. An Equality Impact Assessment (EqIA) was completed and included within the Cabinet Report in July 2022. It is not considered that the introduction of ANPR with the revised exemptions will significantly change the impacts on Equality and Inclusion as previously identified.

Bill Cotton  
Corporate Director, Environment and Place

## **Annexes**

Annex 1: Oxford: Cowley LTNs - ANPR Camera Enforcement & Littlemore Road Exemption Amendment - Consultation Survey Report

Contact Officer: Aron Wisdom

June 2023

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**Oxford: Cowley LTNs - ANPR Camera Enforcement &  
Littlemore Road Exemption Amendment**

**Consultation survey report**

Table of contents:

<b><u>Introduction</u></b>	2	<u>Summary of proposal</u>	2
		<u>Things to note</u>	3
<b><u>Overall results</u></b>	4	<u>Demographics of responses</u>	5
		<u>Geography of responses</u>	6
<b><u>Responses analysis</u></b>	7	<u>Overall takeaways</u>	8
		<u>Exemptions proposal – Littlemore Road</u>	8
		<u>ANPR proposals</u>	8
		<u>Table of responses by respondent location</u>	9
		<u>Table of responses by demographics</u>	10
<b><u>Comments analysis</u></b>	11	<u>Overview</u>	11
		<u>Approach</u>	11
		<u>Comments brief</u>	11
		<u>Comments results</u>	12
		<u>Influential points (note)</u>	12
		<u>Business responses</u>	14
		<u>Groups responses</u>	14
		<u>Proposed exemptions – Littlemore Road</u>	15
		<u>Proposed use of ANPR cameras</u>	18
		<u>Overall ANPR comments</u>	18
		<u>Crescent Road</u>	19
		<u>Littlehay Road</u>	20
		<u>Littlemore Road</u>	21
<b><u>Recommendations</u></b>			21
<b><u>Overall traffic restrictions comments</u></b>			22
<b><u>Concluding note</u></b>			24
<b><u>Endnotes</u></b>			24
<b><u>Appendix</u></b>	25	<u>Letter</u>	25
		<u>Survey questions</u>	26
		<u>Key Frequently Asked Questions</u>	28
		<u>List of word groups for comment analysis</u>	29
		<u>Comments from groups</u>	30

## BRIEF INTRODUCTION

Low traffic neighbourhoods (LTNs) are intended to make residential streets safer and more comfortable for walking, wheeling, and cycling. The Cowley LTN area was made permanent following Cabinet approval in [July 2022](#)<sup>1</sup>. It supports the wider policy of improving road safety, in particular for vulnerable road users, including pedestrians and pedal cyclists as per the approved road hierarchy.

## Summary of the proposals

Oxfordshire County Council invited people to share their views on proposals to install automatic number plate recognition (ANPR) cameras at three of the current Cowley LTN closure points as a part of the ongoing review of the LTN programme. People shared their views by answering an online/paper survey, and/or by contacting the county council. This report looks at the results of the online/paper survey. It was made clear on the consultation documentation that Oxfordshire County Council is seeking views on the method of enforcement of the certain LTN points not the principle of the LTNs themselves.

The sites proposed were selected following stakeholder engagement including extensive liaison with the emergency services, internal reviews, and site visits. Consideration was given to the impact on the scheme objectives of the LTNs including the aim to reduce through traffic.

The survey asked firstly for feedback on proposals to amend the current restriction at the closure point (filter) on Littlemore Road (sited 10 metres north of its junction with Compass Close). The amendment would permit local buses, taxis, private hire vehicles, and postal service vehicles to proceed through the filter.

Secondly, the survey asked for feedback on the proposal to use ANPR cameras (positioned beside the filter points) to enforce the existing filter points at three nominated sites. Enforcement would include the automatic issuing of penalty charge notices (PCNs/fines) to non-exempt vehicles going through the filter points. The proposed sites and the associated exemptions are as follows:

- Littlehay Road – emergency vehicles only
- Crescent Road – emergency vehicles only, and
- Littlemore Road – emergency vehicles, local buses, taxis, private hire vehicles, and universal service providers.

The use of ANPR at certain locations will allow flexibility for amendments to bus services, allow for increased police patrols and allow the locations to offer network flexibility during unforeseen and/or emergency situations on the highway network.

The survey introduction and letters associated with the consultation set out the parameters of the survey.

**Survey text note:** 'NOTE - this consultation forms part of the formal process solely concerned with the specific proposals as advertised, and has no influence on the presence or location of the current LTNs. Further details on the LTNs in general can be viewed [here](#)'.

Website and letters note: 'Please note that this is a formal process concerned only with the ANPR proposal, and has no influence on the presence or location of the actual LTNs'.

## Things to note

There are three main points to note when reading the results of the survey as they provide some context to factors influencing response sentiments:

- The survey attracted a higher-than-average number of responses, with a small, but notable number focused on obstruction to freedom of movement by private car, and/or totalitarian control. Additionally, 2% of the survey responses either did not enter street, region, or postcode information, or (a small number) entered false street addresses or postcodes. More on this in the comments analysis.
- There was a prevailing trend in the comments for stating an overall dissatisfaction with the LTN restrictions rather than offering feedback on the proposals in the survey. There is more on this in the comments analysis.
- A 'significant' number (not a majority but enough to flag as a key trend) of responses objected to proposals for ANPR and/or ANPR exemptions on the grounds that they prefer the use of bollards to enforce traffic restrictions. More on this in the comments analysis.

Key points and items to be aware of when reading the survey results are discussed in the table below.

<p>Point: <b>Responses were UK-wide, and some may be less familiar with the local environment.</b></p> <p>Context: The survey was open to anyone who wanted to comment, recognising that the proposals are relevant for a much wider group of people than those with addresses in the city (e.g., people in the wider county or further out accessing the city for work, shopping or visiting friends and family).</p> <p>Mitigation: Responses have been geo-tagged where possible to improve clarification of points raised, and better understand the geographic distribution of responses.</p>
<p>Point: <b>Many responses used the comments options to voice opposition to the LTNs as a whole or to traffic restrictions in general,</b> without commenting on the proposals presented in the survey.</p> <p>Context: A number of responses voiced an overall dislike of the LTN programme and/or wider measures restricting traffic movement but did not necessarily provide clarification or recommendation.</p> <p>Mitigation: This consultation was specifically aimed at gathering feedback on proposals to install ANPR cameras at the stated points. The comments about the LTNs in general have been noted and are being reviewed against the wider LTN programme rather than the specific proposals of this survey.</p>
<p>Point: <b>A 'significant' number (not a majority but enough to flag as a key trend) of responses objected to proposals for ANPR and/or ANPR exemptions but said they supported the LTNs in the comments sections.</b></p> <p>Context: These responses cited in comments that they supported traffic restrictions using the bollards but were concerned that many private, or public-hire vehicle drivers would ignore restrictions if there was not a 'physical' barrier in place.</p> <p>Mitigation: The proposals have been reviewed in the context of emergency service access and it is currently proposed that most filter points will still have bollard/fixed filter points. As proposed, the exemptions will equate to a small proportion of vehicles compared to pre-LTN levels (as in Bartholomew Rd and Cornwallis Road)</p>
<p>Point: <b>Conspiracy concerns</b></p> <p>Context: Several responses cited concerns about the World Economic Forum and governmental conspiracies.</p>

Mitigation: This is discussed in the comments analysis.

**Point: Responses not providing some data**

Context: Some responses do not answer all of the questions asked – which means there are some gaps in the analysis.

Mitigation: It is at the responder's discretion to share this information or not. Where an answer is not provided, the response is treated as 'No-Answer' in analysis.

**Point: False post-codes**

Context: Several responses entered false postcodes – these responses commented on totalitarian agendas. Postcodes were cross-referenced against Royal Mail lists and wider online searches.

Mitigation: Where the locational data provided is false, it has been treated as 'No-Answer' in our analysis. Supplied street names, regions and post-codes have been cross-checked with local maps and post code data<sup>ii</sup> to identify and resolve inaccuracies (e.g., misnamed streets or inaccurate post-codes).

## OVERALL RESULTS

The Oxford: Cowley LTNs - ANPR Camera Enforcement & Littlemore Road Exemption Amendment survey was open from 6 March until 17 April 2023. During this time, 1017 people responded to the survey online and four people submitted paper responses. 32 individuals, 4 businesses and groups, and 12 councillors sent emails in relation to the Cowley LTNs ANPR consultation. These emails have not been included within the survey analysis (excepting emails submitting text that was also filled in as a survey response) but, along with all other feedback, are being reviewed by the county council.<sup>iii</sup>

1021 responses is much higher than would usually be expected for a comparable survey due to the high profile of the subject. 726 people accessed the survey on the first day that it opened, with 147 of those people submitting responses.

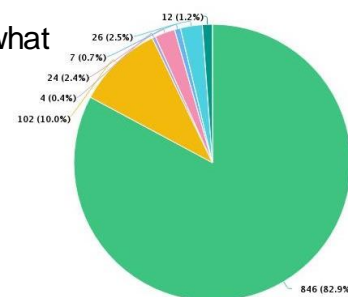
7000 addresses within the Cowley LTNs and on Cowley LTN boundary roads received a letter telling them about the survey when it opened. The survey was also announced on the county council website together with a copy of the letter and a link to access the survey. Statutory notices in the local press, updates in county council newsletters, and wider notices on social media were also published. Hard copy survey packs were distributed to city libraries. 14 individual paper copies of the survey were requested directly, of which 4 were received back by the county council (and are included in the survey analysis).<sup>iv</sup>



## Demographics of responses

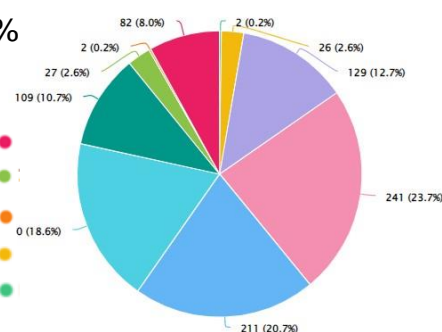
Most people responding said they were local residents (In what capacity are you responding to this survey?).

Local residents	82.8%	Other	1.2%
Members of the public	10.0%	Group/organisation	0.7%
Rather not say	2.5%	Local/country councillor	0.4%
Local business	2.4%		



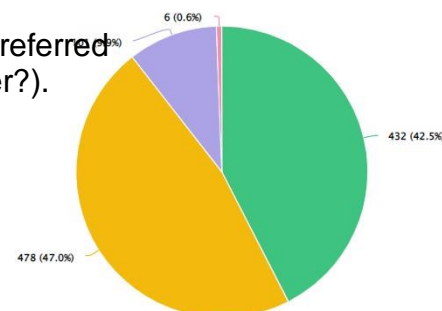
The majority of people responding were working-age: 75.7% were between 25 and 64 (What is your age?).

Age 35-44	23.7%	Prefer not to say	8.0%
Age 45-54	20.7%	Age 75-84	2.6%
Age 55-64	18.6%	Age 85 and over	2.6%
Age 25-34	12.7%	Age 16-24	0.2%
Age 65-74	10.7%	Age 13-16 (under 16)	0.2%



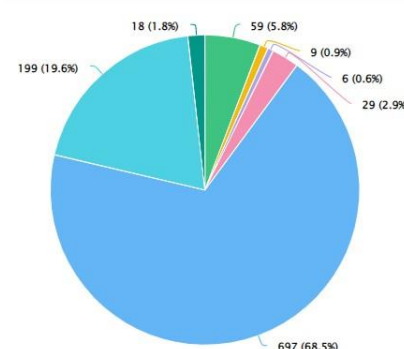
47% identified as male, 42.5% identified as female, 9.9% preferred not to say, and 0.6% use another term (What is your gender?).

Male	47.0%
Female	42.5%
Prefer not to say	9.9%
I use another term	0.6%



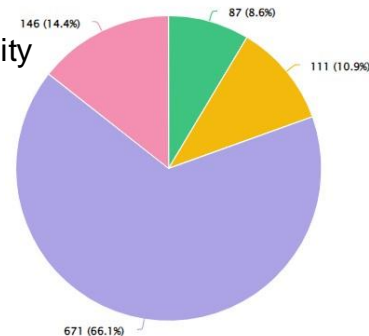
Most people responding said they were White British (What is your ethnic group or background?).

White British	68.4%	Other	1.8%
Prefer not to say	19.6%	Black	0.9%
Asian	5.8%	Chinese	0.6%
Mixed	2.9%		



66.1% said their activities were not limited because of a disability or illness (Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?).

Not limited	66.1%
Prefer not to say	14.4%
A little	10.9%
A lot	8.6%





## Geography of responses

To get a better geophysical picture of people's experience of the LTNs and what factors might influence their feelings about the proposals for ANPR cameras, all responses were geo-tagged<sup>v</sup>. This was also intended to help to understand any key issues for further review.

The geo-tagging identifies responses from within the Cowley LTNs (including roads with and without LTN closure points on; and roads bordering the Cowley LTNs); other areas to the east of the city centre; other parts of the city; the wider county; neighbouring counties; and the rest of the UK. The total number of responses (out of 1021) from different areas is broken down in the table below:

*Total responses to survey by location of response:*

<b>Total responses from Oxford city (including LTNs)</b>	<b>909</b>	<b>Total responses from Cowley LTNs</b>	
<b>Eastern arc of Oxford city:</b>	<b>329</b>	All Cowley LTNs and bordering roads	524
Rest of Cowley	039	All Cowley roads with LTN closure points on	219
East Oxford	111		
Littlemore – city side of bypass (excluding LTNs)	006	<b>Church Cowley LTN roads:</b>	<b>218</b>
Littlemore village only <sup>vi</sup>	054	with LTN closure points	053
Blackbird Leys	015	in LTN without closure points	152
Iffley and Rose Hill	025	LTN boundary roads	013
Headington, Marston, Lye Valley, Barton, Wood Farm	079		
		<b>Florence Park LTN roads:</b>	<b>141</b>
		with LTN closure points	059
		in LTN without closure points	075
		LTN boundary roads	007
<b>Rest of Oxford city:</b>	<b>056</b>	<b>Temple Cowley LTN roads:</b>	<b>165</b>
North Oxford and Jericho,	020	with LTN closure points	107
Summertown, Wolvercote		in LTN without closure points	050
South Oxford	015	LTN boundary roads	008
Botley	005		
City centre	004		
Oxford (no other identifiers)	012		
<b>Oxfordshire and wider:</b>	<b>087</b>		
Rest of county <sup>vii</sup>	046		
Adjoining counties <sup>viii</sup>	006		
Rest of UK/no identifiers <sup>ix</sup>	035		

## RESPONSES ANALYSIS

The survey asked two key multiple-choice questions, and for people to provide comments to support the answers they had selected.

First multiple-choice question: 'Please select which of the following that best describes your opinion of the proposed exemption amendment for the existing traffic filter on Littlemore Road, Oxford'. The exemptions proposed are for emergency vehicles, local buses, taxis, private hire vehicles, and universal service providers (utilities companies carrying out works on the public highway and waste collection).

Second multiple-choice question: 'Please select which of the following that best describes your opinion of the proposed use of ANPR cameras to aid enforcement of the LTNs at the following locations: Crescent Road, Littlehay Road, Littlemore Road'. The exemptions proposed for Littlemore Road are as detailed for the first multiple-choice question. The exemptions proposed for Crescent and Littlehay Roads are emergency services only.

The results of the multiple-choice questions are shown in the table (figures and percentages), and chart (figures only) below. Over half of all responses objected to the proposals. For comparison, the percentages supporting and objecting do not differ greatly from the Cowley LTNs ETRO survey results ([February 2022](#) - 26% supported the scheme, 11% had concerns and 64% objected).

*Overall numbers and percentages for responses to each of the proposals:*

Response:	Proposals with (numbers) and total percentage for each response			
	Littlemore Road exemptions/ %	Crescent Road ANPR/ %	Littlehay Road ANPR/ %	Littlemore Road ANPR/ %
Concerns	(197) 19.0	(145) 14.0	(144) 14.0	(155) 15.0
Object	(552) 54.0	(588) 58.0	(586) 57.5	(591) 58.0
Support	(203) 20.0	(240) 24.0	(239) 23.5	(235) 23.0
No opinion	(69) 7.0	(48) 4.0	(52) 5.0	(40) 4.0





## Overall takeaways

All the responses (where possible) were geo-tagged to better understand how geography may relate to response trends. This also provides officers with more precise data to help identify points for further review.

## Exemptions proposal – Littlemore Road

- Those answering from outside Oxfordshire (including neighbouring counties) almost unanimously objected to all proposals (Littlemore Road exemptions, and ANPR cameras at the three points on Crescent Road, Littlehay Road and Littlemore Road).
- There are 23 responses (included in Rest of UK/no identifiers) that either did not enter any details for location or used false post codes/street names. Of these responses, for the Littlemore Road exemptions proposed: 18 objected, 4 had concerns, and 1 had no opinion.

## ANPR proposals

- More people from east Oxford than from other areas – including Cowley were in support of the proposals.
- People living in the Church Cowley and Florence Park LTN areas, but not on streets with closure points on were more supportive of the ANPR proposals than those living on streets with LTN closure points in Church Cowley and Florence Park. This was not the same for exemptions. However, people living on streets with LTN closure points in Temple Cowley were more supportive of the ANPR proposals than those living on other streets within the Temple Cowley LTN area.
- For the 23 responses (included in Rest of UK/no identifiers) that either did not enter any details for location or used false post codes/street names, on each road listed: 22 objected, and 1 had concerns. A note on common themes presented in these responses is in the next section – comments analysis.

The table on page 9 shows each of the geo-tagged areas and a breakdown of percentages from each area which supported, objected, had concerns about, or no opinion for the exemptions proposal, and for the ANPR proposals.

The table on page 10 shows a breakdown of percentages by age, disability, ethnicity, and gender which supported, objected, had concerns about, or no opinion for the exemptions proposal, and for the ANPR proposals.

## Responses by respondent location:

Percentage of responses for each answer per location – e.g., 30% of responses from Church Cowley roads with LTN closure points on supported Crescent Road ANPR proposals																
Location	Littlemore Rd exemptions				Crescent Road ANPR				Littlehay Road ANPR				Littlemore Road ANPR			
	Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %
<b>Church Cowley LTN roads</b>																
With LTN closure points	34	51	9	6	30	53	4	13	32	53	4	11	38	58	4	0
Without LTN closure points	27	61	11	1	28	53	8	5	44	29	6	12	30	61	8	1
LTN boundary roads	23	54	8	15	23	62	15	0	23	62	15	0	23	62	15	0
<b>Florence Park LTN roads</b>																
With LTN closure points	22	46	17	15	27	47	14	12	25	53	17	5	24	49	15	12
Without LTN closure points	31	48	11	11	40	44	7	9	43	48	9	0	36	43	12	9
LTN boundary roads	28.5	43	28.5	0	14	72	14	0	14	72	14	0	14	72	14	0
<b>Temple Cowley LTN roads</b>																
With LTN closure points	22	39	20	19	34	45	21	0	33.5	42	18	6.5	31	40	20	9
Without LTN closure points	32	36	18	14	34	44	22	0	28	40	18	14	28	42	18	12
LTN boundary roads	0	75	25	0	0	75	25	0	0	75	25	0	0	75	25	0
<b>Oxford – not Cowley LTNs</b>																
Rest of Cowley	3	61	33	3	8	74	18	0	8	72	18	3	5	69	23	3
East Oxford	20	48	28	4	29	52	18	1	29	51	19	1	29	50	19	2
Rest of Littlemore	17	33	33	17	33	33	17	17	33	33	17	17	33.3	33.3	33.3	0
Littlemore village only <sup>x</sup>	16.5	68.5	15	0	20	67	9	4	18.5	67	9	5.5	20.3	70.3	9.3	0
Blackbird Leys	13	67	20	0	7	73	20	0	7	73	20	0	7	73	20	0
Iffley and Rose Hill	16	60	20	4	8	72	20	0	8	72	20	0	8	72	20	0
Headington, Marston, Lye Valley, Barton, Wood Farm	11	51	35	3	6.5	57	35	1.5	6	56	34	4	6	56	34	4
North Oxford & Jericho, Summertown, Wolvercote	15	65	20	0	25	65	10	0	25	65	10	0	25	65	10	0
South Oxford	20	27	47	6	27	60	13	0	27	60	13	0	27	53	20	0
Botley	40	60	0	0	40	60	0	0	40	60	0	0	40	60	0	0
City centre	0	75	25	0	0	75	25	0	0	75	25	0	0	75	25	0
Oxford – no further identifiers	8.3	58.3	25	8.3	8.3	75	8.3	8.3	8.3	75	8.3	8.3	8	75	17	0
<b>Outside Oxford</b>																
Rest of county <sup>xi</sup>	4	70	22	4	13	78	9	0	13	76	9	2	13	76	9	2
Adjoining counties <sup>xii</sup>	0	33.3	33.3	33.3	16.5	50	16.5	17	16.5	67	16.5	0	16.5	50	16.5	17
Rest of UK/no identifiers	3	91	3	3	3	91	6	0	3	91	6	0	3	91	6	0

*Responses by age, disability, ethnicity and gender:*

	Group	Number responses	Total % of all answers received	Littlemore Road exemptions				Crescent Road ANPR				Littlehay Road ANPR				Littlemore Road ANPR			
				Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %	Support/ %	Object/ %	Concerns/ %	No opinion/ %
Age groups	age 13-16	2	0.2	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0
	age 16-24	26	2.5	23.1	57.7	15.4	3.8	23.1	69.2	7.7	0.0	23.1	69.2	7.7	0.0	23.1	69.2	7.7	0.0
	age 25-34	129	12.6	23.3	58.1	14.0	4.7	26.4	58.9	8.5	6.2	24.8	58.9	8.5	7.8	24.0	62.8	7.8	5.4
	age 35-44	241	23.6	25.7	47.3	19.9	7.1	31.1	46.5	15.8	6.6	30.7	44.8	16.2	8.3	30.7	47.3	18.3	3.7
	age 45-54	211	20.7	20.9	49.8	21.3	8.1	24.6	54.5	17.5	3.3	24.6	55.9	17.1	2.4	24.2	53.1	19.4	3.3
	age 55-64	190	18.6	16.3	61.6	15.3	6.8	22.1	63.7	10.0	4.2	21.1	62.6	11.1	5.3	20.5	64.7	11.6	3.2
	age 65-74	109	10.7	22.9	45.0	25.7	6.4	24.8	56.9	13.8	4.6	26.6	56.9	14.7	1.8	26.6	53.2	16.5	3.7
	age 75-84	27	2.6	7.4	48.1	25.9	18.5	7.4	29.6	48.1	14.8	14.8	33.3	37.0	14.8	11.1	37.0	29.6	22.2
	age 85 plus	2	0.2	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0
Impacted by disability or illness	a little	111	10.9	19.8	45.9	19.8	9.9	20.7	49.5	18.9	6.3	19.8	48.6	18.9	8.1	19.8	52.3	18.0	5.4
	a lot	87	8.5	10.3	63.2	16.1	2.3	11.5	35.6	8.0	2.3	10.3	71.3	9.2	1.1	9.2	69.0	12.6	1.1
	total	198	19.4	15.7	53.5	18.2	6.6	16.7	43.4	14.1	4.5	15.7	58.6	14.6	5.1	15.2	59.6	15.7	3.5
Ethnic group or background	asian	59	5.8	20.3	61.0	18.6	0.0	13.6	74.6	11.9	0.0	13.6	71.2	11.9	3.4	13.6	69.5	13.6	3.4
	black	9	0.9	0.0	88.9	11.1	0.0	0.0	66.7	22.2	11.1	0.0	66.7	22.2	11.1	0.0	77.8	22.2	0.0
	chinese	6	0.6	0.0	83.3	0.0	16.7	16.7	66.7	0.0	16.7	16.7	83.3	0.0	0.0	16.7	66.7	0.0	16.7
	mixed	29	2.8	31.0	44.8	17.2	6.9	34.5	62.1	3.4	0.0	34.5	62.1	3.4	0.0	27.6	62.1	6.9	3.4
	white british	697	68.3	24.4	47.5	19.8	8.3	30.3	47.8	16.2	5.7	30.0	47.9	15.5	6.6	29.7	48.8	16.8	4.7
	prefer not to say/blank	221	21.6	5.0	72.4	19.0	3.6	4.5	82.8	10.0	2.7	5.0	81.9	11.8	1.4	5.0	81.9	11.8	1.4
Gender	male	478	46.8	22.6	56.9	14.9	5.6	26.2	57.1	12.6	6.3	25.7	56.9	12.1	5.2	25.5	56.9	13.8	3.8
	female	432	42.3	20.4	49.1	22.5	8.1	25.2	52.8	16.2	5.8	25.5	52.5	16.2	5.8	24.8	54.2	16.7	4.4
	prefer not to say/other	101	9.9	5.0	63.4	27.7	4.0	5.9	79.2	12.9	2.0	5.0	79.2	13.9	2.0	5.9	77.2	14.9	2.0



## COMMENTS ANALYSIS

### Overview

Almost every single response provided full and detailed comments – shaping a critical understanding of concerns and experiences. These also provide an insight into individual aspects of road safety at particular points and include constructive suggestions towards resolving specific pinch-points and potential impacts. The comments mostly cover wider matters than the specific question posed and often cover multiple points.

### Approach

All the comments from the survey have been analysed together to avoid duplication or missing key feedback. A full dataset of the comments can be viewed on request (note that this will have all personal, identifying information redacted in accordance with GDPR, and any expletives/offensive language deleted). Comments quoted as examples in this report (as well as the full dataset) have not been edited for spelling and grammar.

The approach for analysing the comments followed these stages:

- All comments pooled together
- Overall read through of comments to identify key points for review/action
- Most commonly occurring words, and then associated (occurring) words identified from full comments pool
- Tagging applied using the common and associated words; then binary coding to group responses
- Further check – comments returning very low or zero values through the tagging system individually reviewed to ensure unique points not missed

### Comments brief

The two questions that people were asked to comment on were:

- Please select which of the following that best describes your opinion of the proposed exemption amendment for the existing traffic filter on Littlemore Road, Oxford [multiple choice]. Please let us know the reason(s) for submitting your responses (i.e., why you are supporting or objecting to the proposals?)
- Please select which of the following that best describes your opinion of the proposed use of ANPR cameras to aid enforcement of the LTNs at the following locations: Crescent Road, Littlehay Road, Littlemore Road [multiple choice]. Please let us know the reason(s) for submitting your responses (i.e., why you are supporting or objecting to the proposals?).

## Comments results

One of the most commonly occurring sentiments in the comments was an overall wish for the LTN traffic restrictions to be removed entirely. The consultation was not asking about views on this point, as noted in the introduction to the survey<sup>xiii</sup>. The survey does not ask whether the existing restrictions should be in place, but for feedback on proposals to introduce ANPR at three specific closure points within the Cowley LTNs.

Comments that do not relate to the questions asked are being considered by officers against the wider LTN programme, alongside emails and feedback shared with councillors.

A 'significant' number (not a majority but enough to flag as a key trend) of responses objected to proposals for ANPR and/or ANPR exemptions but said they supported the LTNs in the comments sections.

There is a commonly recurring concern appearing in the comments which is a concern that the roads proposed for ANPR in the survey would be treated regularly as through roads by drivers unless there was an effective hard closure in place (such as a bollard and planters).

## Influential points

The significant focus on LTNs in press and on social media platforms brings wider factors into play that are likely to have had some influence on comments. The following points are key themes which appear in the comments received.

### Active travel

There are mixed feelings towards active travel objectives. Most of the responses objecting to traffic restrictions do not express an interest in making a modal change to how they travel. The comments that express positive sentiments towards the LTNs and/or share concerns that through-traffic would increase if hard closures were removed are strongly focused on keeping a safer road environment for pedestrians, cyclists, and vulnerable road users (mostly noting children and people with mobility problems).

"[T]o improve rates of walking, wheeling, and cycling there needs to be interconnected areas of truly low traffic routes - these can only be delivered by physical filters... There are problems with active travel ..that must be addressed, such as volume of speeding traffic [on] Westbury Crescent and Newman Road, .. Rymer's Lane during the school run, and lack of safe crossings and active travel connections ... These issues [are] ...holding back active travel."

"These traffic filters have made the local roads safe for cyclists. This includes my [child] who can now safely cycle to school every day. It also includes my wheelchair-bound neighbour, who has difficulty staying on the pavement because of [their] condition. ... The LTNs have had a transformative positive impact on my local area. They should be protected and strengthened - not weakened."

### Vandalism and conflicts

Many of the comments refer to conflict around the existing LTN closure points. 14% of the total responses directly mentioned concerns about vandalism, criminal damage, or anti-social behaviour.

"I would prefer to have no vehicle through traffic whatsoever in order to ensure as little conflict between pedestrians, cyclists and drivers as possible."

"I'm not a fan of ANPR cameras, despite the assurances about data collection & management. There is ...clearly a problem with vandalism of the physical barriers. I am in favour of maintaining the planter barriers & if necessary limited use of ANPR cameras to a) fine moped drivers who currently ignore the LTN restrictions & b) assist in prosecuting those vandalising the physical barriers."

"I am passionately pro ..LTN as a cyclist and [parent]. The ..destruction of .. bollards has led to increased danger whilst cycling on .. LTN routes. [V]andalism ha[s] .. worsened relations between cyclists and cars because drivers are knowingly using these roads .. and it seems to have led to an increase in dangerous and aggressive driving. I would welcome increased accountability and consequences for those breaking the LTNs."

### Air quality

11% of responses referenced climate change and air quality. Of these, 87% expressed negative sentiments about air quality:

- most said they felt LTNs increased pollution levels
- a small number said they were concerned air quality would worsen if hard closures were removed in favour of ANPR enforcement
- and a few responses said that climate change did not exist.

The other 13% of responses referencing climate change and air quality said they felt that the LTNs improved air quality. Almost all of these responses were from people who live in the Cowley LTNs.

It is important to bear in mind that Oxfordshire County Council is aware of an example of unratified, raw data being shared publicly in relation to nitrogen dioxide levels on streets in Cowley. Air samples from diffusion tubes are analysed before they are bias-corrected and annualised as per UK government (Defra) LAQM TG16 requirements. The shared data example was unratified (not yet bias-corrected or annualised) and inaccurate.<sup>xiv</sup>

"We are blocking too many roads ... what you are doing is not controlling pollution but increasing for example since crescent road ltns traffic has increased by 200 % on holloway road in the morning and evening and even day times long queues by the way .. ppl ..on or around holloway are amune to pollution this slotion is one dimentiin ... no one is happy"

"LTN's are a flawed and authoritarian system in whatever form... The data on air pollution do not support your claims. People need access to their homes from the roads."

"I am concerned about NO2 pollution levels in Cowley being .. illegally high, whereas previous to the introduction of LTNs they were not... these.. are directly due to the introduction of LTNs in Cowley."

"Busses will still be unable to pass though .. Carbon emissions from vehicles will still increase, the only difference the ANPR cameras will make is councils will be able to make more money from the traffic filters, which .. was the intended outcome."

### Concerns about totalitarianism

A small but significant number of the comments talked about government conspiracies and totalitarian controls. 8% of the responses mentioned one or more of the following: 'dictatorship', 'communism', 'Orwell'/'1984', 'tyranny', 'soviet', 'WEF', 'Nazi', 'authoritarian', 'oppression', 'prison'; or referred to an agenda to control people. Several responses also felt that man-made climate change was not a genuine issue.

"I will be rejecting all plans that suggest a control and monitoring of human movement...this is just a small segment of a ever growing agenda."

"You are trying to [put] the people of this country ...into a digital prison, this is dictatorship... you totally ignore the will of the people that you are supposed to serve. People do not want these ridiculous

cameras, surveillance and restrictions.. We have the right to freedom of movement in our own vehicles. Enough of the greenwashing and scaremongering.”

“Oxfordshire council as we all know is just the start of this extreme agenda under the climate narrative to restrict the public's freedom of travel. I and many believe this is just the start of a Draconian ideology...not all people are of a robotic mind and will follow and give up our freedoms.”

“I have grave concerns our freedoms are slowly being ebb away over a completely untrue agenda. If man is responsible for global warming why are other planets in the solar system warming at the same rate? It is the normal cycle, the sun has gone through for millennia. I do not support the loss of liberties for my fellow Englishmen. I whole heartedly object to any infringement of their right to travel.”

“This spying on people's movement can only be compared to communism, partly WEF and partly because Johnson signing a Zero Emissions, this is unachievable without people suffering for it. ...”

## Business responses

2% of the overall responses were from local businesses. 79% of the responses from businesses objected to the exemptions and to the ANPR proposals – with a small number expressing concerns.

“As a business, we've been profoundly harmed by the .. LTN's (which we opposed since the very beginning and the Council ignored). We sternly oppose further reduction in movement, having lost important and irreplaceable income with this arbitrary scheme.”

“Undemocratic, terrible for residents and business owners and will lead to losses of profits. No cameras are needed to track people, stop acting like 1984 was a guide book.”

“The majority of Littlemore including myself have ..objected to LTNs. I also object to ANPR. Littlemore has been locked in and shut off from local amenities such as Drs dentists chemists etc. Littlemore has nothing to speak of. I strongly object to your money making controlling ANPR cameras.”

## Groups responses

0.7% of the overall survey responses came from groups. Group comments are listed in the appendix.

Colta (Oxford hackney carriages) said it would be unhappy if the hackney carriage exemptions are limited to Littlemore Road – and exclude Crescent and Littlehay Roads; noting that it is moving to a fully electric vehicle fleet by 2025 to meet zero emission targets. [Full comment](#).

Liveable Cowley expressed serious concerns that the introduction of ANPR could set a precedent for multiple exemptions, which it felt could impact the safety of vulnerable road users. It also noted specific concerns about mopeds passing through LTN closure points, and about traffic issues affecting Westbury Crescent and Rymers Lane. [Full comment](#).

Oxford Health NHS Trust emphasised its need to be included in exemptions – particularly to make time critical deliveries of medical treatment and equipment. [Full comment](#).

Oxfordshire Fire and Rescue Service ([full comment](#)) and South Central Ambulance Service ([full comment](#)) were supportive of ANPR as best practice to facilitate emergency access.

Unlimited Oxfordshire recommended exemptions specifically for all vehicles carrying blue badge holders. [Full comment](#).

Waste 2 Taste group felt that roads were safer for cycling with LTNs in place and commented that a number of the people they help are especially vulnerable, financially impacted and not car drivers. [Full comment](#).

A group of councillors representing Littlemore submitted a detailed comment on the impacts arising from the Church Cowley LTN as it is, regarding connections and access – especially where these impacts are increased due to further external factors. [Full comment](#).

Thames Valley Police provided a short statement by email advocating a need for enforcement at the LTN closure points, and noting that ‘the introduction of ANPR cameras and subsequent removal of LTN bollards will assist our staff in their operational response to incidents’. [Full comment](#).

An email was received on behalf of local bus operators supporting the proposals for exemptions and ANPR as “If implemented this would allow buses to operate directly via Littlemore Road and Crowell Road to Between Towns Road giving faster journeys to passengers and hopefully providing a more attractive option than to travel by car... We also support the adoption of ANPR enforcement of the three proposed locations [which] will allow flexibility for amendments to bus services, as well as allowing for network flexibility during unforeseen and/or emergency situations on the highway.’ [Full comment](#).

Cyclox, Oxford Cycling Network and Cowley Area Transport Group submitted individual emails with a common points set:

- Due to continuing vandalism incidents, and drivers damaging closure points to continue using roads as through roads, the LTN scheme is not felt to have had the chance to have a ‘proper trial’ yet
- Removal of hard closure points in favour of ANPR and introducing some exemptions would ‘diminish the benefits of the [LTN] scheme’ (Cyclox), impact on opportunities for urban realm improvement (OCN Cycling), and could create serious safety risks for cyclists and pedestrians (Crescent Road cited by Cyclox in particular due to the gradient of the road)
- Concerns about safety around taxis driving through Crescent, Littlehay and Littlemore Roads, and vulnerable road users

[Full comment: Cyclox](#); [Full comment: Oxford Cycling Network](#); [Full comment: Cowley Area Transport Group](#)

## **Proposed exemption amendment for the existing traffic filter on Littlemore Road, Oxford**

The question on proposed exemptions asked for feedback on proposals to amend the current restriction at the closure point (filter) on Littlemore Road (sited 10 metres north of its junction with Compass Close). The amendment would permit local buses, taxis, private hire vehicles, and universal service provider vehicles to proceed through the filter.

There is one consistent trend between the answers selected in the exemptions question (Support, Object, Concerns or No opinion) and the comments – where people objecting to traffic restrictions overall in comments also selected ‘Object’ for the

exemptions proposal and the ANPR proposals questions. The other points raised in the comments about the exemptions proposal are listed below:

### **Concerns around exemptions:**

#### Drivers may ignore or be unaware of, restrictions

"I am concerned that .. ANPR will open the possibility of future exemptions ...it was so quiet and safe when our bollards were in place. I would prefer to have no vehicle through traffic whatsoever .. to ensure as little conflict between pedestrians, cyclists and drivers as possible. I would not feel comfortable walking or cycling in the street if a bollard AND anpr were not in place. A car may fly through the closure unknowingly, and ... someone could be hurt. ANPR should accompany physical barriers in order to ensure roads are safe for the most vulnerable users."

#### Road safety for pedestrians and cyclists

"I don't agree with exemptions. If buses, taxis, etc are able to drive [through] then it isn't safer or more pleasant for cyclists and pedestrians. If you are going to have traffic filters they should stop all traffic."

"We cycle to the childminders, we walk to the shops and parks... Now that the LTN has finally been in place in a more permanent way, we have felt much more relaxed in letting our [child] develop walking in a more free way. In addition, we have felt the benefit to the air quality, lack of noise and neighbour togetherness. I strongly object to the Littlemore road ltn becoming a bus gate."

#### Setting a precedent

"These traffic filters make a huge difference to.. safety ...Cycling and walking and allowing children to play are all made much more attractive, and we have .. seen a huge increase in ... children cycling to local schools and being allowed to play and walk around the neighbourhood. The positive value of this draws much less attention than the anger of opponents of the LTNs, but it is huge and important and the councils should be wary of losing it. Converting these filters from physical filters to ANPR-only filters will reduce the ..safety... pressure will be created for further exemptions.... that will be hard for politicians and officers to resist, so ... advantages and incentives created by these filters will be lost... [R]esidents will be fined and ..think of ANPR simply as a money-making enterprise for the council."

"Concern this is a 'slippery slope' to a greater amendment to allow buses, taxis etc through. There is such a vociferous campaign. Having the LTNs has so improved our lives/experience/safety. It was hazardous trying to cross Littlehay Rd before the LTN with disabled [partner] and [small] children ... a constant stream of traffic, going both ways with cars parked both sides. It was difficult to get a good view to ... cross between [them].. [and] judge speed of oncoming cars."

#### Concerns that taxis and private hire vehicles would use Littlemore Road throughout the day generally as an easy through point.

1% of responses raised concerns that the proposed exemptions would increase traffic on Littlemore Road – possibly driving at more speed – and impacting road safety for vulnerable road users.

"I strongly support the exemptions for emergency vehicles and buses. I don't really understand why the exemptions should include taxis – does this slightly defeat the point and encourage private car use, albeit in a more expensive form?"

#### 1% of responses said local residents should be exempt as they would not be acting as through traffic.

"Residents (living on roads immediately surrounding, or in the greater area surrounding an LTN) [would] .. have to continue to use main roads where traffic has been pushed out to, causing gridlock."

"Residents may perhaps be more amenable .. if there were exemptions for residents living within, for instance, 1 mile of each filter. This would prevent non local traffic cutting through but still ensure locals are able to travel around the city, or ...areas closest to their homes."

"Littlemore Rd is a broad road which can very easily bear the traffic which would otherwise go along it. The filter/LTNs create more travel for many .. residents.. and a great deal of community upset and disharmony. If you want to put a camera there, at least allow residents to pass through."

### Blue badge holders and carers should be exempt.

5% of responses mentioned disability access issues. Of this 5%:

- 50% said blue badge holders and carers should be exempt
- 31% said they were disabled themselves or had caring responsibilities – either in a professional capacity or looking after a family member.

"You are not allowing blue badge holders access. ...Congestion on arterial routes prevents disabled motorists being able to get to their destination without sitting in traffic/congestion. This is unfair as we have to use our cars, because we cannot walk, cycle or actively travel."

"The proposed changes do not address local concern ... Those with disabilities and blue badges will still be unable to pass through the traffic filters and as a result will have longer journeys."

### The proposals only exempt taxis and private hire vehicles on Littlemore Road.

They do not include Crescent Road or Littlehay Road. Taxi and private hire vehicle operators responding to the survey have expressed concern about this.

"Raising a very serious concern here as to why the county is only considering to allow the Hackney carriage trade through Littlemore Road LTN and not Crescent Road or Littlehay Road if the ANPR cameras were to be installed."

"We would completely object if .. we were to be restricted access through Littlehay road and Crescent road. We [have] 107 licensed Hackney carriages and the numbers are regulated. It would be naive ..to think all 107 Hackney carriages would access Crescent Road or Littlehay Road LTN at once. You emphasise the importance of improving public transport, but continue to restrict our movements."

### Climate impacts

"Too many exemptions. Certainly taxis and private hire cars should not be exempt since that would encourage car use and jeopardise the LTN's purpose. While I understand there are business/ livelihood reasons ...[w]e are trying to get people to drive less, not move from private driving to hired driving...If you are still inclined to approve exemptions for taxis and hired cars ...please make the exemption only for 100% electric cars."

### Displaced traffic congestion

"[I] have noticed the LTNs .. have only made traffic much worse .. on Cowley road and Church Cowley road. As there is no through access between Iffley and Cowley ..all the traffic has been diverted to these main streets ...as a cyclist I sit in traffic, while other cyclists overtake cars .. putting them in more danger (I have seen an accident happen) ... LTNs were put in place as an environmentally friendly measure, however this has only impacted the environment negatively as people choose to take longer routes and sit in traffic longer"

"Please stop wrecking our lovely city. All traffic is shifted on to certain roads where traffic pollution is so bad I and my young children have to wear masks as I don't want [us] to inhale the exhaust fumes. Please take LTNs down."

### **Support for exemptions:**

#### Improves ease of access

"Increased flexibility, convenience for the exempted categories of vehicle, and may help defang some of the objectors to LTNs."

### Improves ease of access for taxis and private hire vehicles

"I am supporting the exemption amendment on behalf of the Hackney Carriage trade. We provide a vital public service and access through all routes within Oxford is vital. This is a welcome amendment. We have in previous discussions/meetings emphasised the fact that the black [cab] trade must be permitted to access all routes, regardless of wherever the ANPR cameras were to be installed."

"Letting local buses, taxis, private hire vehicles, and Universal Service Provider vehicles through is a good idea; it enables the road to be used by those who may genuinely need to come by vehicle. (Taxis because they are used frequently by vulnerable groups and disabled residents."

### Improves ease of access for emergency services

21% of all responses mentioned emergency services – either expressing criticism of the hard closures for impacting emergency vehicle access; or noting support for ANPR/exemptions to make emergency services access easier.

"Emergency vehicle access is essential. This exemption should be extended to temple road's barrier as traffic can be intense. Absolutely extend this exemption to all barriers, and apply the exemption to emergency vehicles, blue badge holders and residents."

"[E]mergency service exemptions should be for .. emergency calls, not general exemptions - vehicles "on blue lights" are safer, as they are hard to miss. If .. changes [are made] ... that should be done with overrunable bollards augmented by ANPR cameras to prevent vandalism and misuse."

### **Proposed use of ANPR cameras to aid enforcement of the LTNs at the following locations: Crescent Road, Littlehay Road, Littlemore Road**

#### Overall

The most common themes in comments responding to the ANPR proposals were:

- a desire for the LTN restrictions to be removed completely
- concerns that ANPR restrictions would be ignored – so roads would be less safe for pedestrians and cyclists. The main points raised are listed below.

### **Points raised about the ANPR proposals**

#### ANPR restrictions would be ignored

There was particular concern that drivers might miss or ignore the restrictions if ANPR were in place, but not hard closures; and around motorbikes and mopeds continuing to travel through LTN closure points:

"[C]ameras don't stop people driving through; only fine them afterwards. I don't want people to be fined for breaking the law and driving dangerously; I want them to be prevented from breaking the law and driving dangerously. ANPR suggestion is only ..because we failed to deal with people vandalising bollards."

"[K]eep the bollards in place and include ANPR cameras to catch anyone who vandalised the bollards or motorbikes who drive through. We don't want to open up the streets again to cars .. getting more traffic through which mean fewer people are incentivised to walk and cycle and traffic,.. noise and air pollution will increase. Our community will los[e] the connection we have now we are all walking.. cycling and talking to each other. I have young kids and feel it's important we get them used to walking and cycling so they carry that into adult life."

"ANPR should only be used in addition to [the] filters .. I support the use of ANPR to reduce motorcycle and motorised scooters passing through these filters. I do not support removing the bollards and using ANPR as an alternative."

"Traffic has ignored the road restriction but it has also led to .. motorcycles finding a cut through from Leafield Rd to Barracks Lane - an ANPR camera is likely to exacerbate this issue"



"I don't object to the switch to ANPR [on] Littlehay Rd filter ...on the basis that motorcycles, which routinely pass through the filter, will be controlled. But I have a concern about implementing this at Littlehay Rd in isolation as I believe it will divert motorcycle abuse to the nearby Clive Rd, a narrower street that already suffers from the same problem."

### Overall objections to ANPR

The overall objections to the ANPR proposals were concerns about overarching LTNs impacts and costs to the taxpayer. 5% of the responses expressed worries that the cameras might be used for surveillance.

"[Y]ou want to be watching our every moves , causing anti protests , cutting families off . Who ever came up with this idea clearly don't live in our area! No to the camera's and no to the LTN's. [T]his is causing anxiety .. , stress , why don't you consider that ! No to camera!! We got one already in Our area, why another one , feels like I am being locked in my own home/community!!!!!!!"

"The whole idea of surveillance of this order with fines and penalties is a step too far, when road signs of a simple nature would achieve the same priority....which is quieter roads surely?"

"Why should we have our privacy rights flouted. Big brother. Orwellian times. Once freedom to move freely has gone. We won't get it back. Open prison springs to mind."

"These are not needed and are a waste of tax payers money. You do not have our consent to do this."

"I object to the whole idea of vehicle monitoring and restriction. You [are] spending hundreds of thousands on these silly things to raise funds from people who will soon not be able to afford to live. People need vehicular access for numerous reasons, not restrictions on free movement."

"Money should be better spent fixing roads, LTN's have ..proved to ..affect transport around local area with first hand witness to increased traffic [and] restricting emergency vehicles ... proposing to make these issues worse by implementing more traffic restrictions will only aggravate this further"

### Overall support of ANPR proposals

"ANPR will help to enforce the rules. Without it numerous motorcycles drive through at speed."

"ANPR [is] a good idea.. existing LTNs are not working .. people just ignore them and drive through. Especially motorcycles."

"LTNs in principle should be supported so safe spaces can be created for non-vehicular road users... Exemptions are occasionally necessary for emergency vehicles ..more vulnerable users and support staff."

"Something should be done to prevent the numerous vehicles passing through vandalised/removed LTN barriers and this looks like the ideal solution. Lack of barriers to allow emergency services through but camera's present to catch those that should not be passing through it."

"I am [in] favour .. as there are far too many cars on the road in Oxford. I cannot believe the increase in traffic [in last 11 years] ... I am frustrated daily by the sight of cars driving through the LTNs ... blatantly ignoring signs ...Bollards or cameras - YES PLEASE - with tickets issued. I have [decided] to not have a car to lower carbon footprint [although i]t is challenging at times."

### **Points raised specifically about the ANPR proposals for Crescent Road, Littlehay Road and Littlemore Road:**

#### **Crescent Road**

"Crescent road [was a] 'rat run' that needed restriction ..it is steep and vehicles travelled too fast .. If ANPR were installed than I would expect local residents vehicles should be exempt.. Taking traffic off Oxford Road is highly desirable. Littlehay and Littlemore roads also could have local registration scheme to be positively viewed by the community."

"The level of vehicular access to Temple Cowley for local residents and businesses has been wholly unacceptable since the LTNs were installed. I categorically cannot support any proposal for ANPR in Crescent Road that does not provide residential access for Temple Cowley residents and would like to register my objection in the strongest possible terms."

"[A]bsolutely no justification..for not allowing access for local residents and businesses through ANPR ..having discussed issues with Andrew Gant ... and assuming that Temple Road will remain closed off by a bollard, I find this proposal particularly disappointing and upsetting."

### Concerns

"The cameras appear to help emergency vehicles and allow some flexibility at times of traffic gridlock but if Crescent Road is enforced [and] Junction Road bollard continues to be removed regularly, it could lead to increased traffic in Junction Road."

"Significant numbers of vehicles are still going through the Cornwallis and Bartholemew bus gates and getting fined. This demonstrates that an ANPR camera by itself is not a reliable way of stopping motor traffic. Since people won't expect vehicles coming through modal filters, occasional vehicles doing so will be particularly dangerous."

### Support

"As a resident.. we believe that this would be the most effective and least controversial manner to police the LTN system."

"I represent NHS and services ..in the community. Staff use own vehicles [for] home visits ... we need .. exemptions so staff are not fined. ANPR is preferable to bollards. This is impacting on [staff] recruitment and retention ..and delivery of patient care, often to time critical patients e.g. diabetics"

## **Littlehay Road**

Several responses raised concerns that removing physical closures on Littlehay Road could effectively reinstate the regular use of the Rymer's Lane/Cornwallis Road junction as a busy crossroads and noted previous accidents at that point.

"[R]eplacing the hard closure with [ANPR] could mean some people ..ignore the camera and drive through. [T]he 4-way Rymer's Lane junction.. – scene of a number of serious accidents in the past, has become a lot safer. I do not want this safety compromised. However, a camera may [mean] better enforcement – many motorbikes still use this route, which they would not be able to do [with ANPR]."

"If the Littlehay Rd modal filter were opened up to accidental and emergency vehicle use, without a physical restriction ... that would change its junction with Rymers Lane .. to a much less safe cross-roads. If that is done, then that junction should [have a] continuous footway across the Littlehay entry, to slow motor traffic and [prioritise] foot and cycle traffic on Rymers Lane."

### Concerns

"ANPRs alone will not be effective.. [O]n Littlehay Road the .. physical barrier, in combination with ANPR, to reduce motorbike traffic, would be the only solution. [T]raffic from ANPRs alone would be significantly increased affecting air quality, noise and .. safety of pedestrians and cyclists, particularly children. Cornwallis Street [is] a good example of how ineffective ANPRs alone are at reducing traffic. I am concerned that .. ANPR ..would be subject to vandalism, making Littlehay an open rat run road."

"ANPR cameras don't give me confidence to cycle and walk with children on these roads. My preference is for physical barriers that are properly supported and enforced. The filters at Littlehay Road are perfect as are (apart from allowing through motorcyclists, but ..ANPR would not solve that)."

"Littlehay junction has been dangerous for a long time ..I've seen nasty accidents and lots of near misses. ... on such a key junction that already has issues owing to school drop offs and being on a junction, it's important that it's a fixed barrier."

"I'm particularly concerned about the proposal to remove bollards at Littlehay Road. Cornwallis Road ...[is] much safer since the bollard went in.. if it were removed then some drivers would just ignore the camera. Taxis are already exempt ..on Cornwallis Road, and they often speed down the road. Please keep the bollards AND put cameras in"

### Support

"LTNs have had a positive impact on my children's safety, particularly at Littlehay Road. I am tired of people removing bollards. Cameras seems like a good option - plus exemptions can be reviewed and tweaked with cameras."

"While current LTN arrangements have definitely eased traffic (espically along Littlehay Road), ..adding flexibility to the scheme through ANPR cameras would improve other impacts of the LTNs"

## Littlemore Road

### Concerns

"Buses and taxis already have exemptions for Bartholomew Road, and as a result there is still quite a lot of traffic on Littlemore Road. This discourages active travel, particularly for children"

"Crescent and Littlehay give problems, but are more justified, Littlemore road is crazy, and blocks makes Littlemore virtually a ghetto, very hard to get out off, esp given the problems crossing the rosehill roundabout"

### Support

"The bollard .. has been vandalised and removed repeatedly... [It] has currently been missing for some months now and a constant flow of motor vehicles, including motorbikes, travel through the gate with impunity, often at speeds in excess of the limit. I strongly support the introduction of an ANPR camera here. [T]he LTN is the biggest single improvement to quality of life locally that I have experienced in my 20+ years living [here]. It deserves proper enforcement."

"From friends who live nearer Littlemore Road than I do, the support for this amendment is strong. The restrictions nearer me have made a really positive difference to the area."

## Recommendations

A number of comments offered constructive suggestions for the county council to review. These suggestions are noted and will be considered as a part of overall ongoing considerations for improvement. Some examples of these recommendations are included below:

"Due to the original wait for ANPR cameras and the widespread vandalism of bollards, the Cowley LTNs haven't been given a fair trial. I suggest that the new wooden bollards be left in place for an effective trial period first; if you then decide these filters must be watered down to rely on ANPR, then an appropriate physical half-measure would be to indicate pedestrian priority with raised crossings/continuous pavements (as favoured by proponents of "slow traffic neighbourhoods").

For Crescent and Littlehay, where the only exemptions would be emergency services and the occasional bin lorry, I would also support a rising bollard with a "fail closed" setup, so that people can't just vandalise it to reopen the filter to all."

"[The Littlemore Road] filter does not need to be a complete barrier (it is a wide road with room for safe segregation of bikes, scooters etc). However it has many exemptions eg for taxis, blue badges — very

reasonable — then it also needs to be remade, so there is a single width pass, with clear signage of which direction takes priority, and separated cycle lanes on the outside of the restriction.. It would absolutely have to be monitored by cameras as the vandalised filter is used many times an hour by cars passing at very high speed.”

“Littlehay junction has been dangerous for a long time .. [it] already has issues owing to school drop offs, it's important that it's a fixed barrier. A compromise would be to make the Clive road one a camera one ..to create easier emergency access, as this doesn't have the same dangerous junction issues the little hay one always has had and that the bollard had made a huge improvement to.”

“If the Littlehay Rd modal filter were opened up to accidental and emergency vehicle use, without a physical restriction of any kind, that would change its junction with Rymers Lane ..to a much less safe cross-roads. If that is to be done, then that junction should first be provided with a raised, fully continuous footway across the Littlehay entry, to slow motor traffic and make the priority of foot and cycle traffic on Rymers Lane clear.”

## Overall traffic restrictions comments:

A considerable proportion of the comments received raised concerns about the impacts on people's ability to move freely around the city by car – in terms of displaced traffic congestion, practicality, and rights of access. These comments do not specifically respond to the ANPR or exemptions proposals but are relevant to ongoing monitoring and review of the LTNs programme.

Such comments provide a level of contextual support to better understand some of the feedback shared. The full data set of comments from the survey is being reviewed by officers as a part of the overarching LTNs programme.

“I am opposed to LTNs and any enforcement ..as it creates bottlenecks and just shifts the problems. There is no evidence of these schemes working and will just end up making people cough up money that they don't have.. LTN also have adverse health effects due to stress that they cause drivers. Noone just takes out their cars for a jolly, there are various needs for vehicles and am appalled at this shortsightedness of the Council and the authoritarian way that it is acting”

### Rights of access

“I strongly disagree with any barrier on Littlemore Road, whether it is a bollard or an ANPR camera. The original barrier was put in place without sufficient consultation with residents.. Littlemore Road is a main road not a rat run. It does not cut pollution or make the street safer. The decision to block this road, was made by people with a particular political agenda and does not serve any useful purpose. It just makes life harder for residents. We will fight this all the way.”

“I bought my house ...over 30yrs ago, living here I can get to my family ... and shop ..by using my car which I also pay tax to drive on the roads. Out of 4 of my exits you close 3 ??? ..why is it fair on [some] residents having so much traffic? It's so nice at the moment that I can access Cowley from my house in my car [when] the bollards down, people are so much happier, life's too short for all this ... the roads [are] for... getting to places.”

### Personal impacts

“As a resident ... with an autistic son and dad who is confined to a hospital bed at home, being able to access the school and parents home at the drop of a hat is very important. I help card for my dad and have to be able to get to the school. Link roads should remain open.”

“[T]he traffic filters should be removed, not enforced. They are causing massive traffic in East Oxford and as a cyclist ..endanger me with angry drivers and huge queues on Cowley and St Clements - neither of which has a cycle lane consistently up to the Plain (and have potholes in the cycle lanes). My bus service has been reduced because of traffic caused by LTNs... they are not reducing traffic except for on a few small neighbourhood streets and are causing increased pollution (based on recent 2019 and 2022 comparisons in Cowley and Holloway) and decreased pollution from air traffic (which I

breathe in as a cyclist!). They weren't supported by the majority of the public and residents .. spend the money on restoring roads and making them safe for cyclists by fixing the ..potholes and ensuring cycle lanes are useable."

"As a disabled person, without my car I cannot get out of my house. I cannot use an electric wheelchair due to the nature of my illness. I have no support. So I would basically become housebound. Just a drive seeing nature is good for my well being."

"The ltns have prolonged my journey by a min 1hr a day some days well over this ,I am using more fuel given this fact and thus costing me more .These obstructions are not saving our planet or cutting emissions by anything at all,you are diverting a problem and made more emissions in other areas."

"The LTN project, including proposed cameras and exemptions, have only served to increase overall traffic and pollution, by slowing it to a crawl, and decimate local businesses. As a resident of 30 years I have seen the devastation the LTNs have caused, with no benefit to anyone. It is impossible to cycle up Oxford Road due to cars being too far to the left or right in the lanes. I do not own a car. The proposed cost of these cameras, as reported in the Oxford Times is obscene, when essential services like social care are being cut to the bone."

### Emergency services impacts

"These new rules will restrict freedom of movement cause delays for emergency service and cost lives."

"[T]here's .. a massive problem in terms of emergencies, how are ambulances supposed to reach us in an emergency if there's 40 minutes worth of traffic and only 1 route to my house 2 miles away?"

### Socio-economic impacts

Some comments mention economic differences between north and east Oxford and question why traffic measures are not being proposed in a more expensive area of the city. Other comments express worries about indirect impacts including:

- perceptions of desirability widening affordability gaps within the eastern arc of the city and encouraging 'postcode lottery' situations
- employment tenure and timekeeping issues especially for people who have to trip chain regularly – e.g., people working outside Oxford and making child/family care journeys within work commutes; or people transporting heavy/bulky/sensitive loads within the city on a daily basis
- potential for quieter roads being targeted by criminal behaviour.

Several comments cover these points individually, and one response works through the concerns and the context of the potential impacts in detail (full response):

"[N]ot happy with amount of tax payers money wasted on these surveillance cameras and LTNS why are they only i[n] poor areas? No plans for Summertown. I want to know where our money is going."

"LTNs cause social segregation.. segregating people from areas such as blackbird leys, rose hill and littlemore, all known to be socially deprived areas ..it seems the motive is to have poor separated from the more affluent. It's cutting people off from vital services, not allowing them choice of where to work, shop and take their kids to school ..causing ..vulnerable people such as the disabled and single parents to become isolated and it's more difficult to visit family and friends... It's causing massive conflict and sad to see a once happy city becoming so unfriendly with each other.. these LTNs .. are acting as unofficial markers between homes and communities...There are ways we can tackle climate change and pollution without having to forfeit residents' human rights and socially impact Oxford."

"They separate areas .. not allowing people a choice when it comes to GP surgery's/dentist /schooling/shopping etc.. It means white middle/upper class privileged families who are able to afford.. to live in areas that have good schooling and local facilities are stopping other less privileged communities from living among them.

It is not always possible for people to travel by bus, bike or walk. This means people who are already the most vulnerable in our society will be cut off and isolated further.. This includes parents who have to

get to work after dropping children at school, who [do not] have the option to work from home/...hours that fit around family life. This causes great stress and anxiety for parents and children. With the implementation of LTN's Oxford has become a postcode lottery as to how much pollution your children are exposed to: for example a child on Magdalen road will see a significant drop in pollution and enable the health of said child to improve, however this is at the cost of a child on Oxford road having to be exposed to maybe 3/4 times the amount of pollution... [so it] then comes down to the have and the have nots as to your child's health."

## Conclusion

Oxford's low traffic neighbourhoods attract a high level of interest and the responses received reflect the broad balance of opinion surrounding the programme and its measures including support, recommendations, reservations, and objections.

Responses included vital insight into key issues from multiple people, which contributes to the ongoing constructive review of how the programme is working and where it could be improved. Although many comments did not answer the proposals in the survey their feedback is also helpful for the county council's monitoring of LTNs, and of wider active travel and highways programmes.

## Endnotes

<sup>i</sup> Cabinet report available to see here:

<https://mycouncil.oxfordshire.gov.uk/mgChooseDocPack.aspx?ID=6883>

<sup>ii</sup> The authoritative records checked against were Google maps and Royal Mail. Although some responses supplied a full postcode, the 'false' postcodes refer to some or all of the outcode and/or the first digit of the incode not being on UK registers e.g., OX45 ('outcode') 2DX ('incode') is not a valid postcode.

<sup>iii</sup> <sup>[1]</sup> These emails have not been included within the survey analysis (excepting emails submitting text that was also filled in as a survey response) but, along with all other feedback, are being reviewed by the county council.

<sup>iv</sup> Note that a small number of requests were received to send copies of the letter and/or paper survey copies to all addresses in Littlemore. This is not within general practice and had to be considered unviable in terms of cost and carbon as it would comprise printing more than 4000 additional copies and, for fairness' sake would have to be done for the full eastern arc of the city outside the Cowley LTNs and their boundary roads – running into tens of thousands.

<sup>v</sup> Geo-tagging was conducted using postcode, street, and local town data supplied in the responses.

<sup>vi</sup> Note that this has been separated as a further level for analysis because this side of Littlemore is bisected from the rest of the city by the eastern bypass and therefore has a unique geography in its relation to the Cowley LTNs compared to the rest of Cowley and Littlemore. Further, some Littlemore roads on the city-side of the bypass are within, or border Cowley LTNs.

<sup>vii</sup> Abingdon 8, Banbury 5, Bicester 1, Charlbury 1, Chipping Norton 3, Didcot 9, Garsington 3, Kidlington 5, Wheatley 1, Wantage 2, Woodstock 4, Not specified 2

<sup>viii</sup> Buckinghamshire 3, Gloucestershire 1, Reading 1, Swindon 1

<sup>ix</sup> 23 of these responses do not give any locational data at all or give false post codes and/or street names.

<sup>x</sup> Note that this has been separated as a further level for analysis because this side of Littlemore is bisected from the rest of the city by the eastern bypass and therefore has a unique geography in its relation to the Cowley LTNs compared to the rest of Cowley and Littlemore. Further, some Littlemore roads on the city-side of the bypass are within, or border Cowley LTNs.

<sup>xi</sup> Abingdon 8, Banbury 5, Bicester 1, Charlbury 1, Chipping Norton 3, Didcot 9, Garsington 3, Kidlington 5, Wheatley 1, Wantage 2, Woodstock 4, Not specified 2

<sup>xii</sup> Buckinghamshire 3, Gloucestershire 1, Reading 1, Swindon 1

<sup>xiii</sup> 'NOTE - this consultation forms part of the formal process solely concerned with the specific proposals as advertised, and has no influence on the presence or location of the current LTNs'.

<sup>xiv</sup> More on how air samples and traffic movement data are analysed:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/low-traffic-neighbourhoods/east-oxford-ltn-air-quality>

## APPENDIX

### Letter delivered to addresses in Cowley LTNs and roads immediately bordering the LTNs

This comprised 7000 addresses (including individual addresses within a larger building – such as flats). Copies of this letter and the paper survey pack (survey and accompanying documents – Public notice; Statement of Reasons; Draft Traffic Regulation Order; ANPR Camera Locations plans for: Crescent Road; Littlehay Road; Littlemore Road) were also delivered to local libraries.

**Reference:** Cowley low traffic neighbourhoods  
proposal for ANPR cameras

Scan this QR code to open  
the survey



**Oxfordshire County Council**  
County Hall  
New Road  
Oxford  
OX1 1ND

**Director name** (Bill Cotton)  
**Directorate** (Environment and  
Place)

**6 March 2023**

Dear Resident/Business owner,

#### **Cowley low traffic neighbourhoods ANPR proposal: have your say**

The decision for the Cowley low traffic neighbourhoods (LTNs) to remain in place was made by Oxfordshire County Council's cabinet in July 2022, alongside a commitment to undertake further works to refine the scheme, including consulting on any proposals for further changes. This included the potential to replace some hard closures (bollards) with automatic number plate recognition (ANPR) cameras. These are triggered by vehicles passing through restricted areas and record only the licence plate details of those vehicles.

As a part of these proposals, we are now looking to install ANPR cameras at the following closing points in the Cowley LTN areas (Church Cowley, Temple Cowley and Florence Park) to prevent through traffic on residential streets and make walking, wheeling and cycling safer. These points will be:

- Littlemore Road in Church Cowley
- Littlehay Road in Florence Park
- Crescent Road in Temple Cowley

As a statutory requirement of the traffic regulation order which would give Oxfordshire County Council permission to install ANPR cameras at the points listed above, we are asking for your feedback on the ANPR cameras proposal. Please note that this is a formal process concerned only with the ANPR cameras proposal and has no influence on the presence or location of the actual LTNs.

The two current bus gate ANPR camera points (Bartholomew Road and Cornwallis Road) will remain as they are now.

You will be able to share your views on this proposal from 6 March by visiting the council's Let's talk Oxfordshire engagement platform using the QR code at the top of this letter or by visiting: [letstalk.oxfordshire.gov.uk/cowleyltncameraenforcement2023](https://letstalk.oxfordshire.gov.uk/cowleyltncameraenforcement2023).

The consultation will be open until 5pm on 17 April 2023, and anyone can provide feedback. You can also request a paper copy by emailing the address below or writing to 'Freepost OXFORDSHIRE COUNTY COUNCIL' marking the envelope: Cowley LTNs – ANPR survey in the top left-hand corner of the envelope, before 17 April 2023.

A formal decision on the proposal to install ANPR cameras at these locations will be made by the cabinet member for highways management at a meeting in summer 2023. Officers will make recommendations based on a range of factors, including feedback received and monitoring data.

More information on Cowley LTNs is also available on: [oxfordshire.gov.uk/cowleyltns](https://oxfordshire.gov.uk/cowleyltns).

Yours faithfully,

Cowley LTNs team

Email: [activetraveloxfordcity@oxfordshire.gov.uk](mailto:activetraveloxfordcity@oxfordshire.gov.uk)

Website: [oxfordshire.gov.uk/cowleyltns](https://oxfordshire.gov.uk/cowleyltns)



If you would like to find out more about active travel in Oxfordshire please visit: [oxfordshire.gov.uk/activetravel](https://oxfordshire.gov.uk/activetravel)



To find out more about road safety, including safer cycling, walking, wheeling (wheelchairs and mobility scooters), biking and driving, plus cycle training opportunities visit: [365alive.co.uk/cms/content/road-safety](https://365alive.co.uk/cms/content/road-safety)



Get the latest roads and transport news by signing up to receive our travel bulletin: [residents/roads-and-transport/roadworks/roads-and-transport-news](https://oxfordshire.gov.uk/residents/roads-and-transport/roadworks/roads-and-transport-news)

## Survey questions

### Oxford: Cowley LTNs - ANPR Camera Enforcement & Littlemore Road Exemption Amendment

*NOTE - this consultation forms part of the formal process solely concerned with the specific proposals as advertised, and has no influence on the presence or location of the current LTNs. Further details on the LTNs in general can be viewed [here](#).*

We're asking for your views on the proposal - as part of the ongoing review of the LTN scheme - to amend the current restriction at the traffic filter on Littlemore Road, which is sited 10 metres north of its junction with Compass Close. The amendment proposes to permit local buses, taxis, private hire vehicles, and Universal Service Provider vehicles to proceed through the filter.

The existing LTN scheme was approved to be made permanent in July 2022, and this supports the wider policy of improving road safety, in particular for vulnerable road users including pedestrians and pedal cyclists.

Additionally - we're asking for your views on the proposal to carry out the enforcement of existing restrictions at three specific locations by 'Automatic Number Plate Recognition' cameras (ANPR) which will be positioned at the site of the filter, enabling any vehicles that contravene the order to be issued a fixed penalty notice.

The sites have been selected for consultation following stakeholder engagement including extensive liaison with the emergency services, internal reviews and site visits. Consideration was given to the impact on the scheme objectives of the LTNs including the aim to reduce through traffic.

The use of ANPR at certain locations will allow flexibility for amendments to bus services, allow for increased police patrols and allow the locations to offer network flexibility during unforeseen and/or emergency situations on the highway network.

The proposed sites and their exemptions are as follows: Littlehay Road – emergency vehicles only; Crescent Road – emergency vehicles only, and; Littlemore Road - emergency vehicles, local buses, taxis, private hire vehicles, and Universal Service Providers.

Please see the Frequently Asked Questions (FAQs) for more details.

Have your say.



Please read the information provided on this consultation and take the time to complete the survey as your views and opinions matter. Your response should be completed and returned by 5pm on Monday 17 April 2023.

Whilst we will endeavour to answer simple queries during the course of the consultation, any more complex questions/issues will be appraised and dealt with as part of consultation process.

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. We will not however, disclose the names of people who have responded, for this purpose, we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children.

### What happens next?

The County Council will review the responses and if necessary (i.e., if objections are received) prepare a report to be presented to the Cabinet Member for Highways Management at a meeting scheduled for later in 2023. This will be a public meeting at which members of the public may apply to speak. The agenda and reports for meetings will be made available on the Oxfordshire County Council web site about a week before the meeting (please note that occasionally it is necessary to defer reports to a later meeting, and it is therefore advisable to check the agenda ahead of attending a meeting). The Forward Plan of decisions meetings can be viewed [here](#).

### **A Your views and opinions**

In what capacity are you responding to this survey? *You must provide an answer to this question (tick box that applies).*

Local resident	Member of the public	Local or County Cllr*	As a business*
As part of a group/organisation*		Rather not to say	Other (please specify)

\*(Please enter the name of the area you represent, name of the business, or name of the group/organisation).

Please select which of the following that best describes your opinion of the proposed exemption amendment for the existing traffic filter on Littlemore Road, Oxford. *You must provide an answer to this question (tick box that applies).*

Support	Object	Concerns	No opinion
---------	--------	----------	------------

Please let us know the reason for submitting your response (i.e., why you are supporting or objecting to the proposals?). *You must provide an answer to this question.*

Please select which of the following that best describes your opinion of the proposed use of ANPR cameras to aid enforcement of the LTNs at the following locations: *You must provide an answer to this question (tick box that applies).*

	Support	Object	Concerns	No opinions
Crescent Road				
Littlehay Road				
Littlemore Road				

Please let us know the reason for submitting your response (i.e., why you are supporting or objecting to the proposal?) *You must provide an answer to this question.*

### **B. About you**

We would like to know more about you so that we can understand more about our customers and residents, as it helps us to know if we are hearing the views of a wide range of people and communities. If you do not wish to provide any of this information, please select prefer not to say.

All information given is anonymous and is governed by the General Data Protection Regulations 2018

What is your age? *(tick box that applies).*

Under 16	16-24	25-34	35-44	45-54
----------	-------	-------	-------	-------

55-64	65-74	75-84	85 and over	Prefer not to say
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What is your gender? *(tick box that applies).*

Female	Male	I use another term (please state below)	Prefer not to say
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What is your ethnic group or background? *(tick box that applies).*

Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)	Black or Black British (Caribbean, African, or any other Black background)	Chinese	Mixed or multiple ethnic groups (White & Black Caribbean, White & Black African, White & Asian, and any other mixed background)
White (British, Irish, or any other white background)	Prefer not to say	Other ethnic group or background (please specify)	

Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months? *(tick box that applies).*

Yes – a lot	Yes – a little	No	Prefer not to say
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Please enter the name of the town or village only, where you currently live or the business/group you are responding on behalf of is based.

Please enter the name of the road/street only, where you currently live or the business/group you are responding on behalf of is based.

What is your postcode\*? *\*Please provide the first four or five digits of your postcode (but not the letters at the end). e.g., OX1 1 or OX145.*

Are you happy to be contacted via the email address you have supplied to be kept informed about this consultation? *(tick box that applies). Yes\* No \* If you ticked yes — Please provide email address below.*

### **Key Frequently Asked Questions**

#### **What is ANPR and how does it work?**

The order associated with a Low Traffic Neighbourhood closure is a legal order to vehicles that are not exempt and are driven into the restricted area.

Automatic Number Plate Recognition (ANPR) cameras are triggered by vehicles passing through restricted areas and record only the license plate details of those vehicles. They do not record the wider area or record constantly.

Road warning signs will be clearly displayed at the entrance point of each filter to inform you when you are entering a restricted area. Non-exempt vehicles that do drive through ANPR filters receive a fine called a Penalty Charge Notice (PCN).

#### **How do Automatic Number Plate Recognition (ANPR) cameras enforce a Low Traffic Neighbourhood restriction?**

The cameras will check the number plates of all vehicles passing through the restricted area during operational times, and cross reference them against the Exemptions List. If a vehicle is on the Exemptions List, then the ANPR camera will take no further action. If a vehicle is not on the Exemptions List the video clip will be reviewed by the Parking Team, who may then issue a Penalty Charge Notice (PCN) to the registered owner of the vehicle.

#### **What considerations were made in selecting the proposed locations for ANPR?**

We would be implementing the ANPR cameras under Part 6 (camera enforcement) of a Traffic Regulation Order. To meet Part 6 requirements the locations must be:

- Identified as being subject of regular contravention of the Traffic Regulation Order as determined by advice from Thames Valley Police or on-site observations; and
- Unable to practically, and at reasonable cost, make physical changes to make the order self-enforcing (avoiding the need for part 6 camera enforcement); and
- Support the overall ambitions within the Local Transport & Connectivity Plan, Network Management Plan and developing Area Strategies; and/or

- Be adjacent or close to a bus route; and/or.
- Have recorded evidence of accidents, or ancillary information relating to accidents of near misses; and/or
- Support the success of wider initiatives being implemented such as, but not limited to, School Streets, Low Traffic Neighbourhoods, Bus Journey Time Improvement.

Was emergency services access a part of this proposal?

We have engaged closely with emergency services regarding LTNs. Although bollards are droppable to allow emergency services access through, there have been issues which have prevented emergency services being able to pass through the LTN filters.

These issues have included parking, and installing objects, to obstruct passage through the filters; and tampering with bollards and locks on bollards (which impact whether the bollards can be dropped or removed easily to allow emergency access through).

## A note on word groups used towards tagging for comments analysis

The list of key word groups used for tagging comments is below. These were commonly occurring words in the comments, tagging was set to look for heading and group words including spelling variations. The word groupings were used towards filtering comments to identify common themes. This was additional to full read-throughs of the total comments – which data set is being reviewed by officers for recommendations and insights – all of which contribute to the ongoing programme monitoring and review including any potential amendments considerations.

Active Travel	Exempt(ions)	Health	Infrastructure	Journey	Vehicle	Communities	Roads (listed individually)
sustainable modal liveable	Exemptions - local residents (any/every -one/people) in area <b>Enforcement</b> ensure fine - s charge - s	John Radcliffe JR Nuffield Churchill hospital doctor GP gp medic surgery appoint ment <b>Blue badge</b> disable/ -d disability autis -m, -istic elderly <b>Carer</b> nurse NHS caring care for <b>Anxiety</b> stress mental (health) depression <b>Asthma</b> breath -e, -ing lung asthma - tic	pothole <b>Cost</b> sign -s, - age waste fix resource crossing money junction tax (speed) hump - s greed -y exit - s vanity (project) roundabout rat (run) <b>Vandalism</b> through-traffic damage plant -er, -pot, -box break <b>Bollard</b> barri -er, -cade vandal anti-social bloc -k restrict -ing, - ion <b>Conflict</b> fight violence -t, -ce aggress - ion, -ive <b>Criminal</b> illegal law	<b>Commute</b> work travel business - es job <b>Education</b> school college learn study university <b>Family and friends</b> child/kid son/daughter mothe/father/mum/dad sister/brother friend neighbour family gran - dfather, -dmother <b>Consultation</b> <b>Time</b> long extra late	<b>Bus</b> (double) decker - s <b>Cycle</b> cyclist bike motorcycle <b>Emergency services</b> fire police ambulance healthcare key worker NHS accident <b>E-scooters</b> scoot -er, - ers <b>Cars</b> motor vehicle Drive driving <b>Driving rights</b> freedom rights liberty access movement <b>Service vehicles</b> USP bin rubbish <b>Fuel</b> petrol gas <b>Lorries</b> HGV truck delivery <b>Motorbikes</b> moped <b>Pedestrians</b> walk <b>Taxis</b> phv public hire vehicle hackney carriage black cab cab <b>Traffic</b> congestion gridlock -ed standstill chaos push - ing displac - e, -ement, -ing bottleneck delay tailback <b>Safety - negative</b> speed risk danger quick don't look fast accident	divi - sion, -de, -ded isolate <b>Economy</b> econom - y, -ic, -ics North Oxford poor council estate poverty ghetto <b>Dictatorship</b> persecution Putin WEF totalitarian - ism communis -t, -m tyran - ts, -nny herd animals authorit -y, -arian, -ative oppress prison - er, -ers agenda kill dea -d, -th Korea <b>Disregard</b> ignore flout <b>Discrimination</b> penal - ty, -ise, -ising punish <b>Controlling freedom</b> social clean -se, -sing civil liberty cage zone District 9 lock -ed, -down segregat -e, - ion trap - ped, -ping Cutteslow Wall isolate <b>Negative sentiment</b> infringe ignore don't/won't/never listen get rid don't/not want - ed don't/not agree destruct a -shamed disgrace object ruin destroy misery poor/bad decision unwanted worst disaster awful wreck	Cowley Littlemore Littlehay Between Towns Road Crescent Road Cornwallis Road Herschel Crescent Rose Hill London Road Headington Newman Road Barracks Lane Bartholomew Road

## Comments from groups

### Comment from councillors representing Littlemore:

'Littlemore County & City councillors' response to Church Cowley LTN ANPR consultation  
Sandy Douglas, Tiago Corais, Trish Elphinstone

With the support of:

-Councillors Ed Turner; Shaista Aziz (City Councillors for Rose Hill),  
 -Councillors Amar Latif; Paula Dunne (City Councillors for Cowley),  
 -Councillors Imade Edosomwan; Mohamed Fadlalla (County Councillors for Leys and St Clement's Cowley Marsh)

1. Summary: We support the replacement of the Littlemore Road bollard with ANPR:

- With limited exemptions during school travel hours, for emergency services, buses, taxis / private hire, blue badge holders and (as soon as administratively possible) carers.
- With broader exemptions during non-school-travel hours, to re-open Littlemore Road for local residents. We propose that this is initially achieved by de-activating the ANPR system outside school travel hours.
- With measures to avoid fines for accidental infringements and to assure data privacy.
- With investment in traffic calming and cycle safety measures on Cowley / Littlemore / Crowell Road and on Newman Road.

2. Background: The geography of Littlemore has meant that the Church Cowley LTN has resulted in significant costs and limited benefits for most Littlemore residents.

- Littlemore has limited local amenities and limited public transport connections with major employment centres (e.g. Headington).
- Geographical divisions created by the bypass, railway line & Littlemore Brook limit options for travel & extend journey times.
- Closure of Littlemore Road and Bartholomew Road has resulted in particularly extended journey times for residents in the area around Bodley Road / Herschel Crescent.

Characteristics of Littlemore Road (such as its width and its historical use as a major through-road between a community of thousands and the major local centre of amenities i.e. Cowley Centre) are quite distinct, in our view, from those of any other road within the East Oxford or Cowley LTNs.

There have been benefits of the Church Cowley LTN which we wish to retain.

- Littlemore Road is used as a route for children travelling to and from schools including Church Cowley St James, the Oxford Academy, St Frideswide and others. It is important that changes to the scheme prioritise child safety.
- Newman/Littlemore/Bartholomew Roads were historically used as a 'rat run' for non-residents travelling between the bypass and Blackbird Leys. We do not wish this to be re-opened.

We wish to maximise cyclist safety and encourage new cyclists to travel through the Church Cowley LTN.

- We note that the north-south route between Newman Road and the B4495 (Cowley Road/Littlemore Road/Crowell Road) has not historically been a major cycle accident hotspot. According to crashmap.co.uk, between 2010-2020, there were two slight accidents involving cycle casualties on this stretch of road.
- Over the same period, there were several accidents involving cyclists at the Newman road mini-roundabouts and on the B4495. The Church Cowley LTN evaluation suggests that the LTN has not reduced traffic at these locations.
- Prior to the implementation of the LTN, there has been no investment in traffic calming / cyclist safety on Cowley / Littlemore / Crowell Roads.

3. Use of ANPR: We wish to work with the County Council to facilitate communication with local residents regarding introduction of ANPR, with particular attention to communicating the following points:

1. We understand that, by law, any fines resulting from infringements detected by the ANPR will be reinvested in Oxfordshire transport infrastructure. We would welcome an undertaking from the County Council that fine income would be reinvested within the immediate local area.
2. Efforts will be made to stop 'honest mistakes' resulting in fines:
  - a. We believe drivers should be sent warning letters rather than fines for 'first infringements'
  - b. We believe that signage should be as clear as possible to avoid confusion
3. We expect that data handling will be strictly controlled to address privacy concerns.
4. Limited exemptions on Littlemore Road during school travel hours

We propose that strictly limited groups of vehicles, similar but not identical to those proposed in the consultation, are eligible to travel down Littlemore Road during hours at which children are likely to be travelling to school.

- We propose that these hours could be regarded as being 0800 – 0900 and 1430 – 1630, Monday to Friday, but would be open to these hours being harmonised with those of ‘school streets’ elsewhere in the city.

During these ‘school travel hours’, we support limited exemptions as follows

- For emergency service vehicles and local buses.
- (4. School hours continued) For taxis and private hire vehicles, with eligibility of individual vehicles for this exemption becoming subject to provision of telematics data (to confirm adherence to the 20 mph speed limit) if and when this is technically and legally feasible.
- We believe that blue badge holders should be eligible for exemption.
- We request that professional carers/healthcare workers travelling for duty should be included in this exemption as soon as possible, once a suitable administrative system to enable this is in place.

#### 5. Re-opening of Littlemore Road for local residents outside school travel hours

We believe that Littlemore Road should be re-opened for use by local residents’ vehicles outside school travel hours. We believe that this should be achieved initially by de-activating the ANPR system outside school travel hours.

We believe this should be accompanied by planning additional measures to maintain the safety of active travellers.

- Advisory cycle lane markings and traffic calming on Cowley / Littlemore Road (e.g. chicanes / pinch points with cycle bypasses, vehicle activated speed signs). Use of additional planters or chicanes including tree planting for traffic calming on Cowley / Littlemore Road could also enhance the environment for residents.
- Improvements at the Newman Road / Oxford Road junction.
- We appreciate such investment may be challenging with current budget constraints. We would like to explore the use of LTN-connected active travel funding, Vision Zero funding, or CIL funds held by the City Council or Parish Council to support this work.

We believe future consideration of a residents’ permit system (preventing use of Littlemore Rd by non-local traffic, even outside school travel hours) may be worthwhile, if this is regarded as a feasible & suitable option by the County Council. We recognise however that this would carry an administrative burden and require time to set up. We do not believe this should delay re-opening of the road. If a residents’ permit system were to be introduced in future, we would suggest that

- Residents of Littlemore Road and Cowley Road (Littlemore), and those streets opening onto them (including streets accessed through Addison Drive and St Nicholas Road) might be eligible.
- Limited re-opening of Bartholomew Road for local residents (e.g. overnight / weekends) could be explored. Without a residents’ permit scheme, this would risk rat-running by non-residents between the bypass and Blackbird Leys.

#### 6. Future changes, beyond current consultation: We support investment in improved amenities and alternative travel options for Littlemore, including the following.

- Local availability of NHS primary care services
- Safe walking and cycle routes from Moggridge Drive
- A cycle route from Moggridge Drive to the bypass without requiring dismounting
- Safe pedestrian/cycle crossing across the Sainsbury’s exit road
- Lighting on the cycle/footpath on the north side of the bypass between Heyford Hill and Oxford Road
- A bridge across the railway line to link Moggridge Drive to Railway Lane and the remainder of Littlemore
- Exploration of a quiet/off-street north-south cycle route through the Church Cowley LTN (using the Newman Road/Eastern Ave alley, ground adjacent to the Scout hut if permitted by the landowner, Fairlie Road, Kelburne Road, Church Hill Road).
- Improvement of the Sandford Road cycle lane (the main or only route for residents of the new developments around Armstrong Road to cycle to the city)
- Improved public transport options, particularly focused upon access to Headington and to local GP services, and including exploration of a ‘Pick-Me-Up’/‘UberPool’-like ‘Littlemore Community Shuttle’.
- Availability of ‘car club’ vehicles.
- Measures to increase uptake of cycling (including cycle training and cycle storage / parking)
- Progression of the Cowley Branch line re-opening for passengers.

We would welcome a further consultation regarding the Mayfair Road closure. We would welcome discussion with the emergency services regarding potential use of ANPR or an ‘unlockable’ bollard

(instead of the unmoveable planter which is currently used) to enable an exemption for emergency services would improve response times for the Mayfair Road area.

## Waste 2 Taste

[volunteer for Waste2Taste at Temple Cowley] [We deliver] to a range of marginalised people in OX4 since the start of the pandemic. A key reason why I continue to volunteer is that the streets have been much easier and safer to navigate since the scheme was instigated. I note that almost none of the people I deliver to have cars; they are amongst the poorest in our community, and their needs should be prioritised through improvements to bus services and provision of active travel routes. In my view, the proposed changes succumb too readily to pressure from car drivers; for some of them, no watering down will ever be sufficient to mollify their opposition. Whilst I accept that some people have to drive for a range of work and care reasons, we need to ensure that people are encouraged/facilitated to walk, cycle or use the bus wherever possible, relegating the car to the mode of last resort.

In relation to the Littlemore filter in particular, I endorse the views set out in this blog last year: <https://liveablecowley.org.uk/why-littlemore-road-is-a-crucial-traffic-filter/>. It notes, among other pertinent points, that "No less than FIVE roads - Abingdon Road, Rose Hill/Iffley Road, Cowley/Oxford/Garsington Road, Barnes Road, Littlemore/Cowley Road - all run in roughly the same direction (SE/NW) to roughly the same part of the ring road (representing about a sixth of the circumference of the city). The LTN scheme requires that just one of those roads is made a low traffic route to facilitate active travel for less experienced cyclists". This doesn't seem too much to ask.

If the Littlemore filter is changed to ANPR, there is also a significant risk that pressure for further exemptions will just grow, and we will end up with a 'leaky' LTN scheme that is, in effect, a Medium Traffic Neighbourhood (see <https://liveablecowley.org.uk/if-anpr-is-the-solution-what-is-the-problem/>). This will seriously undermine local efforts to improve public health and safe travel, and contribute to tackling the climate crisis.

## Liveable Cowley

Liveable Cowley objects to the opening of our streets to ANPR-camera-only enforcement on Littlemore Road for the following reasons:

- 1) No evidence has been presented of the need for this change.
  - a. Oxfordshire Fire and Rescue Service stated in an FOI response: "[N]o reports or evidence base has been produced by OFRS regarding the use of ANPR camera controlled point closures being used in place of steel/wood point closures." See [https://www.whatdotheyknow.com/request/fire\\_service\\_evidence\\_for\\_reques](https://www.whatdotheyknow.com/request/fire_service_evidence_for_reques)
  - b. There is NO bus route proposed or even under review for the Littlemore Road filter route.
  - c. Taxi and bus infrastructure for Templars Square is all found on the Barnes Road entrance to Templars Square -- and this is currently well catered for to taxis and buses via the Bartholomew Road bus gate.
- 2) ANPR-openings cause confusion. Taxis will not understand which closures they can and cannot use. Residents will not understand what closures they can and can't use. This will be doubly true when and if the Central Oxfordshire Travel Plan's Traffic Filters come into force. They have myriad and complex exemptions, and we (Liveable Cowley) are confident that many, many residents will drive through our LTNs' ANPR-point-closures by accident.
- 3) Point (2) above means that the ANPR openings make our LTNs \_Less\_ safe! How can this be an improvement for residents?
- 4) We note that Phipps Road, Swinburne Road, and Freelands Road in our area have all been physically filtered for many years. These closures presumably are as inconvenient as those of Crescent, Littlemore and Littlehay roads. Yet we have seen no demands for their conversion to ANPR-only closures. We think instead that they prove that physical closures will eventually be 'normalised' once they are made permanent and given time.
- 5) The ANPR closures will create an irresistible temptation to 'exempt' a variety of road users. If not by the current administration then by a future one. We do not want this. Phipps, Swinburne and Freelands roads don't have these exemptions -- why should we?
- 6) The TRO doesn't address actual problems:
  - a. Traffic speed on Westbury Crescent South
  - b. Rymers Lane school-run chaos
  - c. Mopeds' illegal use of filtered routes

- 
- d. Lack of a safe crossing between Beauchamp Lane and Rymers Lane

#### **Unlimited Oxfordshire**

For taxis and private hire vehicles, any detour to avoid passing through [Littlemore Road] filter would result in higher fares. For Universal Service Providers, any such detour would result in loss of time and increased costs.

I would like Universal Service Providers, and vehicles registered as carrying blue badge holders, to be exempt. ANPR cameras enable this while still maintaining the effectiveness of the filters.

#### **South Central Ambulance Service**

Supporting the proposed changes support by ANPR camera. Best practice to ensure emergency access if available on all routes.

#### **Oxford Health NHS Trust**

I represent Oxford Health NHS Trust and services operating in the community. Staff use own vehicles to provide home visits to patients and I manage Urgent Care Services so we need to have exemptions so staff are not fined. ANPR is preferable to bollards. This is impacting on recruitment and retention of our staff and impacting on delivery of patient care, often to time critical patients e.g. diabetics. I support if Staff and Trust vehicles can be exempted as access is required for care delivery.

#### **Oxfordshire Fire and Rescue Service**

I am responding on behalf of the fire and rescue service and the use of ANPR enforcement supports our emergency response being as effective as possible. An important aspect of a fire and rescue service is the time it takes us to attend an incident. There are some, specific, situations where attendance times can be a critical factor. We do not support any measures which make it more difficult and longer for our crews to respond to an emergency call. Our position is that any LTNs that are introduced should be controlled by ANPR to prevent any delay in our emergency response. We support these locations as ANPR controlled and would also support an expansion of ANPR cameras to all LTNs.

#### **Thames Valley Police (supplied by email)**

TVP advocate that enforcement activity is required at all LTN filters to achieve a sustainable and consistent level of enforcement throughout the LTN network. The introduction of ANPR cameras and subsequent removal of LTN bollards will assist our staff in their operational response to incidents.

#### **Colta**

I am supporting the exemption amendment on behalf of the Hackney Carriage (black cab) trade through Littlemore Road. We provide a vital public service and access through all routes within Oxford is vital. This is a welcome amendment. We have in previous discussions/meetings emphasised the fact that the black trade must be permitted to access all routes, regardless of wherever the ANPR cameras were to be installed.

Raising a very serious concern here as to why the county is only considering to allow the Hackney carriage trade through Littlemore Road LTN and not Crescent Road or Littlehay Road if the ANPR cameras were to be installed.

We would completely object to this half baked proposal if it was to be the case that we were to be restricted access through Littlehay road and Crescent road. We are a trade of 107 licensed Hackney carriages and the numbers are regulated. It would be naive for the county to think that all 107 licensed Hackney carriages would access the Crescent Road or Littlehay Road LTN at once. You emphasise the importance of improving public transport, but you continue to restrict our movements.

We would not accept these proposals as they stand. The proposals need to be amended to allow our trade access through Littlehay road and Crescent road.

We are a trade which is asked to make a huge investment in 2025, where all of our vehicles will have to be zero emission capable electric taxis costing £70,000 plus interest. But on the other hand, restrictions are placed on our movements. This is discrimination against our trade and there is no logic to these proposals.

#### **Oxford Bus Company | Thames Travel | Carousel Buses | City Sightseeing Oxford (supplied by email)**

Thank you for sending the consultation about the County LTNs & Littlemore Road (Oxford) Proposed ANPR Camera Enforcement & Exemption Amendment.

This area of Oxford is very well served by both Go-Ahead (Oxford Bus Company and Thames Travel) and Stagecoach buses. Very frequent services are operated by both companies along the Cowley Road to the city centre and railway station. There are two services to the JR Hospital one service via Headington Shops (Stagecoach) and one via Brookes University (Oxford Bus). There are also numerous other less frequent services, including the 5A to Minchery Farm, the 11 to Watlington via Chalgrove, the 45 to Rose Hill and then on to Abingdon via Berinsfield, the 46 to the city centre via Florence Park and the Abingdon Road and in the other direction to Great Milton via Horspath and Wheatley.

We know there is local demand for faster journey times from Minchery Farm and Littlemore to Cowley Centre on the 5A service. We therefore support the proposal to permit buses, taxis, private hire and postal vehicles to pass through the existing traffic filter on Littlemore Road in the Church Cowley Low Traffic Neighbourhood. If implemented this would allow buses to operate directly via Littlemore Road and Crowell Road to Between Towns Road giving faster journeys to passengers and hopefully providing a more attractive option than to travel by car. Whilst changing the 5A route would leave the bus gate on Bartholomew Road unserved we believe that this facility should be maintained in order to allow flexibility in providing future orbital bus services.

We also support the adoption of ANPR enforcement of the three proposed locations where general traffic is not permitted to pass through filters at Littlemore Road, Littlehay Road and at Crescent Road. The use of ANPR at these locations will allow flexibility for amendments to bus services, as well as allowing for network flexibility during unforeseen and/or emergency situations on the highway.

### **Oxfordshire Cycling Network**

This response is on behalf of the Oxfordshire Cycling Network (OCN), which includes members from 30 cycling and supporting organisations in the county. OCN represents the 180,000 cyclists in the county and the 480,000 who would cycle if it was safe, convenient and pleasant.

**Wider response** We continue to support the new Low Traffic Neighbourhoods in Oxford. Like many previous low traffic neighbourhoods and streets, they have made life better and healthier for those that live in them. People who already live in quiet streets, may not appreciate how hostile some of these streets were for people before the implementation of their traffic filters.

We have seen first-hand an increase in people walking and cycling, a visible boom in the use of electric bikes and cargo bikes by people of all shapes, sizes and backgrounds. It is unfortunate that the time gap between the new Cowley and East Oxford LTNs and the traffic filters has lengthened, and we encourage the County Council to find ways to reduce traffic on the major roads to improve flow for the most efficient users of space and the least polluting modes (walking, cycling and buses) and priority users (disabled, health workers, essential trades) by reducing heavy use by single-occupancy private cars, many of which will be by healthy people for short journeys that could be substituted to bus, bike or foot.

We support the potential for a bus service to use Littlemore Road, but we have several concerns about the other parts of the proposals.

### **Concerns**

1. **Too early to change.** Due to vandalism, the LTN has not in practical terms been in effect for more than a month. In addition, we do not yet know the impact of the Strategic Traffic Filters, which should make it much easier for the emergency services to move around on the main roads. On this basis, it seems too early to change the filters on the three roads proposed.
2. **Traffic danger from illegal drivers.** Opening the three filters as proposed creates significant traffic danger in what are supposed to be safe streets. The ANPR bus gates on Bartholomew Road and Cornwallis Road see about 80 PCNs issues a week each, and we do not know if others escape a PCN due to number plate fraud e.g. by using insulation tape or a 'leafmate' magnetic leaf (as discussed on Oxford motoring-centric social media groups).
3. **Traffic danger from taxi drivers.** Some Taxi drivers have been responsible for dangerous driving following the vandalisation of LTN filters and several of them have been reported to their licensing authorities in Oxford or other Districts. With the potential of large numbers of taxis using Littlemore



Road, we have been getting a clear message from many residents that they will not feel safe unless there is sufficient traffic calming, enforcement or other measures to keep their speeds to 20mph or less.

4. **Other measures** that would improve the LTNs should have priority over adding too many exemptions and moving to ANPR. In particular:
  - a. Eliminating illegal passage of filters by mopeds by adding ANPR to existing bollard/planter filters.
  - b. A much-needed better crossing from Rymers Lane to Beauchamp Lane.
  - c. Tackling the school day beginning and end traffic chaos on Rymers Lane.
  - d. Reducing driving speeds on some of the LTN roads without sufficient traffic calming (e.g. Westbury Crescent).

### Specific response

Changes to exemptions on Littlemore Road – Object: We support the change to permit a bus service if one is proposed. We do not support a change to permit taxis and universal service vehicles unless measures are put in place to ensure speeds are maintained at 20mph or below.

ANPR on Littlemore Road – Object: We would support ANPR in addition to the current physical filter to reduce the moped problem. We support it conditionally as an enabler for bus services. However, we do not support it with the full range of exemptions and no other changes as proposed. And, in practice, the LTN has not been operating for longer than a month.

ANPR on Crescent Road and Littlehay Road – Object: Both of these roads have (a) another entrance; (b) a bollard that can be removed by emergency services in a matter of seconds. Removing them opens the possibility of illegal driving such as we see on the High Street, which the police will not currently enforce. In future, the Strategic Traffic Filters will reduce traffic significantly allowing emergency services vehicles much faster access to both sides of these filters. A switch to ANPR would also remove future opportunities for improving the urban realm in these places, e.g. by installing parklets or seating.

We would reconsider our objection if there are enforcement or safety measures beyond the ANPR camera (e.g. if the police are proposing enhanced enforcement as part of their response). Maybe the cameras could be fitted with klaxons and lights to warn children that a vehicle had been driven through the filter and they were in immediate danger – I initially thought of that comment as a joke, but it does make a deadly serious point.

### Cowley Area Transport Group

1. The role of ANPR: We object to ANY substitution of ANPR for bollards in locations previously decided. In areas of highest reported vandalism of LTN infrastructure, ANPR with physical barriers should be normal practice. We do not accept the re-opening of three installed filters as suggested in this consultation. We are not aware of an evidential basis for this change.
2. Risks: ANPR without barriers will not be clear to drivers, especially if extensive exemptions are permitted. There should be a consistency of very limited absolutely essential exemptions to traffic filters including on the 6 major roads suggested. Driving into an area without heeding the presence of a filter as there is no physical barrier could lead to accidents with pedestrians and cyclists. Of course, the immediate response to any such accident will be calls to bring back any removed barrier. So, it is best to approach this topic on the most economical basis for the long-term: keep the barriers, make the message to motorists very clear.
3. Traffic projections necessitate major road traffic reduction efforts NOW: As cyclists, we are very familiar with all of areas covered in this consultation, riding through these areas during every month of the year. We note that the DfT is predicting the following in terms of traffic projections: "Traffic levels in England and Wales are projected to grow in all our scenarios, but with large variation around the size and trend of that growth. From 2025, traffic is projected to grow between 8% and 54% by 2060 (Figure 9). Consequently, delay is projected to increase by between 6% and 85% from 2025 to 2060. This is measured as average delay per vehicle per mile in seconds." However, we know of no evidence the DfT has become willing to accept the induced traffic effect of new road infrastructure. Essentially, the additional trunk roads the Government continues to build mean more and longer car journeys in particular. Also, theoretical housing completions intended for Oxford and nearby areas and the surrounding local authorities make it highly likely that traffic increases in Oxford itself, particularly with increased inward commuting, will be at the higher

- end of DfT projections. No amount of new trunk road building, which we oppose in principle, is going to compensate for the fact that existing Oxford cannot cope with even more traffic. All Oxford junctions have been at or over capacity usage in the rush hour-school run periods since at least 2017. Consequently, traffic reduction measures must be maximised year on year, without delays. We disagree with the delay in implementing Traffic Filters on the 6 major Oxford roads identified in a previous County consultation. We agree with the Oxfordshire Liveable Streets petition that the Botley Road closure should not delay Traffic filters elsewhere in Oxford.
4. Buses, ANPR and fares: ANPR alone without bollards is needed for Traffic Filters on bus routes. Bus services may continue to shrink unless radical remedial action is taken, reducing the need for ANPR in practice in some locations. We note that research suggests £6bn a year could produce free buses and enough resources to continue introducing electric ones. We urge that the County Council add its voice to a call for free buses, and also for a national level freeze on trunk road building indefinitely, to ensure the funds are available for this.
  5. The Active Travel context: We note that the Government's extraordinary cuts in the Active Travel budget undermine the necessary process of road traffic reduction to stave off huge increases in traffic during coming decades. Therefore, bearing in mind the exceptionally challenging Oxford context, the County Council must lead on traffic reduction bravely and with foresight of the consequences if they do not make rapid progress. Oxford Mail reporting on LTNs is highly misleading about public support for traffic reductions. A widely reported study suggests 60% of the public are pro-LTNs. Similarly, no candidate was elected on an anti-LTN ticket in the last local elections in Oxford or a subsequent joint City and County by-election in the Littlemore/Rose Hill area.
  6. ANPR and exemptions: we think proposed exemptions, eg for suggested Traffic Filters seem too generous. We want to see a case by case assessment for some of the exemptions suggested, especially vans. Vans which are delivery vehicles in the City should be replaced as far as practically possible by cargo and ecargo bikes. The volume of construction vehicles in Oxford needs investigation, with a search for practical reductions in numbers. We note the extraordinary number of vehicles present at times during the rebuilding process of the Bullingdon Community Centre on Peat Moors in Lye Valley; we note the parking of many vans on the Cornmarket during a lengthy period of construction: we are concerned that use of vans is in fact really a form of car use in some cases, and that cargo and ecargo bikes can substitute in some cases to reduce traffic volumes. We also note the physical problem of the parking of vans on pavements. We urge the County to call upon the Secretary of State for Transport to implement a national Pavement Parking ban, and failing this allow one for Oxford. London has banned pavement parking already, and Scotland will be following. We think that this could contribute to reducing avoidable van use, and reduce vehicle damage to pavements which, like roads and cycle routes, go for very long periods without repair or maintenance.
  7. ANPR and fines: It is clear from the experience of the Traffic/bus filter arrangements for Oxford High Street, that many people drive into the penalty zone regardless of fines. This means traffic reduction is not being achieved. Users of the Cornmarket will from time to time see some car drivers attempting to proceed through the Cornmarket, demonstrating a need for more rising bollards. We are concerned relying on ANPR alone in any LTN area will permit some vehicle users to carry on making avoidable journeys regardless of penalties.
  8. School run: We want the school run to be: walking, cycling with parents and bus use. Anything which allows continued through traffic in the busiest areas during the school run times needs addressing – perhaps through a more assertive approach from the County about individual Green Travel Plans for schools having higher and more challenging objectives. Traffic filters that many vehicles have exemptions for is problematic; traffic filters without physical barriers should be minimised in Oxford as a matter of principle as non-exempt vehicles may frequently pass through them, as on the High Street. So ANPR has a role in dealing with this type of problem, but in the context of strong and united political leadership from the County.

### Cyclox

We object to the proposal to remove physical filters and replace them with camera enforcement and exemptions. We have seen no evidence that this switch is needed, and we are frustrated that changes are being proposed when the filters have yet to have a proper trial. For the periods that they have been in place, they have been effective at creating a safer environment for active travel, and encouraging more people to walk, cycle and wheel. However, vandalism has meant that these benefits have repeatedly been lost, and it has not been possible to create the consistently safe routes that are needed if people are to rely on them for everyday active travel, especially with children.

We believe that switching to a system of exemptions enforced by cameras will allow too many vehicles through, both legally and otherwise, rendering the roads less safe for vulnerable users, including cyclists. This system will inevitably generate requests for further exemptions for different groups, increasing political pressure and diminishing the benefits of the scheme – is a Low Traffic

Neighbourhood with so many vehicles coming through really still low traffic? In particular, we are concerned about the exemption for taxi drivers, when so many of the reports of dangerous driving that we receive from our members relate to taxis.

We would prefer to see the council address the issues on Rymers Lane at school drop off and pick up times, the need for a safe crossing between Rymers Lane and Beauchamp Lane, and the ongoing illegal use of filtered routes by speeding mopeds.

### **Specific comments**

Littlemore Road is a key route for active travel to and from Littlemore South, Blackbird Leys and Greater Leys. As well as commuting for work, this route is used for school runs to CCSJ primary school, Oxford Academy and John Henry Newman Academy and for trips to sports facilities including those used out of hours at the schools, Littlemore RFC, and Leys swimming pool. The Kassam Stadium and all its leisure facilities are also at the end of this route. Exchanging the existing filter for NPR camera control would make all of these journeys less safe for active travel, and reduce connectivity between all the neighbourhoods along the route, making cycling or walking less attractive options for all the residents of these outer city suburbs.

Crescent Road has a steep incline which means that close passing traffic has a greater impact on people cycling up the hill than it would on the flat. To make the road safe for active travel, motor traffic needs to remain minimised.

### **[Group not stated]**

Access is needed for the emergency services. By having the LTNs you are forcing more traffic onto the main roads and by allowing access to emergency services this will improve response times and access.

### **[Interest group]**

I do not believe that ANPR cameras are a legitimate method of reducing traffic; they merely cause inconvenience, divert traffic onto adjacent roads and costly to manage and maintain. This 'solution' also divides the community.

### **Socio-economic concerns (individual response)**

"They separate areas and not allowing people a choice when it comes to GP surgery's/dentist /schooling/shopping etc. people should have the freedom to choose these services and travel freely within the city they choose to live in. It means white middle/upper class privileged families who are able to afford/choose to live in areas that have good schooling and local facilities are stopping other less privileged communities from living among them.

It is not always possible for people to travel by bus, bike or walk. This means people who are already the most vulnerable in our society will be cut off and isolated further. Causing significant risk to mental health and wellbeing. This includes parents who have to get to work after dropping children at school, who [do not] have the option to work from home/..hours that fit around family life. This causes great stress and anxiety for parents and children. As a county we are ..at breaking point with mental health amongst ..young people.

With the implementation of LTN's Oxford has become a postcode lottery as to how much pollution your children are exposed to: for example a child on Magdalen road will see a significant drop in pollution and enable the health of said child to improve, however this is at the cost of a child on Oxford road having to be exposed to maybe 3/4 times the amount of pollution... [so it] then comes down to the have and the have nots as to your child's health.

[T]he streets with LTN's on have become quieter. This has an increased risk of crime, such as drug dealing, prostitution etc as there is less witnesses around to see such things happening. [W]ith recent polls suggesting an all time low in confidence in the police force to protect me and other women, I would not want to walk down streets with LTN's on or have to get a taxi to drop me at bollard and have to walk the remaining way home alone in fear of being attacked/raped. With no through traffic the likelihood of me being able to get help would significantly reduce.

I am totally against these proposals and fear for Oxford as a city that listens to few and not the many. As a society we are judged upon how we treat the most vulnerable amongst us and Oxfordshire county council ruled by the university are showing just how little they care for society's most vulnerable."



Divisions affected: *Kennington & Radley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **WOOTTON (ABINGDON): PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits within the parish of Wootton (nr Abingdon) as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on proposals to introduce 20mph speed limits in Wootton (nr Abingdon) including Old Boars Hill - as shown in **Annexes 1 & 2**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 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 encourage walking and cycling within Wootton by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 19 April and 12 May 2023. 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, Saint Helen Without, Wootton, and Sunningwell parish councils, and the local County Councillors representing the Sutton Courtenay & Marcham, Kennington & Radley and Kingston & Cumnor divisions.

### **Statutory Consultee Responses:**

7. Two responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. The Oxford Bus Company provided a detailed response listing the elements they supported and the single element to which they objected.

### **Other Responses:**

8. Seven online responses were received, six were from local residents all of whom objected to the proposals. A wide range of reasons were given with frustration, overtaking and a false sense of security for pedestrians leading to increased accidents were listed by all objectors. Longer journey times, a lack of enforcement, increased pollution and congestion, and it deemed a waste of money were each also cited by two objectors. One respondent claimed the majority of the community were against the proposals. A Witney resident objected in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

### **Officer response to objections/concerns**

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. All objections and concerns are comparable to those expressed and considered in earlier similar schemes and were not seen as warranting a change in those previous proposals given the explicit intention of the County Council's 20mph limit policy. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
12. Although it was suggested the proposals were against the wishes of the majority of the community, only six local public objections were received. The section of proposed 20 limit to which the bus operator objected was not part of

the consultation as initial proposals had already been withdrawn but confusion arose as the draft Traffic Regulation Order had not yet reflected that change.

Bill Cotton  
Corporate Director, Environment and Place

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

Contact Officers:           Phil Whitfield 07912523497  
                                    Geoff Barrell 07392 318869

June 2023

Legend	
Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Existing 40	
Existing NSL	
Parish Boundary	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	17.03.23	Proposal 1	C.R		

**OXFORDSHIRE COUNTY COUNCIL**  
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Project title: Wootton & St Helen 20mph Scheme

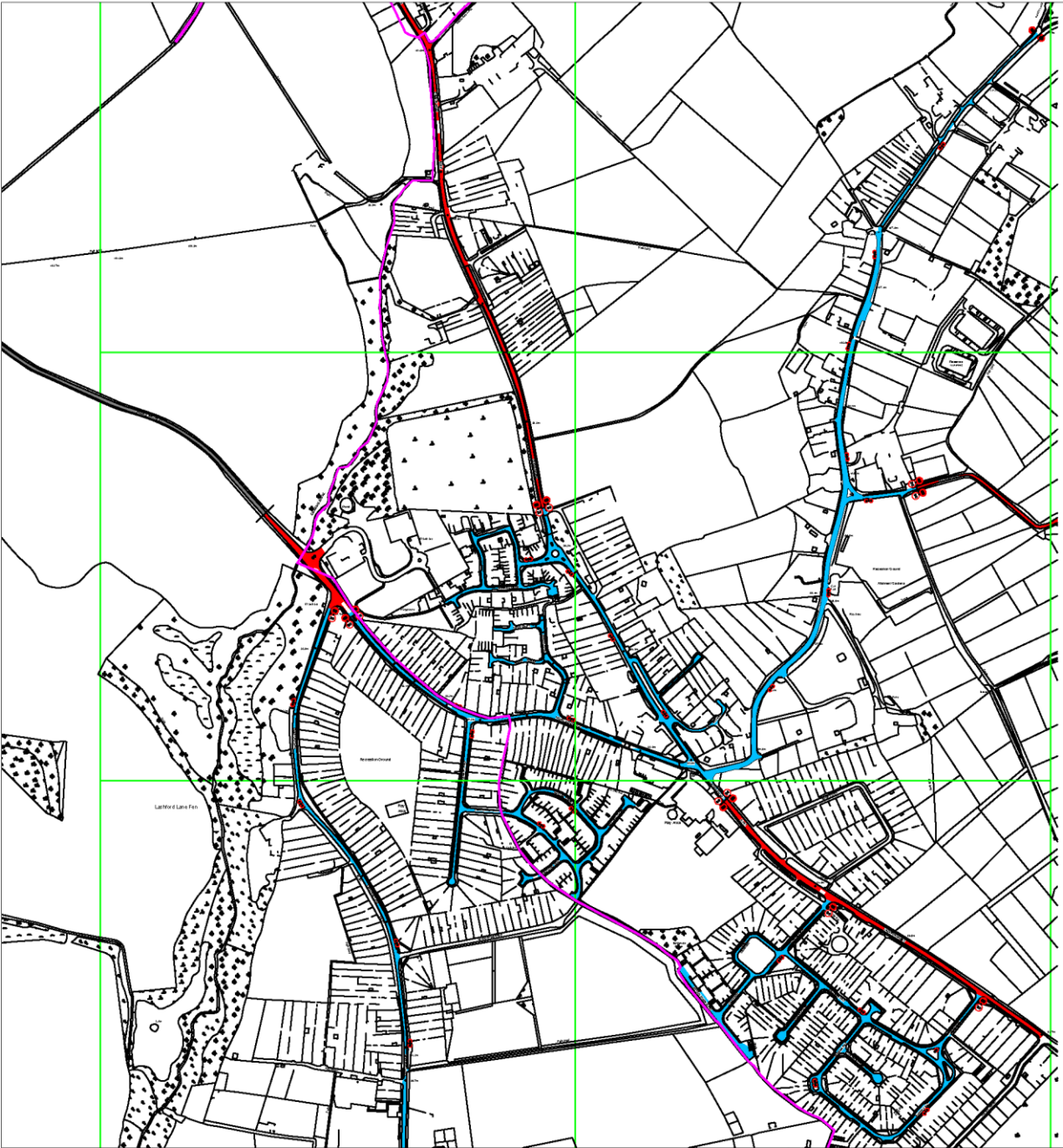
Drawing title:  
Wootton 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 17.03.23	Date checked:	Date approved:

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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## Old Boars Hill 20mph

Legend	
Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Existing 40	
Existing NSL	
Parish Boundary	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	22.03.23	Proposal 1	C.R		



Owen Jenkins  
Director for  
Infrastructure Delivery  
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Project title: Wootton &amp; St Helen 20mph Scheme

Drawing title:  
Old Boars Hill 20mph Scheme Overview

## Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 22.03.23	Date checked:	Date approved:

Oxfordshire Project No. &amp; File Ref

Drawing No. 1.0

Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> </ul>

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	<ul style="list-style-type: none"> <li>road environment</li> </ul> <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) Business Development and Partnerships Manager, (Oxford Bus Company)	<p><b>Support / Object</b> – We have no problem with and support these proposals where they do not affect bus services.</p> <p>We have concerns about the 20mph to be applied to the B4017 from a point 50 metres south of its junction with Wotton Village Road to a point 60 metres north of the roundabout with Robinson Road. There are minimal direct frontage access and minimal commercial activity on this section of road. However, whilst doubting that a 20mph limit will be self-enforcing we do not object to a 20 mph speed limit on this section of the B4017.</p> <p>We believe the introduction of a 20 mph speed limit on Besselsleigh Road near the Bystander PH and shops is a sensible suggestion given the frontages and so Support this section.</p> <p>We see no justification for a reduced 20mph speed limit on the section of B4017 Cumnor Road from a point 250 meters north of the roundabout with Robinson Road to a point 485 metres north of its junction with White Hill Lane. Although not shown on the map sent with the consultation as proposed to be reduced to 20mph it is included in the Draft Traffic Regulation Order. There are minimal direct frontage access and no commercial activity on this section of road which would see planned mixing between vulnerable road users and motorised traffic. We therefore object to the proposed reduced speed limit for this section of road.</p> <p>It is important that buses are able to make progress where it is safe for them to do so. The section of road we object to the proposed 20mph speed limit is approximately 1KM long.</p>

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	<p>Slowing journeys makes bus services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the council's policies.</p> <p>The 33 bus service that operates along the B4017 operates in and out of Oxford along the Botley Road which is subject to considerable variation in bus speeds and significant congestion at times. It is therefore important to provide significant amounts of “recovery” time at both Oxford and Abingdon to ensure the service can be operated reliably. Reducing bus speeds will increase the running time and so eat in to the recovery time leading to a potential impact on reliability.</p> <p>Given the nature of the B4017 and the distance involved it is unlikely that walking will make up significant mode share on this corridor. Therefore the council should be seeking to maximise support for public transport on this corridor to help achieve our decarbonisation aims.</p>
(3) Local Resident, (Wootton, Lamborough Hill)	<p><b>Wootton 20mph – Object</b></p> <p>I object to making the main road, Lamborough Hill and Sandleigh Road, as they are main roads which receive large amounts of traffic including lorries and busses. These are some of the places where the 20 mph speed limits make no sense and achieve nothing but needlessly slow down and frustrate residents and passers-through. The British transport network should be efficient to allow Britain to thrive as a country and as an economy, this will be harmed by unnecessarily slow speed limits lengthening journey time and frustrating people</p> <p><b>Old Boars Hill 20mph – Concerns</b></p> <p>I think as you're coming down the hill and out of the more built up area it should remain a 30 as visibility down the road for oncoming traffic is good and there are large verges allowing pedestrians to move out of the road for an oncoming car.</p> <p>I would also like to use this box to highlight problems with the application in general as one hasn't been provided. I am severely concerned for the money being spent on this application as it is tax payers money, to which all they are receiving (of the proportion of their tax used on this application) is a few very poorly constructed maps that make it unclear where the location in focus is and a summary which completely contradicts itself, which is before even looking at the St Helens Without application which also includes some of the areas in question in this application and have an again different plan on where the new 20 limits should start and finish.</p> <p>The conduct of this application is shameful, its suggest a slap dash approach is taken toward the proposal to make our roads safe. It further implies the council has no interest in the surrounding smaller villages.</p>

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	<p>I highly doubt this proposal is within the parameters of the government protocol or the law as there is no real definitive plan given in any of the proposal notes.</p> <p>I would like to state as a resident of Wootton I take the slapdash approach taken towards making potential improvements to our road network as an Insult and hope the residents can receive a definitive proposal which is easy to understand for all the age ranges you allow to take this form</p> <p>Travel change: <b>No</b></p>
<p>(4) Local Resident, (Wootton, Manor Road)</p>	<p><b>Wootton 20mph – Object</b></p> <p>Changes in speed limits for short stretches of main routes is unhelpful. It results in too many additional signs, causes confusion and is often ignored by frustrated drivers, resulting in more erratic and dangerous driving and a false sense of security for pedestrians who expect the cars to be travelling slower than they actually are.</p> <p>Where drivers do observe the 20mph limits for short stretches of busy roads, it results in increased congestion. The staggered junction near the Bystander PH is already frequently blocked with queuing traffic during busy periods. Reducing the speed limit to 20mph along the Cumnor and Besselsleigh roads will make this even worse and residents will find it more difficult to get out of their driveways, and residential roads due to continuous slow moving traffic. I strongly object to the introduction of a 20mph limit on any part of the B4017 between Cumnor and Abingdon, it is too slow for such a busy road and will result in increased congestion, too many road signs and more accidents. Instead the council should construct a separate cycle track and continuous path for pedestrians between Cumnor and Abingdon.</p> <p>The inadequate public transport in Wootton results in people walking from Cumnor or Abingdon on faster sections of the route where there is currently no path or lighting, and no changes proposed. The more dangerous parts of the B4017 for pedestrians are those with no footpath. Rather than reducing the speed limit, which will cause more problems than it solves, the council should ensure that there is a continuous path to separate pedestrians from vehicles on the full stretch of road between Cumnor and Abingdon, and include a cycle path to encourage other forms of travel. The proposal to reduce the speed limit will just result in more congestion and do nothing to encourage people out of cars, as there is no viable alternative.</p> <p>In my opinion changing the speed limit is a waste of tax payers money, which would be better spent filling the ever increasing pot holes and improving public transport and footpaths.</p> <p>I object.</p>

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	<p>Old Boars Hill 20mph – <b>Object</b> 20mph is too slow.</p> <p>Travel change: <b>No</b></p>
<p>(5) Local Resident, (Wootton, Manor Road)</p>	<p>Wootton 20mph – <b>Object</b> The area covered by the 20mph limit is far too wide. I object to 20mph limits on through routes. A 20 mph limit on a housing estate or Dead End route may make sense in some cases but I OBJECT TO THIS PROPOSAL.</p> <p>Old Boars Hill 20mph – <b>Object</b> I object to 20mph limits on through routes. They may make sense on Dead End roads and housing estates but I OBJECT TO THIS proposal as it is far too wide.</p> <p>Travel change: <b>No</b></p>
<p>(6) Local Resident, (Wootton, Whitecross)</p>	<p>Wootton 20mph – <b>Object</b> No need for reducing limit. Those who speed will continue to speed and will ignore the new limit. Law abiding drivers will struggle to stick to the new limit. It will cause MORE overtaking and road rage. The Council should be fixing the road (filling in potholes), enforcing the current limits and creating proper cycles lanes between Abingdon and Cumnor. Buses will be even more delayed. Driving so slowly is NOT good for the environment and cars are not designed to go so slowly. DO NOT WASTE MONEY ON SOMETHING THE PUBLIC DO NOT WANT.</p> <p>Old Boars Hill 20mph – <b>Object</b> No need for reducing limit. Those who speed will continue to speed and will ignore the new limit. Law abiding drivers will struggle to stick to the new limit. It will cause MORE overtaking and road rage. The Council should be fixing the road (filling in potholes), enforcing the current limits and creating proper cycles lanes between Abingdon and Cumnor. Buses will be even more delayed. Driving so slowly is NOT good for the environment and cars are not designed to go so slowly. DO NOT WASTE MONEY ON SOMETHING THE PUBLIC DO NOT WANT.</p> <p>Travel change: <b>No</b></p>

<p>(7) Local Resident, (Wootton, Manor Road)</p>	<p><b>Wootton 20mph – Object</b> This is an unnecessary adjustment to existing speed limits which are already excessively low. This will significantly increase travel times for an extraordinary large number of individuals whom will have less free time to spend with their families, participate in hobbies or relax etc. (what you might consider to be a small increase in travel time makes an enormous difference when we consider the fact that all of this wasted time adds up across a longer period of time such as a year).</p> <p>Furthermore this ludicrous proposed change is against the view of the majority of local residents - to go against this would be categorically undemocratic.</p> <p>And finally this will not have the desired effect as the speed limit will just be ignored by the vast majority of drivers due to the proposed limit being both morally and ethically unjust.</p> <p><b>Old Boars Hill 20mph – Object</b> This is an unnecessary adjustment to existing speed limits which are already excessively low. This will significantly increase travel times for an extraordinary large number of individuals whom will have less free time to spend with their families, participate in hobbies or relax etc. (what you might consider to be a small increase in travel time makes an enormous difference when we consider the fact that all of this wasted time adds up across a longer period of time such as a year).</p> <p>Furthermore this ludicrous proposed change is against the view of the majority of local residents - to go against this would be categorically undemocratic.</p> <p>And finally this will not have the desired effect as the speed limit will just be ignored by the vast majority of drivers due to the proposed limit being both morally and ethically unjust.</p> <p>Travel change: <b>Other</b> I will increase the use of my petrol powered vehicle as a form of silent protest.</p>
<p>(8) Member of public, (Witney, Oxford Hill)</p>	<p><b>Wootton 20mph – Object</b> No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small community that is fine with the way 30mph is. Unfortunately though this objection will be ignored like many others.</p>

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	<p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of members of the public, politicians including emergency services (even when not responding to calls) driving at 30mph no problem. This is a huge waste of money when our roads need sorting. Why the obsession with 20mph signs that are like Zs you see in a Russian street? Only reason Parish Council could express concern on the speed limit is likely a false flag.</p> <p>Old Boars Hill 20mph – <b>Object</b>          No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small community that is fine with the way 30mph is. Unfortunately though this objection will be ignored like many others. There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need sorting. Why the obsession with 20mph signs that are like Zs you see in a Russian street?</p> <p>Only reason Parish Council could express concern on the speed limit is likely a false flag. Boars Hill signs will be ignored as it is driving through the village and is a main road that has 0 risk to the public.</p> <p>Travel change: <b>No</b></p>
<p>(9) Local Resident, (Wootton, Lamborough Hill)</p>	<p>Wootton 20mph – <b>Object</b>          The proposal documents are not clear are contradict themselves. This will cause more danger as people will get frustrated driving along the Cumnor Road at an inappropriate speed of 20mph. This section was 40 mph until recently and this was reasonable. However, it is those who brake the speed limits that are causing issues not the speed limit. It will just result in greater danger due to people overtaking those sticking to the limit. Same applies to Besselsleigh Road.</p> <p>Old Boars Hill 20mph – <b>Support</b>          You can't go over 20mph in these areas</p> <p>Travel change: <b>No</b></p>



Divisions affected: *Deddington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **ADDERBURY: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Adderbury as advertised but with the two exceptions that the existing 30mph limits on the A4260 and Berry Hill Road be retained.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Adderbury as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 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 encourage walking and cycling within Adderbury by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 30 March and 28 April 2023. A notice was published in the Banbury Guardian 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, Cherwell District Council,

the local District Cllrs, Adderbury parish council and the local County Councillor representing the Deddington division.

### **Statutory Consultee Responses:**

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council suggested that the lower speed limits proposed on the A4260 be re-considered as being unduly low for a strategic road. Adderbury Parish Council also confirmed their support for the proposals.

### **Other Responses:**

8. Two members of the public emailed: one to suggest the proposed 20mph limit for the A4260 was unduly low, and another to suggest a lower limit on Berry Hill Road at the new Hayfield House development junction.
9. 56 online comments were received with 38 in support, ten objections and seven concerns, with one concerned that the proposals did not go far enough. All were local residents except one resident from Banbury, and two of the supporters included the Adderbury Traffic Calming Group and a local councillor. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category,

<b>View/Opinion</b>	<b>Number of responses</b>
Not effective and a waste of money	6
Support but not on major routes	6
Strongly against, not needed and unduly draconian	4
Congestion and pollution concerns	2
Will not be enforced	1
More dangerous as eyes on speedometer	1
Needs to be MORE extensive	1

10. 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

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	12 (21%)
Yes – cycle more	4 (7%)
No	38 (68%)
Other	2 (4%)

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

### **Officer response to objections/concerns**

12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
13. There is clearly majority support amongst respondents. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.
14. Several respondents expressed concern at the appropriateness of lower limits on strategic roads and, following representations from bus operators, officers were already supportive of retaining the existing 30mph limits on the A4260 and Berry Hill Road, as shown in **Annex 2**.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Revised proposals plan
	Annex 3: Consultation responses

Contact Officers:	Phil Whitfield 07912523497
	Geoff Barrell 07392 318869

June 2023

Sheet A

Sheet B

Sheet C

Sheet D

Drawing No.

Notes:

 Proposed 20mph limit

 Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

Adderbury 20mph

Drawing title

General Layout

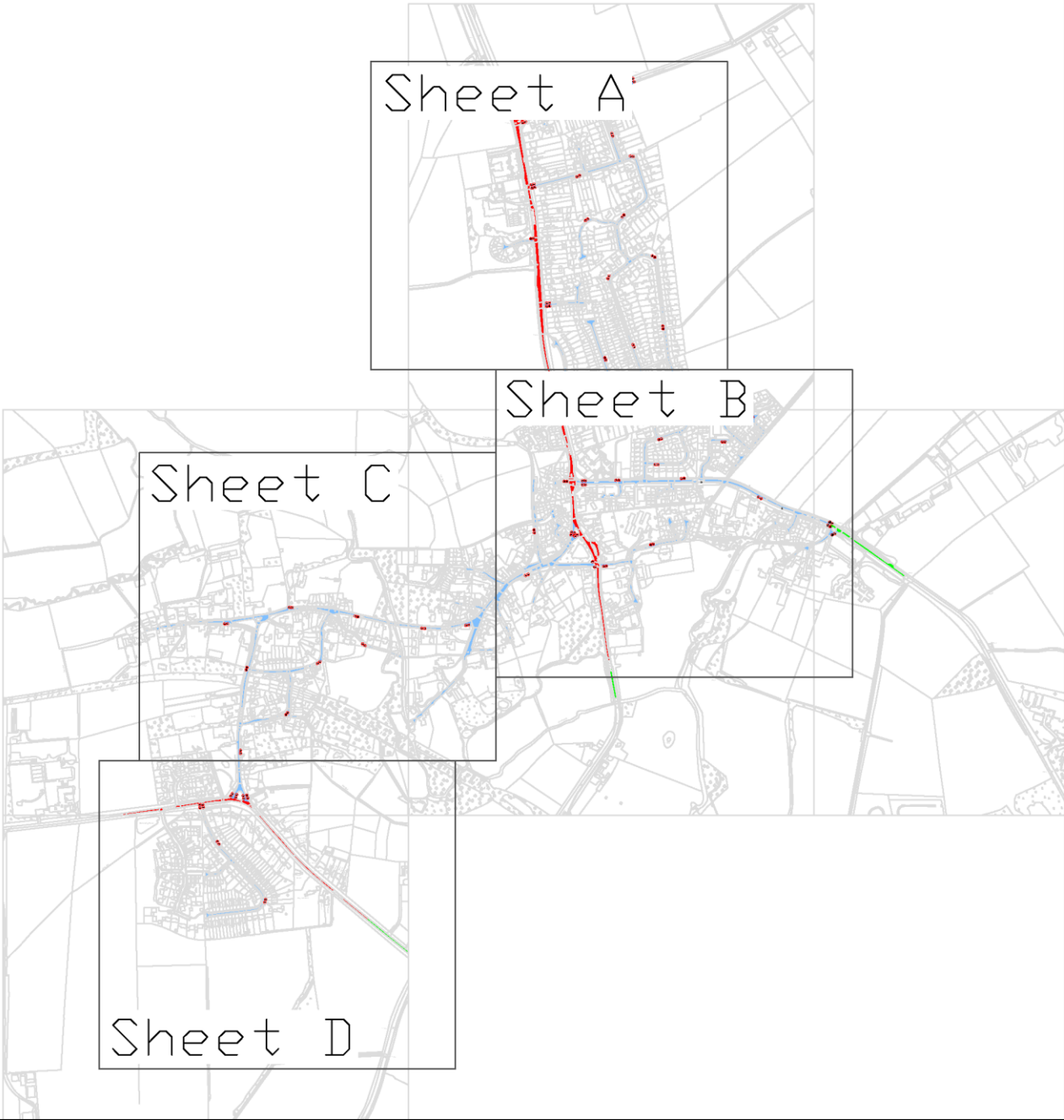
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	Date drawn 16/02/23	Date checked 23/02/23	Date approved 23/02/23

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Drawing No.

Revision



Drawing No.		Revision			
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		Proposed 20mph limit			
		Existing 30mph limit			
		Existing 40mph limit			
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title					
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	Date drawn	04/04/23	Date checked	04/04/23	Date approved
Oxfordshire Project No. & File Ref					
Drawing No.				Revision	
				2	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 disproportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<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>
(61) Adderbury Parish Council	<b>Support</b> – the Parish Council supports the proposals by OCC for the 20mph speed restrictions in Adderbury.
(2) Development Management Team, (Cherwell District Council)	<p><b>Concerns</b> – Planning officers are regularly users of the roads in Adderbury, both as a destination and means of travel to destinations to the south, south-east and west of the village. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. There are some roads, however, where there may appear to be less justification:</p> <ul style="list-style-type: none"> <li>- Main road through Adderbury from A5/A6 to approx. A22</li> <li>- Aynho Road from between B5 and B6 eastward</li> <li>- Berry Hill Road from D5 south-eastwards</li> </ul> <p>We wonder whether further consideration may be given to the above alterations.</p>
(3) Local Resident, (Adderbury, Vera Wood Close)	<p><b>Object</b> - Not necessary and will unhelpfully reduce traffic flow, causing further congestion. With the recent homes built in adderbury there are often issues turning onto main roads and this will only get worse.</p> <p>Travel change: <b>No</b></p>

<p>(4) Local Resident, (Adderbury, Walton Avenue)</p>	<p><b>Object</b> - The current 30mph speed limit is fine providing people adhere to it, putting a 20mph limit in place will make no difference. If they don't adhere to 30mph why will they a 20mph limit?.</p> <p>Are the lower speed limits supposed to promote alternative modes of transport? If so what are the alternatives? I can think of none!</p> <p>Travel change: <b>No</b></p>
<p>(5) Local Resident, (Adderbury, Sydenham Close)</p>	<p><b>Object</b> - There is not a problem with speeding in the village. Slowing traffic to this speed will create even more congestion, especially around the traffic lights, and pollution</p> <p>Travel change: <b>No</b></p>
<p>(6) Local Resident, (Adderbury, Water Lane)</p>	<p><b>Object</b> - The proposed restrictions are draconian, ill-judged, and not in the place where most needed, which is in the narrowest corridor of the conservation area, from the end of the High Street, through Water Lane and New Road and in West Adderbury to the Old Post Office. They are typical of the lack of understanding exhibited by the Parish Council, and its contempt for the conservation area.</p> <p>Travel change: <b>Other</b> Move elsewhere.</p>
<p>(7) Local Resident, (Adderbury (Twyford), The Rise)</p>	<p><b>Object</b> - The sheer volume of cars in Adderbury (village) makes it virtually impossible to exceed 30mph. Twyford (Adderbury Parish which the Parish council conveniently overlooks) has a serious problem with speeding. The Oxford Road through Twyford is a 30 limit however most cars travel at 40-45 and some a lot faster. Why can the 30mph limit not be policed?</p> <p>What is the point of reducing the village limit to 20mph. What does the council do now to ensure people do not speed? Reducing the limit to 20mph will do what? Everyone will travel at 25-30 mph and NOTHING will happen so why do it? SORT THE OSFORD ROAD THROUGH TWYFORD (ADDERBURY)</p> <p>Travel change: <b>No</b></p>



(8) Local Resident, (Banbury, Marlborough Road)	<p><b>Object</b> - Money is better spent fixing the roads and not on crippling the general population. 20 mph limits only cause more problems and more pollution.</p> <p>Travel change: <b>No</b></p>
(9) Local Resident, (Bloxham, Manning Close)	<p><b>Object</b> - Speed limits should be stuck to and 20 mph is often ignored as it's too slow. Even speed limiters ignore it! 30 mph is sufficient.</p> <p>Travel change: <b>No</b></p>
(10) Local Resident, (Clifton, Main Street)	<p><b>Object</b> - Adderbury is an unavoidable route for day to day life in the area. Off the main roads 20mph is fine but the through routes were built before most of the houses and should remain at 30mph.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident, (Souldern, High Street)	<p><b>Object</b> - Too low. People will be trying so hard to keep their speed unnaturally (and unnecessarily) low that they are more likely to have accidents. Plus it is a main through road. Just NOT appropriate. Likely people will probably just ignore it anyway.</p> <p>Travel change: <b>No</b></p>
(12) Local Resident, (High Street)	<p><b>Object</b> - The speed limit is too low considering the current level of car safety. Drivers will be forced to drop to a low gear and therefore create more pollution. They will also have to keep their eye constantly on the speedometer instead of the road making the roads less safe.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident, (Adderbury)	<p><b>Concerns</b> – One possible issue I detected is looking at Sheet D Berry Hill Road is still designated as 40 limit at the entrance to the new Hayfield Homes development where 40 houses are being built</p>

	Surely it would make sense to start the 20 limit before this estate entrance
(14) Local Resident, (Adderbury)	<p><b>Concerns</b> – I am writing to say that I do not believe that reducing the speed on the road named Twyford Gardens (shown in pdf sheet A attached, which runs from the Kings Sutton turn down to the traffic lights with the Aynho road) is a realistic or justified action. This is a major A road with heavy traffic and although there are houses on one side they are set back far from the road. Enforcing 20mph on this section does not feel natural and will encourage non compliance, which undermines the validity of 20mph in other areas. My opinion is that stricter enforcement of 30mph on this stretch, and the addition of separate cycle lane will produce a better road safety result.</p> <p>I note that it is the local community volunteers who will be supporting the 20mph initiative, using speed cameras, and their full buy- in to the scheme is vital for recruiting volunteers and gaining local acceptance. They will not feel comfortable working on roads that do not feel suitable for such restrictions. 20mph should be applied to the minor roads that wind between houses, or adjacent to school property where I believe they will be welcomed by both residents and through traffic.</p>
(15) Local Resident, (Adderbury)	<p><b>Concerns</b> - Who and how is it going to be policed and who will pay for this.</p> <p>Travel change: <b>No</b></p>
(16) Local Resident, (Adderbury, Church Close)	<p><b>Concerns</b> - Support because there is speeding through the village particularly from the High Street down Water Lane and past the Pump House Garage.</p> <p>Travel change: <b>No</b></p>
(17) Local Resident, (Adderbury, Manor Road)	<p><b>Concerns</b> - Agree with the principle of residential streets and the High Street being 20mph in the village. However the major artery routes - Oxford Road, Aynho Road and Berry Hill /Bloxham Road should remain 30mph</p> <p>Travel change: <b>No</b></p>

(18) Local Resident, (Adderbury, Vera Wood Close)	<p><b>Concerns</b> - It's unclear where the 20 limit is proposed. There are some obvious areas of Adderbury where you can't safely drive above 20, but also a main road, which as much as I would like a reduction in road noise on, is clearly designed for higher speeds.</p> <p>Travel change: <b>No</b></p>
(19) Local Resident, (Adderbury, Berry Hill Road)	<p><b>Concerns</b> - Happy to see Adderbury go down to 20mph but concerned with 40mph still in place on sections of Berry Hill Road. Speed limit down to 20 mph and traffic calming chicane need moving to include new Hayfield development entrance.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(20) Member of public, (Banbury, Betts Close)	<p><b>Concerns</b> - I support 20mph for most of the area, but not for the A4260 from the north as far down as Aynho Road. This stretch is not particularly narrow (compared with the south end of the A4260) and should be kept at 30mph. Inappropriate use of 20mph may well cause traffic problems from frustrated motorists. Unless, of course, you build a proper N-S bypass for Adderbury, in which case the whole of the existing main road can be 20 mph!</p> <p>Travel change: <b>No</b></p>
(21) Local Resident, (Bloxham, Colesbourne)	<p><b>Concerns</b> - General impact on traffic movements in the area Lack of advance planning to include on going house building Existing roads are NOT currently maintained to minimise hazards eg traffic calming on Berry Hill road sign missing for over 6 months and cycle lane not kept in safe condition ( clear of leaves and debris). As this is about making it safer for both Road users and pedestrians, footpaths should be installed where width permits especially on through routes such as Berry Hill road.</p> <p>Travel change: <b>No</b></p>
(22) Local Resident, (Bloxham, Frog Lane)	<p><b>Concerns</b> - Think 20 miles an hour would be fine for going through the village of Adderbury but not for the main road between Bloxham to main Banbury to Oxford road or the actual Banbury to Oxford main road .</p>

	Travel change: <b>No</b>
(23) Local Resident, (Adderbury, Banbury road)	<b>Support</b> - Safety - many people cross the Oxford Banbury road to go from the village green to the Lake walk or the Red Lion pub  Travel change: <b>No</b>
(24) Local Resident, (Adderbury, Berry Hill Road)	<b>Support</b> - The streets in Adderbury are too narrow and congested with other vehicles and pedestrians for 30mph (or higher as a result of inadequate enforcement) to be safe. And 20mph is becoming the new norm for residential areas.  Travel change: <b>Yes – walk/wheel more</b>
(25) Local Resident, (Adderbury, Berry Hill Road)	<b>Support</b> - I support this proposal as even with a 30 mph speed limit I see at least 1 in every 3 cars speeding, and very regularly in excess of the national speed limit, through parts of the village. I have also seen multiple accidents due to speed over the last year, at least 2 of which have resulted in hospital visits. These matters have been reported to the Police, The Police & Crime Commissioner and the local MP. As a resident of Adderbury I feel in danger from traffic when walking around the village and in particular on Berry Hill Road & crossing Oxford Road at its junction. This is due to the high speeds of vehicles, lack of pavements in many parts of the village, the unsafe road surfaces & the high speeds of vehicles. It is only a matter of time before some gets badly injured or killed. I sincerely hope the 20mph zone is adopted throughout the village including Berry Hill Road which will go some way to ensuring that the residents of the village are a little safer.  Travel change: <b>Yes - cycle more</b>
(26) Local Resident, (Adderbury, Dog Close)	<b>Support</b> - To discourage through traffic to avoid the village  Travel change: <b>Yes – walk/wheel more</b>

(27) Local or County Cllr, (Adderbury, Griffin Close)	<p><b>Support</b> - I fully support the 20mph zones identified. One change I would also support would be to reduce the length of the 20MPH zone on the A4260 to start at Griffin Close and go to beyond Berry Hill Road. Leaving the section between Twyford Road and Griffin Close as 30MPH (the reason for this is the pavement is away from the road for that section).</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(28) Local Resident, (Adderbury, High Street)	<p><b>Support</b> - Traffic speeds even through the centre of the village outside my house and where there are a lot of parked cars with constant comings and goings to the shop, hairdresser and pub are now seriously excessive.</p> <p>Travel change: <b>No</b></p>
(29) Local Resident, (Adderbury, High Street)	<p><b>Support</b> - The road is winding and narrow as well as constricted in various places, such as the area outside the village shop, and with on street parking drivers view is often restricted. The part through West Adderbury from Milton Road to the Oxford Road is often used as a cut through with cars exceeding the 30 mile an hour limit in many parts, particularly during rush hours. School children and adults have to take great care. A 20 mph speed limit will reduce risk significantly.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(30) Local Resident, (Adderbury, High Street)	<p><b>Support</b> - For safety reasons - both my partner and I have been nearly run over in the centre of the village due to the speed of the cars.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(31) Local Resident, (Adderbury, Horn hill road)	<p><b>Support</b> - Cars drive far too fast. Our children are in unnecessary danger. Our cat was killed by a speeding car</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(32) As part of a group/organisation,	<p><b>Support</b> - As Chair of the Adderbury Traffic Calming Group, ( sub committee of the pc) we welcome the 20mph proposals but with one or two tweaks.</p>

(Adderbury, Horn Hill Road)	Travel change: <b>Yes – walk/wheel more</b>
(333) Local Resident, (Adderbury, Horn Hill Road)	<p><b>Support</b> - On Horn Hill Road, probably 50% + cars are exceeding the speed limit of 30mph. When walking up Horn Hill Road you generally will see the RED light come on as cars come speeding along from the Oak Tree to Manor Road. Coming out of my property as a pedestrian can be challenging especially during morning and evening rush hour. And trying to exit my property by car can be equally challenging with near misses at least once every three months. Also within the last three weeks an expensive parked EV car had significant damage to the drivers door. There is no deterrent in the form of police speeding cameras or mobile speed checking vehicles.</p> <p>Travel change: <b>Other</b> I am a runner going out 5 times a week so I have to be so careful when leaving the property. Also I walk to use the local facilities. I use my car probably no more than twice a week on average.</p>
(34) Local Resident, (Adderbury, Horn Hill Road)	<p><b>Support</b> - I believe that the majority of vehicles travel at 30mph with some going faster. Not acceptable and I fully support 20mph throughout the village.</p> <p>Travel change: <b>No</b></p>
(35) Local Resident, (Adderbury, Lake Walk)	<p><b>Support</b> - Despite other measures motorists are traveling far too fast through the village and there has been a significant increase in the volume of traffic. It is less safe for pedestrians and certainly for children.</p> <p>Travel change: <b>No</b></p>
(36) Local Resident, (Adderbury, Meadow View)	<p><b>Support</b> - Reducing the speed limit reduces the risk of collisions</p> <p>Travel change: <b>No</b></p>

(37) Local Resident, (Adderbury, Meadow View)	<p><b>Support</b> - I have lived in Adderbury for over 15 years and traffic speeds have increased specifically through West Adderbury. I am supportive of the proposals, but I am concerned that by including the A4260 it will reduce the flow of traffic on what is already a busy and congested route. Studies have shown that reducing speed limits from 30 mph to 20 mph can reduce flow or volume of traffic by circa 25%. This would not be a good idea on the A4260 through Adderbury. In addition 20 mph routes are generally more accepted by drivers where they are logical. I would suggest that including the A4260 will get more driver push back which could potentially make drivers less likely to accept the limits elsewhere in Adderbury.</p> <p>Travel change: <b>No</b></p>
(38) Local Resident, (Adderbury, Oxford Road)	<p><b>Support</b> - I live on Oxford Road, on the Deddington side of Adderbury Institute. The speeds within the existing 30mph zone are constantly being broken, with speeds routinely well in excess of 30mph. This isn't just done by cars and bikes, large vans, tractors and HGVs routinely thunder through our section of the road well in excess of the speed limit. We walk regularly to go about our daily lives in the village and the speeds are frightening. The payment opposite the Institute is regularly used by pedestrians, dog walkers and runners. Not to mention residents, like my wife and I, trying to gain safe access onto Oxford Road with our cars. The dangers are clear and the road is long overdue a lower speed limit. But please don't stop there. Implement either a camera or traffic calming to further aid the slowing of traffic.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(39) Local Resident, (Adderbury, Rochester Way)	<p><b>Support</b> - Residential areas are for people , not speeding vehicles</p> <p>Travel change: <b>No</b></p>
(40) Local Resident, (Adderbury, Round Close Road)	<p><b>Support</b> - The amount of traffic passing through Adderbury has increased significantly in recent years. Many motorists drive through too fast which affects the safety of pedestrians particularly children and the elderly. Many people walk dogs or ride horses in the area and their safety is being compromised.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(41) Local Resident, (Adderbury, Round Close Road)	<b>Support</b> - Adderbury is used far too much as a cut through and cars often exceed the 30m speed limit.  Travel change: <b>No</b>
(42) Local Resident, (Adderbury, St Mary's Road)	<b>Support</b> - Too much speeding traffic through the village.  Travel change: <b>No</b>
(43) Local Resident, (Adderbury, Sydenham Close)	<b>Support</b> - Supporting less fumes and noise pollution and safer roads  Travel change: <b>No</b>
(44) Local Resident, (Adderbury, Tanners lane)	<b>Support</b> - Too many vehicles speeding through village  Travel change: <b>No</b>
(45) Local Resident, (Adderbury, The Green)	<b>Support</b> - Safety concerns with speeding traffic through the village  Travel change: <b>No</b>
(46) Local Resident, (Adderbury, Walton Avenue)	<b>Support</b> - The village roads are used as rat runs, the roads are narrow, drivers go too fast  Travel change: <b>No</b>
(47) Local Resident, (Adderbury, Water Lane)	<b>Support</b> - I live on a very narrow section of the road from Oxford Road to Milton Road and the traffic passing my house frequently exceeds current speed limit. The visibility is poor owing to parking and bends in the road, making it dangerous. There is also heavy through traffic a couple of metres from the house. I hope the reduction in speed limit would make the village safer and reduce the misuse by heavy vehicles using it as a rat run.



	Travel change: <b>Yes – walk/wheel more</b>
(48) Local Resident, (Adderbury, Aynho Road)	<p><b>Support</b> - I have no objections to 20mph limit. But I am not in favour of speed bumps, or chicanes. Traffic flowing steadily reduces pollution. Accelerating, braking, then accelerating again is what causes pollution and inefficiency. I don't believe that 20mph zone would cause congestion and therefore increase pollution as some will say. If it isn't going to be enforced with cameras, then maybe 20MPH sign would at least still reduce speed, even if not as low as 20mph.</p> <p>Travel change: <b>No</b></p>
(49) Local Resident, (Adderbury, High Street)	<p><b>Support</b> - Cars travel too fast between Pump House Garage and Oxford Road where there are many pedestrians and the road is narrow with poor visibility. A reduced speed limit would contribute to a safer village.</p> <p>Travel change: <b>No</b></p>
(50) Local Resident, (Adderbury, Parsons Street)	<p><b>Support</b> - We live in the centre of Adderbury and the speed of traffic travelling through the village is often far too fast making it dangerous to cross the road and making us feel vulnerable walking on the pavement. The proposed 20mph limit should make the roads safer. The road through the centre of Adderbury (down the high street) also seems to be used as a “rat run” in the morning and evening and the 20mph limit may make this route less attractive.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(51) Local Resident, (Adderbury, St. Mary's Road)	<p><b>Support</b> - The 20mph will be a good measurement to restrict speeding as traffic (from the surrounding villages) through the village has increased over the last few years. The amount of parked cars has also increased and as because of it only one lane is available, drivers tend to speed up.</p> <p>Travel change: <b>No</b></p>

(52) Local Resident, (Adderbury, Tanners Lane)	<b>Support</b> - Too many speeding vehicles in Adderbury Travel change: <b>No</b>
(53) Local Resident, (Adderbury, Banbury, Horn Hill Road)	<b>Support</b> - Vehicles use West Adderbury (Horn Hill Road and Berry Hill Road as a 'rat-run' to avoid the Oxford Road. Traffic goes much too quickly through West Adderbury and Adderbury. The roundabout where Milton Road, Berry Hill Road and Horn Hill Road intersect is particularly dangerous. Travel change: <b>No</b>
(54) Local Resident, (Banbury, Horn Hill Road)	<b>Support</b> - Safer for pedestrians Travel change: <b>Yes – walk/wheel more</b>
(55) Local Resident, (Banbury, Hornbeam Close)	<b>Support</b> - Cars travel much too fast through Adderbury. 20mph speed limit would making walking more comfortable and hopefully reduce the road noise. Travel change: <b>Yes - cycle more</b>
(56) Local Resident, (Milton, The Courtyard)	<b>Support</b> - I live in Milton, a mile from Adderbury. I avoid driving through the village (it is en route to Banbury) as I think that all unnecessary traffic in the village should be avoided for the sake of residents, even if it is sometimes marginally quicker to cut through. Sadly, many treat it as a rat run. 20mph might reduce traffic and at least make it quieter and safer. There are many hazards which cut-through drivers do not pay enough attention to. 20mph is entirely appropriate within the small village lanes. Travel change: <b>No</b>

(57) Local Resident, (Oxford, Botley Road)	<p><b>Support</b> - support for safer environment for all road users</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(58) Local Resident, (Twyford, Twyford Avenue)	<p><b>Support</b> - The real problem of course is the volume of traffic and congestion especially in the morning and evening rush hours at the traffic lights in Adderbury. The result of this is motorists looking for alternatives and using the side roads through Twyford as a rat run. This problem will only get worse as more and more houses are built and comuters are using the main road, The 20mph could well make the side roads in Twyford safer but will it be enforced. and how!</p> <p>Travel change: <b>No</b></p>
(59) Local Resident, (West Adderbury, Berry Hill Road)	<p><b>Support</b> - Safety</p> <p>Travel change: <b>No</b></p>
(60) Local Resident, (West Adderbury, Horn Hill Road)	<p><b>Support</b> - The main reason is one of safety for residents and the need for it to be self policing i.e.not rely on the presence of police to enforce it.</p> <p>Travel change: <b>No</b></p>

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Divisions affected: *Deddington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **BODICOTE: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Bodicote as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Bodicote as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 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 encourage walking and cycling within Bodicote by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 27 April and 19 May 2023. A notice was published in the Banbury Guardian 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, Cherwell District Council, the local District Cllrs, Bodicote Parish Council, Banbury Town Council, and

the local County Councillors representing the Deddington, Banbury Calthorpe, and the Bloxham & Easington divisions.

### **Statutory Consultee Responses:**

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Stagecoach Bus Company operate in this area but consider the proposals a pragmatic interpretation of the County Council's criteria and offer no objection. Cherwell District Council suggest that further consideration be given to retaining the current speed limits on Broad Gap and sections of White Post Road and Weeping Cross.

### **Other Responses:**

8. Thirteen online responses were received with ten local residents supporting the proposals but two citing concerns as they do not believe evidence suggests the 20mph limit proposals to be necessary. A Witney resident objected in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

### **Officer response to objections/concerns**

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. While the level of engagement was not high, there was clear majority support amongst respondents. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
12. Further consideration of the routes outlined by Cherwell District Council confirms they meet the criteria for 20mph speed limits, all routes have direct residential frontages and high levels of vulnerable road-user activity. The Parish Council had earlier requested that the school entrance on White Post Road be protected by a 20mph speed limit.

Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plans  
                                    Annex 2: Consultation responses

Contact Officers:           Phil Whitfield 07912523497  
                                    Geoff Barrell 07392 318869

June 2023



Drawing No.

Notes:

- Proposed 20mph limit
- Existing 30mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

Bodicote 20mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
Date drawn 18/04/23	Date checked 18/04/23	Date approved 18/04/23	

Oxfordshire Project No. & File Ref

Drawing No.

Revision 2



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 disproportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

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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) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>No objection</b> – this is a locality in which Stagecoach has a clear interest.</p> <p>Stagecoach operates the B3 service through Bodicote village and the S4 along the Oxford Road A4260.</p> <p>The timing of the consultation is serendipitous as I am leaving this Company tomorrow, but had driven Edward Henley-Burns our Operations Manager around Bodicote on Tuesday in anticipation of this.</p> <p>I am happy to confirm that on balance the proposals are considered to represent an effective and appropriate approach to implementing the Council's 20mph policy in this locality. In particular we note that the productivity of the S4 inter-urban service on the Oxford Road will not be diminished.</p> <p>Stagecoach thus offers no objection.</p>
(3) Development Management Team, (Cherwell District Council)	<p><b>Concerns</b> – Planning officers are regular users of the roads in Bodicote, both as a destination (the Council offices) and means of travel to destinations in all directions. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. That said, the preponderance of parked cars tends to regulate the speeds used. In addition, there are some roads where there may appear to be less justification, principally due to the nature and linearity of some of the roads:</p> <ul style="list-style-type: none"> <li>- Broad Gap (should remain 30mph)</li> <li>- White Post Road (ditto) (to just north of the junction with Wykham Lane)</li> </ul>

# CMDHM8

	<p>- Weeping Cross, from the Oxford Road to just before the junction with The Rydes (ditto?)</p> <p>We wonder whether further consideration may be given to the above alterations.</p>
(4) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> - No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small community that is fine with the way 30mph is. Unfortunately though this objection will be ignored like many others. There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create depression for huge numbers of people because it will be seen a totalitarian propaganda. Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (Bodicote, Rookery Close)	<p><b>Concerns</b> - The 30 limit is not policed, what would change if the limit was reduced. The proposal says it will reduce accidents, how many accidents have there been involving speeding in the last 10 years, not including the Oxford road</p> <p>Travel change: <b>No</b></p>
(6) Local Resident, (Bodicote, Molyneux Drive)	<p><b>Concerns</b> - Having read the proposal on line I can see no conclusive proof of reasons for this application, I can't see any accident statistics or environmental data for the streets concerned, there are no costs listed for the implementation of this project. I am concerned people get carried away with these type of schemes and forget about the more fundamental aspects of road safety which is the basic conditions of the road network, I believe the sentiments/principles are sound but there are other items that we need before this.</p> <p>Travel change: <b>No</b></p>

# CMDHM8

(7) Local Resident, (Bodicote, Blackwell Drive)	<b>Support</b> - Because certain residential areas should be 20 mph Travel change: <b>No</b>
(8) Local Resident, (Bodicote, Goose Lane)	<b>Support</b> - Bodicote streets are narrow, with in many cases cars parked on both sides of the road plus there is a primary school, a dance school, elderly residents and dog walkers. Twenty's plenty! Travel change: <b>Yes - cycle more</b>
(9) Local Resident, (Bodicote, High Street)	<b>Support</b> - Traffic goes absurdly fast through Bodicote:it is dangerous and greatly damages the character of the area Travel change: <b>No</b>
(10) Local Resident, (Bodicote, Molyneux Drive)	<b>Support</b> - I live on Molyneux Drive and the speed of the traffic exceeds 30mph on a daily basis outside out house. Cats and hedgehogs have been killed over the years, luckily so far no people. The other area of concern is the High Street - the T junction is frequently scary with cars trying to pull out, and even when driving slowly - the Dance school also often has children that have had near misses! Travel change: <b>No</b>
(11) Local Resident, (Bodicote, Broad End)	<b>Support</b> - People drive far to fast through Bodicote and even if doing the speed limit of 30mph it is too fast through a small village. Travel change: <b>No</b>
(12) Local Resident, (Bodicote, Broad Gap)	<b>Support</b> - Too many non-residents using Broad Gap and others as a rat-run. Excessive speed on this road particularly. Travel change: <b>No</b>

## CMDHM8

(13) Local Resident, (Bodicote, Oxford Road)	<p><b>Support</b> - Safety for pedestrians</p> <p>Travel change: <b>No</b></p>
(14) Local Resident, (Bodicote, Weeping Cross)	<p><b>Support</b> - Usage of Weeping Cross is dangerous including late night racing. This is not acceptable</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(15) Local Resident, (Bodicote, White Post rRad)	<p><b>Support</b> - Cars drive too fast in the village and it is unsafe. The problem is getting worse with all the new developments.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(16) Local Resident, (High Street)	<p><b>Support</b> - People often use Bodicote to cut through and avoid Oxford Road. With all the houses that have been built in and around Bodicote the traffic in the village has recently increased dramatically and lots of cars drive through the village dangerously fast. This is especially noticeable in the Bodicote High Street, where with the pavements being narrow, fast traffic creates potential danger for pedestrians. I therefore believe that the introduction of a 20 mph limit will make the traffic going through the village safer for the residents.</p> <p>Travel change: <b>No</b></p>

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Divisions affected: *Wroxton & Hook Norton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **BOURTONS (BANBURY): PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Great Bourton and Little Bourton as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Great Bourton and Little Bourton as shown in **Annexes 1 & 2**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 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 encourage walking and cycling within Great Bourton and Little Bourton by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 04 May and 26 May 2023. A notice was published in the Banbury Guardian 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, Cherwell District Council,

7. Two responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council had no comments to make.

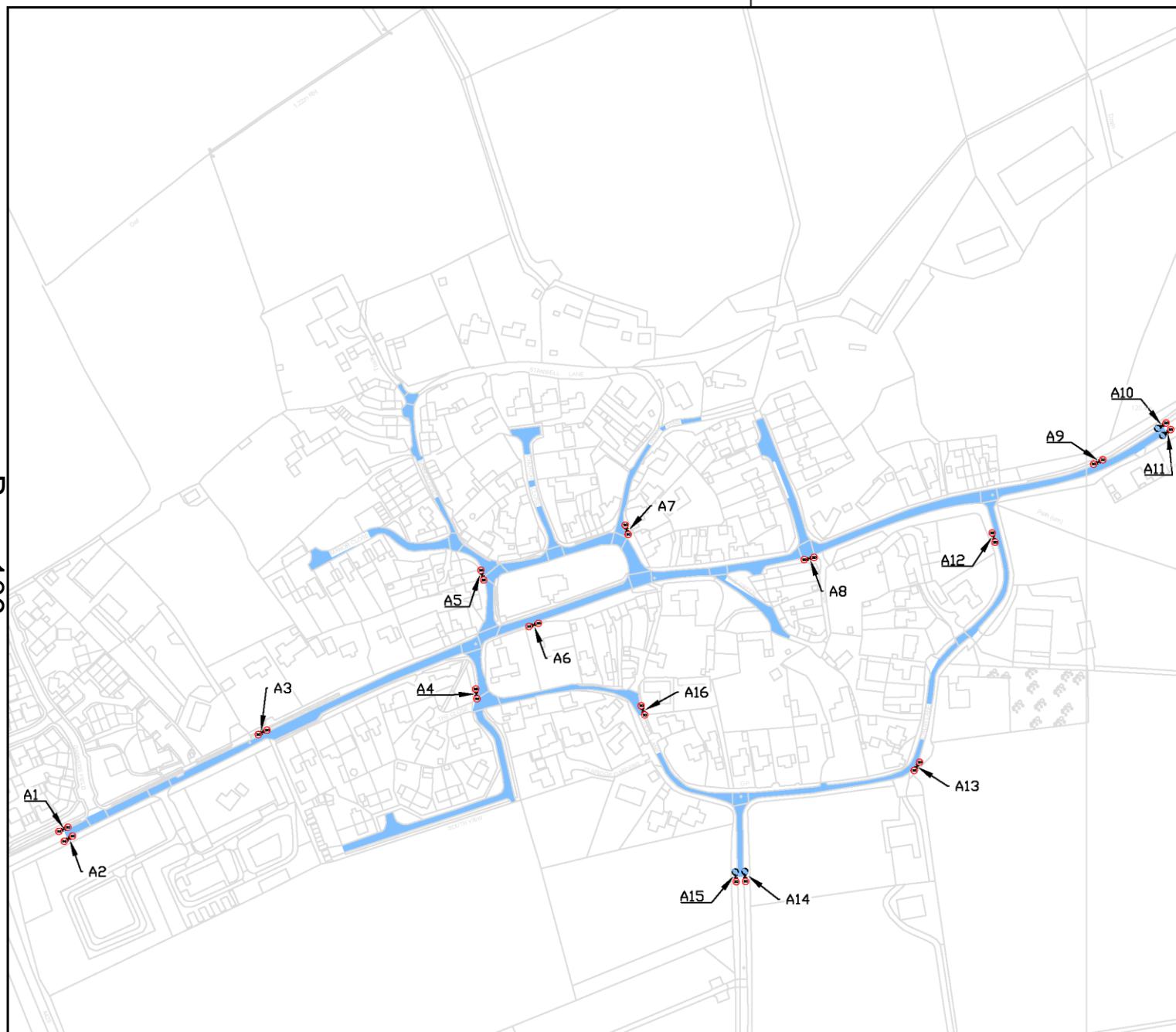
8. Two online responses were received. A local member of the public expressed support and a Witney resident objected to the proposal in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections, such as the single one to this proposal, along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

Annexes	Annex 1-2: Consultation plans Annex 3: Consultation responses
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June 2023






Drawing No.

REVISION

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Bill Cotton  
Director of  
Community Operations  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

Project title

Great and Little Bourton 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
Date drawn 20/04/23	Date checked 21/04/23	Date approved 21/04/23	

Oxfordshire Project No. &amp; File Ref

Drawing No.

Revision



Drawing No.

Revision

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Bill Cotton  
Director of  
Community Operations  
Oxfordshire County Council  
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Tel: 0845 310 1111

Project title

Great and Little Bourton 20mph

Drawing title

Sheet B

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 20/04/23	Date checked 21/04/23	Date approved 21/04/23

Oxfordshire Project No. &amp; File Ref

Drawing No.

Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 disproportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

## CMDHM9

	<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) Development Management Team, (Cherwell District Council)	<p><b>No objection</b> – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(3) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> – No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda.</p> <p>Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p> <p>If it is ok for Politicians to do so and emergency services (despite no emergencies or calls) then it is ok for the members of public. Drop this policy.</p>
(4) Local Resident, (Great Bourton, Crow Lane)	<p><b>Support</b> – I have wanted better speed limits in the parish since I moved here in 2016.</p>

Divisions affected: *Chipping Norton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **CHIPPING NORTON: RESIDENTIAL DEVELOPMENT ADJACENT TO A361 BANBURY ROAD - PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

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

#### **Executive summary**

2. This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit on those roads comprising the new residential development adjacent to the A361 Banbury Road in Chipping Norton.

#### **Financial Implications**

3. Funding for consultation on the proposals and their implementation - if approved - has been provided by the developers.

#### **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, and the safe movement of traffic within the residential estate.

#### **Consultation**

6. Formal consultation was carried out between 11 May & 02 June 2023. 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, West Oxfordshire District Council, the local District Cllrs, Chipping Norton Town Council, and the local County Councillor representing the Chipping Norton division.

7. Three responses were received during the formal consultation, with one objection, one expressing concerns, 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**

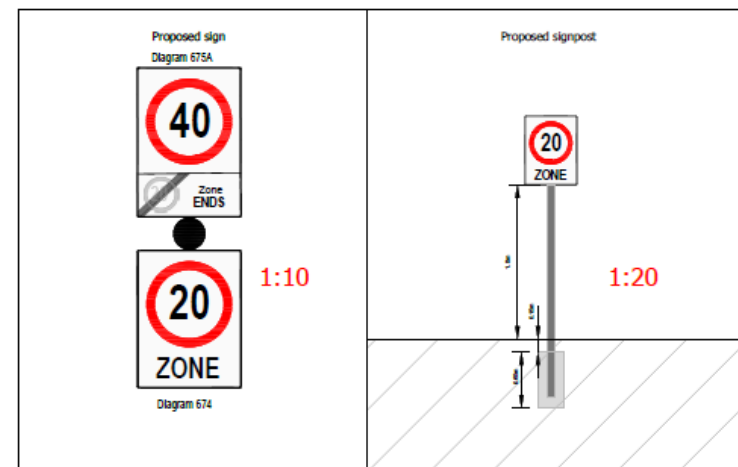
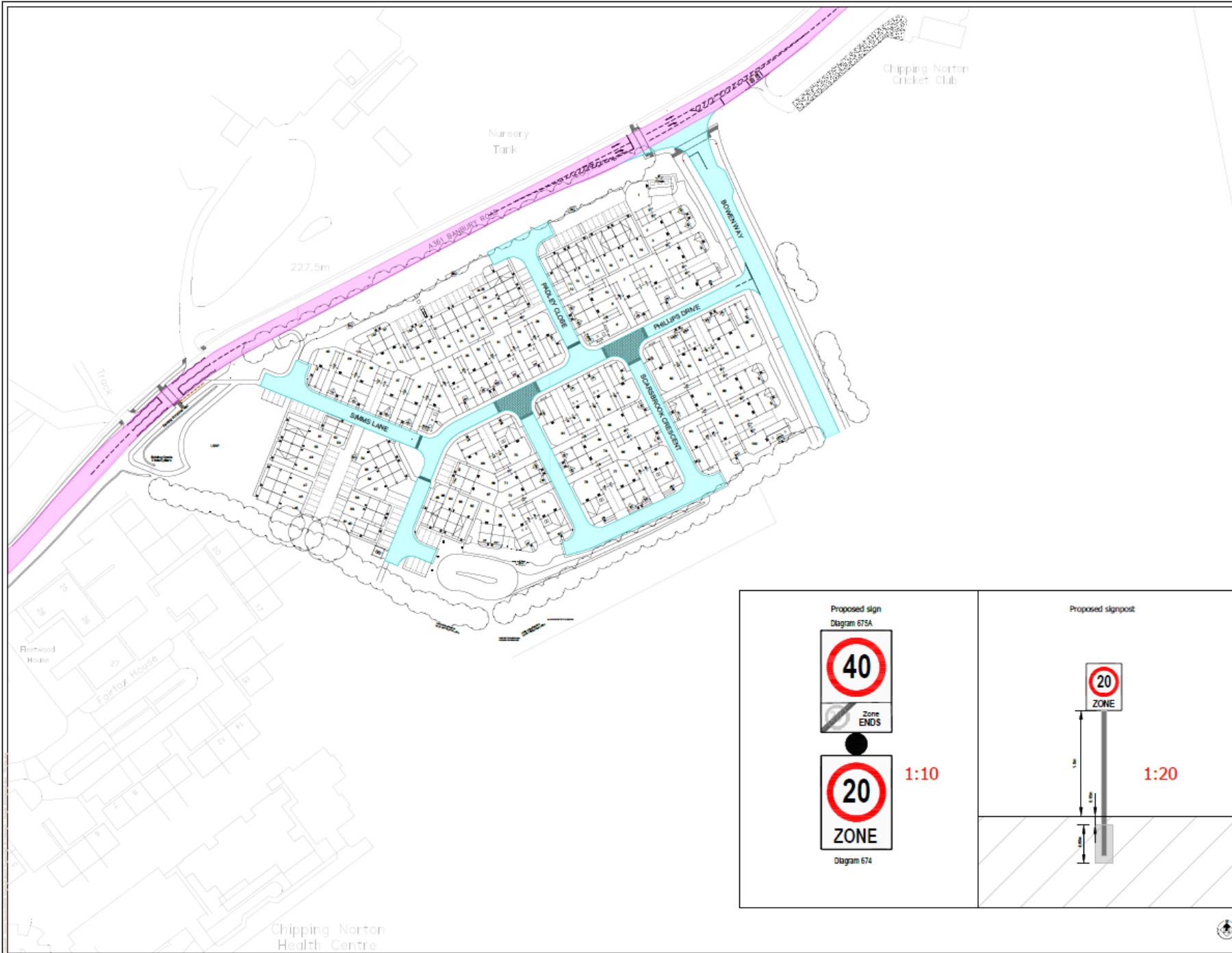
9. Thames Valley Police expressed no objection to the proposals, but they confirmed their stance that primarily 20mph speed limits should be self-enforcing, and that their level of enforcement is based on threat of harm, risk and resourcing. The also confirmed that 20mph limits are not excluded from this and would be subject to enforcement where appropriate
10. The objection received felt that the proposals were unnecessary for a small residential estate, however the County Council is changing its approach and acceptance of 20mph restrictions which will enable a much greater coverage across Oxfordshire. These proposals will help promote safety for all road users within the estate, and also supports to the Councils aim that all new residential developments should see a lower speed limit introduced as standard.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation Plan
	Annex 2: Consultation responses

Contact Officers:	Tim Shickle	07920 591545
	Anthony Kirkwood	07392 318871

June 2023



**Legend**

- Existing 40mph Road
- Proposed 20mph Road
- Location of proposed sign

Rev	Description	By	Date
1	Issue for approval	AS	23/03/23

**APPROVAL**

Banbury Road  
Chipping Norton  
Oxfordshire  
TRO Plan

DATE: 23.03.23  
SCALE: 1:500 @ A0  
DRAWN: RB  
CHECKED: JB

**BLOOR HOMES**

01295 624 000

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> </ul>



	<ul style="list-style-type: none"> <li>road environment</li> </ul> <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 resident, (Chipping Norton, Banbury Road)	<b>Object</b> – DO NOT BRING IN 20mph speed restrictions. Completely unnecessary on this quiet estate. Waste of money. There are more important priorities in town to focus on instead. Chippy locals are against 20mph restrictions, which have failed elsewhere in town.
(3) Local resident, (Chipping Norton, Albion street)	<b>Concerns</b> – People don't respect the speed limit already.too many sport car no enough speed camera

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Divisions affected: *Deddington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **DEDDINGTON: PROPOSED 20MPH, 30MPH & 50MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph, 30mph, and 50mph speed limits in Deddington, Hempton and Clifton, all in the parish of Deddington, as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph, 30mph, and 50mph speed limits in Deddington, and Hempton and Clifton hamlets, as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 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 encourage walking and cycling within Deddington, Hempton, and Clifton by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 04 May and 26 May 2023. A notice was published in the Banbury Guardian 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, Cherwell District Council, the local District Cllrs, Deddington parish council and the local County Councillor representing the Deddington division.

### **Statutory Consultee Responses:**

7. Two responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council list four sections of road where they suggest that further consideration be given to relaxing the current proposals.

### **Other Responses:**

8. Two online responses were received. A local councillor supported all proposals and a Witney resident objected to all proposals in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

### **Officer response to objections/concerns**

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report. Further consideration by officers of the 4 sections of road outlined by Cherwell District Council confirms they meet the criteria for 20 mph speed limits, the routes have residential frontages along some of the sections and they do not appear to be unduly restrictive to free movement.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                                      Annex 1: Consultation plan  
   Annex 2: Consultation responses

Contact Officers:                      Phil Whitfield 07912523497  
   Geoff Barrell 07392 318869

June 2023

Drawing No.

Notes:

- Proposed 20mph limit
- Proposed 30mph limit
- Proposed 50mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Director of  
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New Road  
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Project title

Deddington 20mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 23/03/23	Date checked 31/03/23	Date approved 31/03/23

Oxfordshire Project No. & File Ref

Drawing No.

Revision

Sheet A

Sheet B

Sheet C

Sheet D

See Below for East section of scheme

Sheet E

Sheet D

Sheet F

Sheet G

Sheet H

Sheet E

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 disproportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

## CMDHM11

	<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) Development Management Team,(Cherwell District Council)	<p><b>Concerns</b> – Planning officers are regularly users of the roads in Deddington, both as a destination and means of travel to destinations in all directions to and from the village. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. There are some roads, however, where there may appear to be less justification:</p> <ul style="list-style-type: none"> <li>- Earls Lane from the junction with Pound Court to the junction with Clifton Road (should be 30mph?)</li> <li>- The main road coming south into Deddington until just before the junction with Earls Lane (ditto)</li> <li>- Hempton Road from the proposed 50mph limit to just west of the new junction with the Burrington Estates development (should be 30mph)</li> <li>- The 20mph zone on Steepness Lane coming east towards Hempton seems to start too soon; it would seem better for it to begin just before the junction with the Duns Tew Road/Plough Walk</li> </ul> <p>We wonder whether further consideration may be given to the above alterations.</p>
(3) Local Cllr, (Deddington Parish Council)	<p><b>Support</b> – We on Deddington parish council are aware of widespread concern about speeding traffic on nearly all the roads in the three villages of the parish and on the roads connecting them. We carried out a survey of the parish and discovered that the majority were in favour of 20mph (and 50mph) limits, very large majorities among the residents of Hempton and Clifton</p>

## CMDHM11

<p>(4) Member of public, (Witney, Oxford Hill)</p>	<p><b>Object</b> – No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small community that not only is a main road through Deddington towards between Banbury/Oxford this also is not welcomed by Deddington residents of whom see no reason to change the speed limits.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda.</p> <p>Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p> <p>Deddington a pleasure to drive through at 30 mph reasonably and there is no reason to change the speed limit. If it is ok for Politicians to do so and emergency services (despite no emergencies or calls) then it is ok for the members of public. Drop this policy.</p>
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Divisions affected: *Wroxton & Hook Norton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **EPWELL: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Epwell as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Epwell as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 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 encourage walking and cycling within Epwell by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 04 May and 26 May 2023. A notice was published in the Banbury Guardian 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, Cherwell District Council, the local District Cllrs, Epwell parish council and the local County Councillor representing the Wroxton & Hook Norton division.

### **Statutory Consultee Responses:**

7. Two responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council had no comments to make.

### **Other Responses:**

8. A single online response was received. A Witney resident objected to the proposal in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

### **Officer response to objections/concerns**

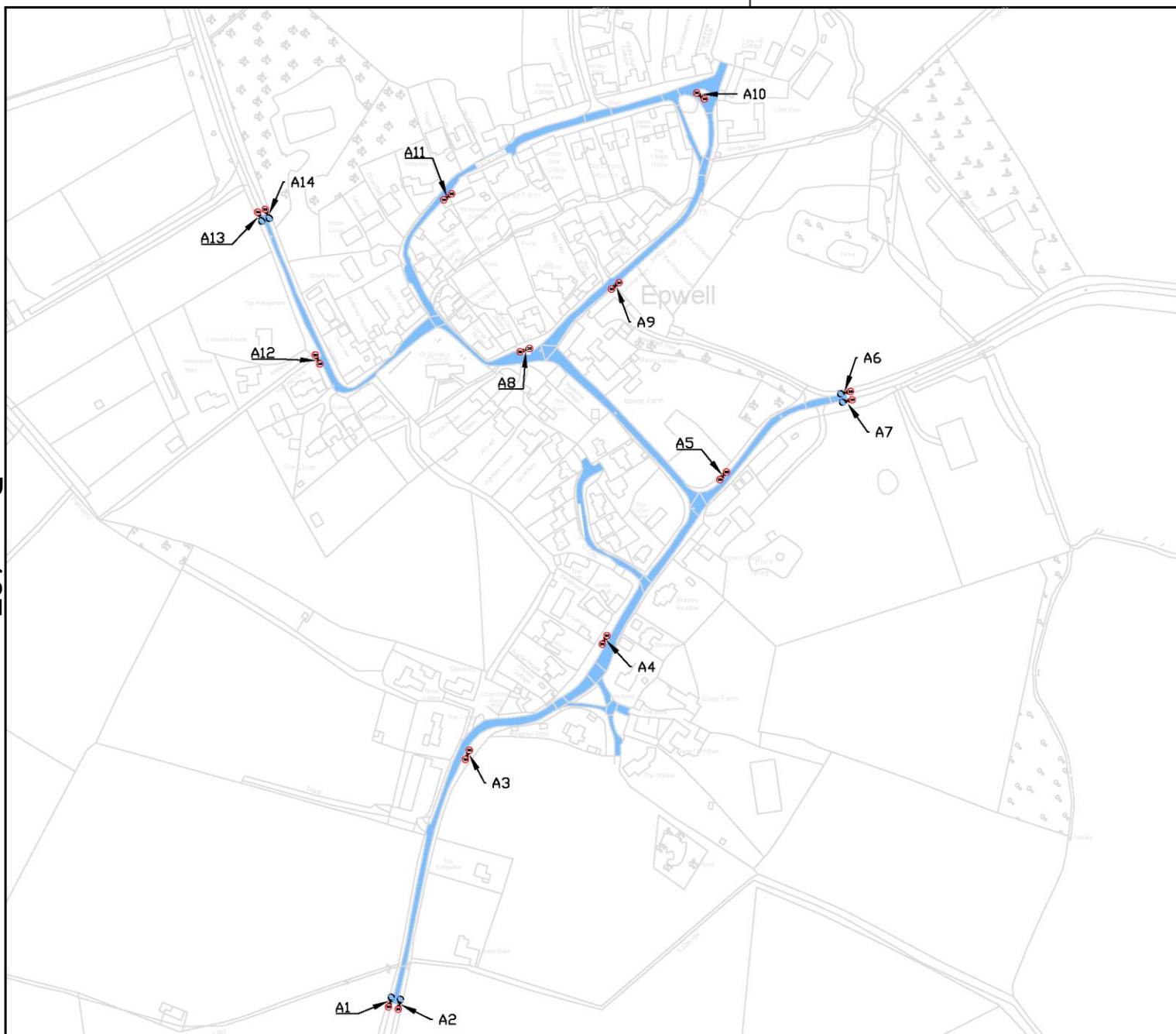
10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The authority considers objections, such as the single one to this proposal, along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.

Bill Cotton  
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

Contact Officers:	Phil Whitfield 07912523497
	Geoff Barrell 07392 318869

June 2023



Drawing No.

REVISION

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Bill Cotton  
Director of  
Communications Operations  
Oxfordshire County Council  
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New Road  
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Project title

Epwell 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
Date drawn 14/04/23	Date checked 19/04/23	Date approved 19/04/23	

Oxfordshire Project No. &amp; File Ref

Drawing No.

Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 disproportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

## CMDHM12

	<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) Development Management Team, (Cherwell District Council)	<p><b>No objection</b> – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(3) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> – No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda.</p> <p>Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p> <p>If it is ok for Politicians to do so and emergency services (despite no emergencies or calls) then it is ok for the members of public. Drop this policy.</p>

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Divisions affected: *Wroxton & Hook Norton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **HANWELL: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of a 20mph speed limit in Hanwell as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit in Hanwell as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 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 encourage walking and cycling within Hanwell by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 04 May and 26 May 2023. A notice was published in the Banbury Guardian 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, Cherwell District Council, the local District Cllrs, Hanwell parish council and the local County Councillor representing the Wroxton & Hook Norton division.

### Statutory Consultee Responses:

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council had no comments to make and Hanwell Parish Council raised no objection.

### Other Responses:

8. 37 online responses were received with 34 residents supporting the proposals. A single resident objected on the grounds the existing 30 limit was adequate and there was no accident problem. An Abingdon resident supported 20 limits on residential roads but not on through routes such as this proposal and a Witney resident objected in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. 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	17 (46%)
Yes – cycle more	3 (8%)
No	16 (43%)
Other	1 (3%)

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

### Officer response to objections/concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The responses show overwhelming support for the proposals. The authority considers objections, such as the 3 to this proposal, along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report but notes that one of the objections was from a resident.



Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                    Annex 2: Consultation responses

Contact Officers:          Phil Whitfield 07912523497  
                                    Geoff Barrell 07392 318869

June 2023

Drawing No.

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title  
  
Hanwell 20mph

Drawing title  
  
Sheet A

Drawing Status			
Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 11/04/23	Date checked 12/04/23	Date approved 12/04/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 disproportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

# CMDHM13

	<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) Development Management Team, (Cherwell District Council)	<b>No objection</b> – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.
(3) Hanwell Parish Council	<b>Support</b> – having previously consulted with Hanwell residents, has no objection to the proposed plans for a 20mph speed limit through the village.
(4) Local Resident, (Banbury, Warwick Road)	<p><b>Object</b> - No need, 30mph is fine, not an accident black spot.</p> <p>Travel change: <b>No</b></p>
(5) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> - No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda. Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p>

# CMDHM13

	<p>If it is ok for Politicians to drive through at 30mph and emergency services (despite no emergencies or calls) then it is ok for the members of public. Drop this policy.</p> <p>Travel change: <b>No</b></p>
<p>(6) Member of public, (wootton, Manor Road)</p>	<p><b>Object</b> - I object to 20mph limits on through routes. They may make sense on Dead End roads and housing estates but I OBJECT TO THIS proposal as it is far too wide.</p> <p>Travel change: <b>No</b></p>
<p>(7) Local Resident, (Hanwell, Main Street)</p>	<p><b>Support</b> - I support a 20mph speed limit due to the village being small and the roads narrow, together with the fact that at certain times of the day (morning/afternoon) there is a significant increase in volume of traffic and numerous cars that drive too fast through the village; more than the current 30mph limit. I have personally suffered the loss of a family pet due to a driver going too fast.</p> <p>Travel change: <b>No</b></p>
<p>(8) Local Resident, (Hanwell)</p>	<p><b>Support</b> - I am a Hanwell resident. There are areas through the village where 2 cars cannot pass. Consequently 30mph is too fast.</p> <p>Travel change: <b>No</b></p>
<p>(9) Local Resident, (Hanwell, Hanwell Court)</p>	<p><b>Support</b> - Currently with the current speed limit the narrowness of Main Street in various sections is a danger to both pedestrians and motorists. The volume of traffic will only increase as more new prop ties are added and the village becomes more of a cut through.</p> <p>Travel change: <b>No</b></p>

# CMDHM13

(10) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - Slow traffic through the village</p> <p>Travel change: <b>No</b></p>
(11) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - I support this speed limit but only with other measures including visual warnings Of current speed like other villages. There is Regular speeding traffic through village especially at straight sections either end of the village with limited kerbs which means vehicles mounting pavement when people walking.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(12) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - Traffic speeding, dangerous driving on road through village with limited width and capacity</p> <p>Travel change: <b>Yes - cycle more</b></p>
(131) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - There is one road through the village and the pavements are narrow. When walking my dogs we have had quite a few near hits where cars are going too fast and in avoiding the car coming in the opposite direction have mounted the pavements.</p> <p>People also use the village as a cut through and while trying to pull off the drive, cars are upon us before we know it. Finally, there are delivery drivers that park on the pavements which means that there's no room for push chairs , dogs and wheelchairs meaning people have to walk in the road. If someone is coming at speed then they are upon you before they know it. At 20 miles an hour they have time to react.</p> <p>Travel change: <b>Other</b></p> <p>I have stage iv cancer. Walking is difficult at the best of times.</p>
(14) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - Hanwell is a small rural village and the main street which runs through the village is mostly narrow and in several places a single track. Too many vehicles go at 30 mph and this is far to fast for the narrow and bending lane and is a danger to pedestrians and residents outside their homes.</p>

# CMDHM13

	Travel change: <b>Yes – walk/wheel more</b>
(15) Local Resident, (Hanwell, Main street)	<p><b>Support</b> - I support the proposal as this village has become a cut through from new developments. The speed limit is not respected. Children wait for their school bus in the morning on narrow paths where drivers speeding through the village. There have also been domestic pet casualties as a result of speeding drivers who have failed to brake in time. Also, the noise of continual speeding vehicles is terrible.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(16) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - This village is used as a rat run and many cars drive too fast through it. There are very few pavements so sometimes people need to walk in the road. Also pets – cats – are often in the vicinity.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(17) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - I live in the village and it is becoming dangerous now to walk along the road with speeding traffic using the main road as a cut through/rat run. With increased housing nearby the issue has become much worse. We really need traffic calming measures urgently and reducing the speed to 20mph would be a step in the right direction. Other local villages have traffic calming measures, Hanwell needs them too!</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(18) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - The road is narrow for pedestrians and it's used as a cut through on a regular basis, minute by minute.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(19) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - Far too many vehicles come flying through the village, we have been nearly hit several times riding our horses. Several cats run over, people have no qualms about racing through the village</p> <p>Travel change: <b>No</b></p>

# CMDHM13

(20) Local Resident, (Hanwell, Main Street)	<b>Support</b> - I live on Main Street in Hanwell and a lower speed limit would be safer for my family, friends and neighbours. Travel change: <b>Yes – walk/wheel more</b>
(21) Local Resident, (Hanwell, Main Street)	<b>Support</b> - Persistent speeders who cut through the village from Warwick and Southam Roads. Makes the road very dangerous due to narrow paths and road in some places there is only one vehicle width Travel change: <b>Yes – walk/wheel more</b>
(22) Local Resident, (Hanwell, Main Street)	<b>Support</b> - I support the proposal. As traffic through the village increases from new housing the traffic has increased and the cars have got faster going through the village. Travel change: <b>No</b>
(23) Local Resident, (Hanwell, Main Street)	<b>Support</b> - The road through the village is treated as a Rat Run. Speeding cars have no respect for residents, personally we have be careful at the entrance to our drive as its on a pinch point and cars drive down the pavement as they wait 5 minutes. Travel change: <b>No</b>
(24) Local Resident, (Hanwell, Main Street)	<b>Support</b> - The village road is tight and twisting and visibility is poor and there are sections with no footpaths. Dangerous especially with little children Travel change: <b>Yes – walk/wheel more</b>



# CMDHM13

(25) Local Resident, (Hanwell, Main Street, Hanwell)	<p><b>Support</b> - My driveway is on a very narrow part of the village Main Street and I have had a few near misses with cars. It makes turning out my driveway a real worry at times. I hugely support this reduction of speed in the village!</p> <p>Travel change: <b>No</b></p>
(26) Local Resident, (Hanwell)	<p><b>Support</b> - Many people drive way too fast..but there needs to be a camera, Hanwell has too many tight curves</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(27) Local Resident, (Hanwell, Springfields)	<p><b>Support</b> - The road is single-track in places through a quiet Conservation Area. 30mph is too fast in places for the road. Nearby development has significantly increased the amount of traffic through the village with people using it as a "short cut". Due to the narrow nature of the road and increase in traffic, vehicles regularly mount the pavement which is a safety concern to those like us that have a young family. Reducing the speed limit will slow people down and help improve safety. It may even deter some people from cutting through the village at all, reducing the risk of "pavement passing". The increase in traffic has also meant a noise increase, which should also be helped by a speed reduction.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(28) Local Resident, (Hanwell, Springfields)	<p><b>Support</b> - The road through Hanwell is very narrow in parts and is used as a cut through by traffic. Reducing the speed limit would make it safer for pedestrians on the pavements and sections of road without pavement , and reduce the amount of traffic using it as a cut through.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(29) Local Resident, (Hanwell, Springfields)	<p><b>Support</b> - Hanwell is often used as a cut through by cars travelling between the Southam and Gaydon roads. The roads through Hanwell are narrow, and cars travelling at 30mph represent a danger to children and animals in the village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

# CMDHM13

(30) Local Resident, (Hanwell, Springfields)	<p><b>Support</b> - The speed limit improves safety- especially along the stretches when there is limited pavement and lots of cars parked.</p> <p>Travel change: <b>No</b></p>
(31) Local Resident, (Hanwell, Church Lane)	<p><b>Support</b> - The Main Road through Hanwell is narrow and winding. Because of all the nearby housing developments, the traffic coming through the village has increased greatly and is used as a rat run at busy times especially by larger commercial vehicles which travel dangerously fast. They are a danger to other cars and also pedestrians on the pavements. This is made even more so by those trying to avoid potholes on the verges.</p> <p>Travel change: <b>No</b></p>
(32) Local Resident, (Hanwell, Church Lane)	<p><b>Support</b> - I have lived in Hanwell since 1977 and for many years now I have been the chairman of Hanwell Parish Council. Throughout this period the main concern of the residents has been the danger caused by vehicles treating our narrow (indeed for much of its length single track) village street as an ordinary road and travelling at 30mph or more. When they meet they swerve onto the footpath or grass verge. It has frightened the residents for years.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(33) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - Narrow road in places where only one vehicle can pass , many vehicles use the footpath because they cannot stop in time</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(34) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - The road through Hanwell is narrow and in places one car width. The footpath is narrow speeding traffic cutting through makes it very dangerous to walk safely</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

# CMDHM13

(35) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - Hanwell is a very small village with many twists and turns on Main Street. Common sense says you shouldn't drive more than 20mph but far too many people are whizzing through the village, unaware and unable to stop in time. There are many small children and elderly folk here</p> <p>Travel change: <b>No</b></p>
(36) Local Resident, (Hanwell, Main Street)	<p><b>Support</b> - Village road unsuited to 30mph limit with potentially dangerous narrowing in places</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(37) Local Resident, (Hanwell village, Main Street)	<p><b>Support</b> - For safety of children as Hanwell playground is next to very tight bend and narrow road. To encourage cars, school bus and lorries to go slower - too fast at present. To encourage more walking and cycling. Too many vehicles using Main Street as a 'cut through' without due consideration to speed conditions.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(38) Local Resident, (Hanwell, Oxfordshire, Main Street)	<p><b>Support</b> - Hanwell village main street cannot, in some places, support a 30 mph speed limit. We have a certain pinch point that causes drivers to mount the curb, causing a risk to pedestrians.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(39) Local Resident, (Horley, Gullivers Close)	<p><b>Support</b> - Hanwell Village is very restricted with a narrow road, tight bends and parked cars. in the interest of the residents, their children and domestic pets 20mph would be preferential in all villages in Oxfordshire</p> <p>Travel change: <b>No</b></p>
(40) Member of public, (Richmond, North Yorkshire)	<p><b>Support</b> - Main Street is a narrow and often busy thorough fare. Used at times as a rat run at busy times of day Excess speed by motorists is liable to be dangerous.</p>

## CMDHM13

	Travel change: <b>No</b>
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Divisions affected: *Bloxham & Easington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **MILCOMBE: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Milcombe as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Milcombe as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 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 encourage walking and cycling within Milcombe by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 27 April and 19 May 2023. A notice was published in the Banbury Guardian 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, Cherwell District Council, the local District Cllrs, Milcombe, Bloxham, and South Newington parish

councils and the local County Councillors representing the Bloxham & Easington, and the Wroxton & Hook Norton divisions.

### **Statutory Consultee Responses:**

7. Two responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council suggest that further consideration be given to retaining the current speed limits on Main Road and New Road.

### **Other Responses:**

8. Fifteen online responses were received. While two cited concerns they were in fact safety concerns suggesting they support the proposals; hence there were 14 expressions of support from local residents. A Witney resident objected in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. 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:

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	5 (33%)
Yes – cycle more	3 (20%)
No	7 (47%)

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

### **Officer response to objections/concerns**

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
13. Further consideration by officers of the 2 roads outlined by Cherwell District Council confirms they meet the criteria for 20 mph speed limits, the routes have

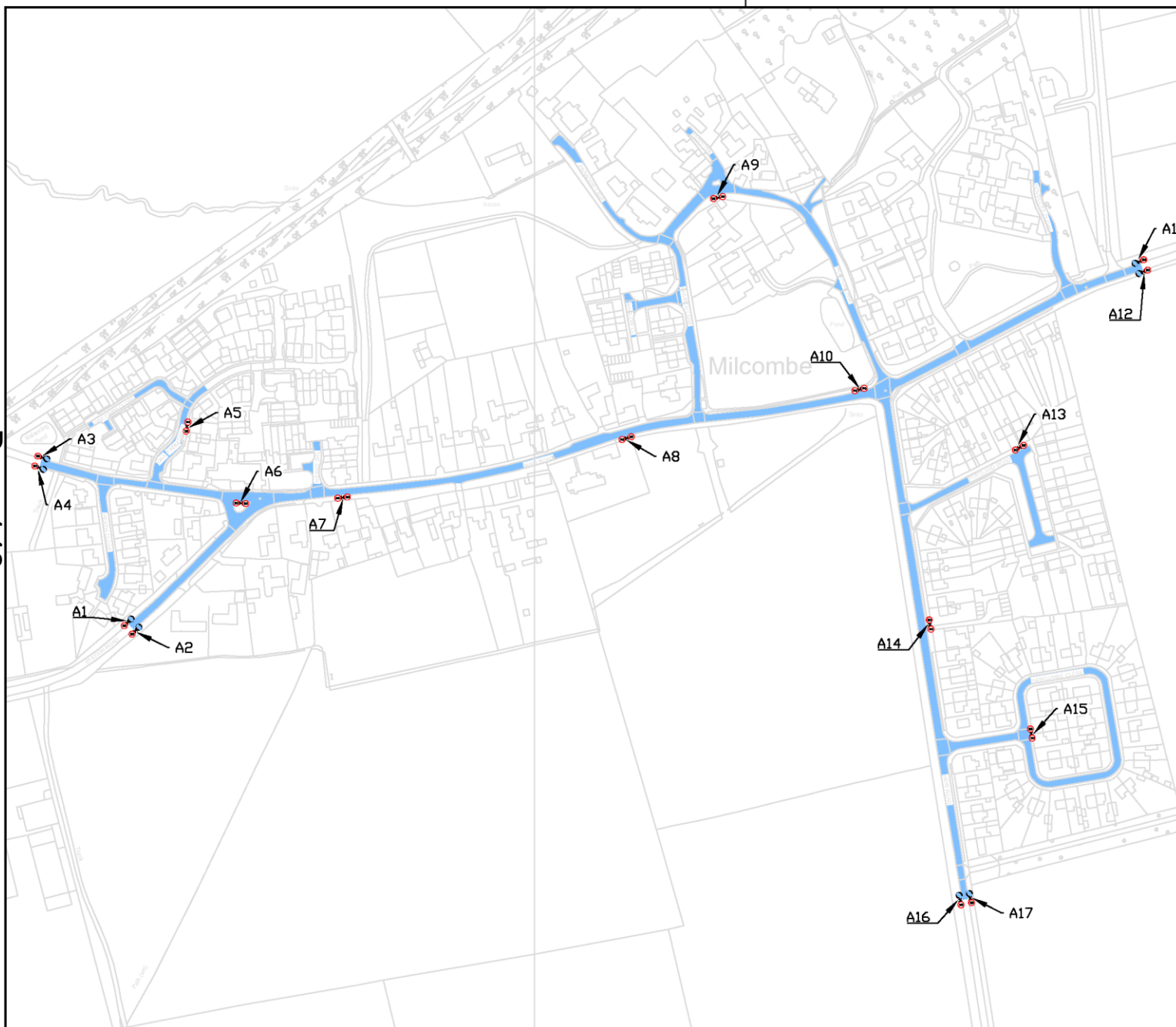
direct residential frontages along much of their length and high levels of vulnerable road-user activity.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                    Annex 2: Consultation responses

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June 2023



Drawing No.

REVISION

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

Milcombe 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
Date drawn 28/02/23	Date checked 03/03/23	Date approved 03/03/23	

Oxfordshire Project No. &amp; File Ref

Drawing No.

Revision



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 disproportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

## CMDHM14

	<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>(2) Development Management Team, (Cherwell District Council)</p>	<p><b>Concerns</b> – Planning officers are regularly users of the roads in Milcombe, both as a destination and means of travel to destinations to the west and east. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. That said, the preponderance of parked cars tends to regulate the speeds used. In addition, there are some roads where there may appear to be less justification, principally due the nature and linearity of some of the roads:</p> <ul style="list-style-type: none"> <li>- Main Road, through the village (should remain 30mph)</li> <li>- New Road (ditto)</li> </ul> <p>We wonder whether further consideration may be given to the above alterations.</p>
<p>(3) Member of public, (Witney, Oxford Hill)</p>	<p><b>Object</b> - No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small community that is fine with the way 30mph is. Unfortunately though this objection will be ignored like many others. There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create depression for huge numbers of people because it will be seen as totalitarian propaganda. Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p>

# CMDHM14

	Travel change: <b>No</b>
(4) Local Resident, (Milcombe, Main Road)	<p><b>Concerns</b> - Cars, lorries from hook Norton to Milcombe through main road down the hill speed through village no notice of speed signs road not wide enough to take large vehicle and a cat to pass. My child has had several near misses with cars and lorries</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (Milcombe, New Road)	<p><b>Concerns</b> - New road where I live is a long stretch of road and no way do people do speed limit, it's like a race tracks. I have dogs and children that I fear walking out of the drive.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(6) Local Resident, (Milcombe, Heath Close)	<p><b>Support</b> - Speed of vehicles into and out of the village regularly exceed 40mph even 50mph at the limit signs both ends of the village. reducing the 30 to 20 will help if this is patrolled by the police and also with the build up of parked cars along the main roads of the village with increased lorries and cars trying to pass through with the higher numbers of cars in Hook Norton and beyond.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(7) Local Resident, (Milcombe, Heath Close)	<p><b>Support</b> - There is a need to control the amount of traffic through the village and reducing their speed will help with this.</p> <p>Travel change: <b>No</b></p>
(8) Local Resident, (Milcombe, Main Road)	<p><b>Support</b> - The traffic is very heavy through Milcombe these days and much of it goes very fast, causing danger to people crossing and cars being damaged. The amount of lorries has increased over the years, this make it very noisy and dusy at the current speed of 30,mph. As I said many go far too fast, trying to get through before the line of traffic the opposite way gets through first. 20mph is a better speed through this narrow roadway.</p>

# CMDHM14

	Travel change: <b>No</b>
(9) Local Resident, (Milcombe, Main Road)	<p><b>Support</b> - I live on Main Road, Milcombe and vehicle speeding is a major contributor to the reduction in quality of life and lack of feeling safe walking and cycling through the village. I used to be a keen cyclist but my cycling has now been reduced to training indoors on a cycle trainer. Some motorists have no consideration or respect for villages and their residents. It has been allowed to go too far and it is time to redress the balance in favour of residents and the environment.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(10) Local Resident, (Milcombe, New Road)	<p><b>Support</b> - It's a no-brainer and 20mph should be enforced in all small communities. I live right where 30mph delimits and vehicles frequently pass in excess. At other points in the village parked vehicles restrict traffic to single lane but drivers do not always abide by right-of-way rules. If drivers are speeding anyway, there's no chance of seeing in time if vehicle approaching in opposite direction.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident, (Milcombe, Tadmarton Heath Road)	<p><b>Support</b> - Speeding is an ongoing issue throughout all of the village not just New Rd but this proposal appears to be a good first step to addressing the issue. Enforcement will be key and I would hope that the new speed limit will be enforced through periodical police speed checks.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(12) Local Resident, (Milcombe, Tadmarton Heath Road)	<p><b>Support</b> - The traffic through the village has increased so much in recent years. Many lorries come down the Tadmarton Heath Road and into the village at well over the current 30 mph limit. This is a much needed development which has my full support.</p> <p>Travel change: <b>No</b></p>

## CMDHM14

(13) Local Resident, (Milcombe, Tadmarton Heath Road)	<p><b>Support</b> - There are too many cars and trucks travelling fast through the village, manyquitedangerousfor us as we come out of our drive</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(14) Local Resident, (Milcombe, Wiggington heath road)	<p><b>Support</b> - The large lorries come through the village in large volume these and other traffic drive too fast</p> <p>Travel change: <b>No</b></p>
(15) Local Resident, (Milcombe, Bloxham)	<p><b>Support</b> - Over the years I have witnessed plenty of near misses involving speeding motorists and bikes and young and old pedestrians, with the increased traffic volume I'm surprised no one has been killed yet.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(16) Local Resident, (Milcombe, Bloxham road)	<p><b>Support</b> - We live on Bloxham road and the just being able to reverse into my drive is risky let alone walking or crossing the road due to the speed of the traffic, our front door and window rattle due lorries (and pot holes) and cars and bikes use our stretch of road as a way to accelerate to national speed limit making it very dangerous for children to access the play park and the older generation to access the dovecote as a open space.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(17) Local Resident, (Milcombe, Oak Farm Drive)	<p><b>Support</b> - Cars, motorcycles and skip hire lorries speed through the village. It is very dangerous especially as they are driving out of village on way to Sibford. When they can see the national speed limit signs they start to speed whilst still in a 30 mph zone. Also, as you come into the village this way the 30mph signs are too far into the village, especially bearing in mind the extra houses already built in oak farm and the new ones which have been proposed on the other side of the road. It is incredibly dangerous - and very, very noisy.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

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Divisions affected: *Deddington*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **MILTON(BANBURY): PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of a 20mph speed limit in Milton as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit in Milton as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 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 encourage walking and cycling within Milton by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 04 May and 26 May 2023. A notice was published in the Banbury Guardian 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 Cllrs, Milton (Banbury) parish meeting and the local County Councillor representing the Deddington division.

### **Statutory Consultee Responses:**

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council had no comments, and Milton Parish Meeting are firmly in support despite seeking a reduction in the total number of repeater signs.

### **Other Responses:**

8. Two online responses were received with a local resident expressing concerns and seeking a lower limit on the main Milton Road and a Witney resident objected in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

### **Officer response to objections/concerns**

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The Parish Meetings' strong support following extensive local consultation is noted. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report. Officers have further considered the proposal not to reduce the existing 40 mph speed limit on Milton Road and still consider it to be the most appropriate solution.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                     Annex 2: Consultation responses

Contact Officers:              Phil Whitfield 07912523497  
                                     Geoff Barrell 07392 318869

June 2023



Drawing No.

Notes:

- Proposed 20mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title  
Milton 20mph

Drawing title  
Sheet A

Drawing Status			
Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 28/02/23	Date checked 03/03/23	Date approved 03/03/23

Oxfordshire Project No. & File Ref	
Drawing No.	Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 disproportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

## CMDHM15

	<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) Development Management Team, (Cherwell District Council)	<p><b>No objection</b> – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(3) Milton (Banbury) Parish Meeting	<p><b>Support</b> – Milton (Banbury) Parish Meeting have voted twice in favour of a 20 mph limit throughout the village, both unanimous and with over half of the households in the village represented. The Meetings were minuted and the results sent to Oxon CC. All we want to know now is WHEN it will be done</p> <p>If there's any possibility of reducing the number of signs within the village itself I know that would be popular – in particular, are A7, A8, and A9 (in particular A9) really needed? If they can't be dispensed with can they be 2 signs on either side of a single post at least?</p> <p>Also, the village regard the “No HGV” signs as very important covering the north circular lane ie from its western entrance through A7 to A8 so please can you make sure they remain prominent (perhaps the NoHGV sign at A8 could be moved to the western verge as it does not relate to the road down to the bridge passing A9?</p>
(4) Local resident, (Bloxham, Merrivales Lane)	<p><b>Concerns</b> – The existing speed limit on Milton Road through Milton needs to be reduced to 30mph as part of this scheme with 40mph sections at either end to encourage a reduction in speed. The average speed on this road is significantly higher than 40mph and the step down from 50-60mph to 20mph needs to be carefully managed. The locations of signs A1 and A2 need to be reviewed as they will be easily missed or ignored when approaching from Bloxham - suggest these are</p>

## CMDHM15

	relocated towards the bottom of the slope. Sign A7 needs to be positioned to avoid impacting the setting of the adjacent listed building.
(5) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> – No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda.</p> <p>Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p> <p>Deddington a pleasure to drive through at 30 mph reasonably and there is no reason to change the speed limit. If it is ok for Politicians to do so and emergency services (despite no emergencies or calls) then it is ok for the members of public. Drop this policy.</p>

Divisions affected: *Wroxton & Hook Norton*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **MOLLINGTON: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Mollington as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Mollington as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 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 encourage walking and cycling within Mollington by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 04 May and 26 May 2023. A notice was published in the Banbury Guardian 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, Cherwell District Council, the local District Cllrs, Mollington parish council and the local County Councillor representing the Wroxton & Hook Norton division.

### Statutory Consultee Responses:

7. Two responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Cherwell District Council had no observations to make.

### Other Responses:

8. Fifteen online responses were received. Ten local residents supported the proposals while a further three objected for reasons including lack of enforcement, a waste of money, will not help bus patronage as there are no buses, only local drivers who already exceed the existing 30mph limit. An Abingdon resident objected believing 20mph limits were only needed on residential roads and a Witney resident objected stating that they felt there was no valid reason for the change, and that the County Council was refusing to engage in a satisfactory manner.
9. 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	4 (27%)
No	11 (73%)

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

### Officer response to objections/concerns

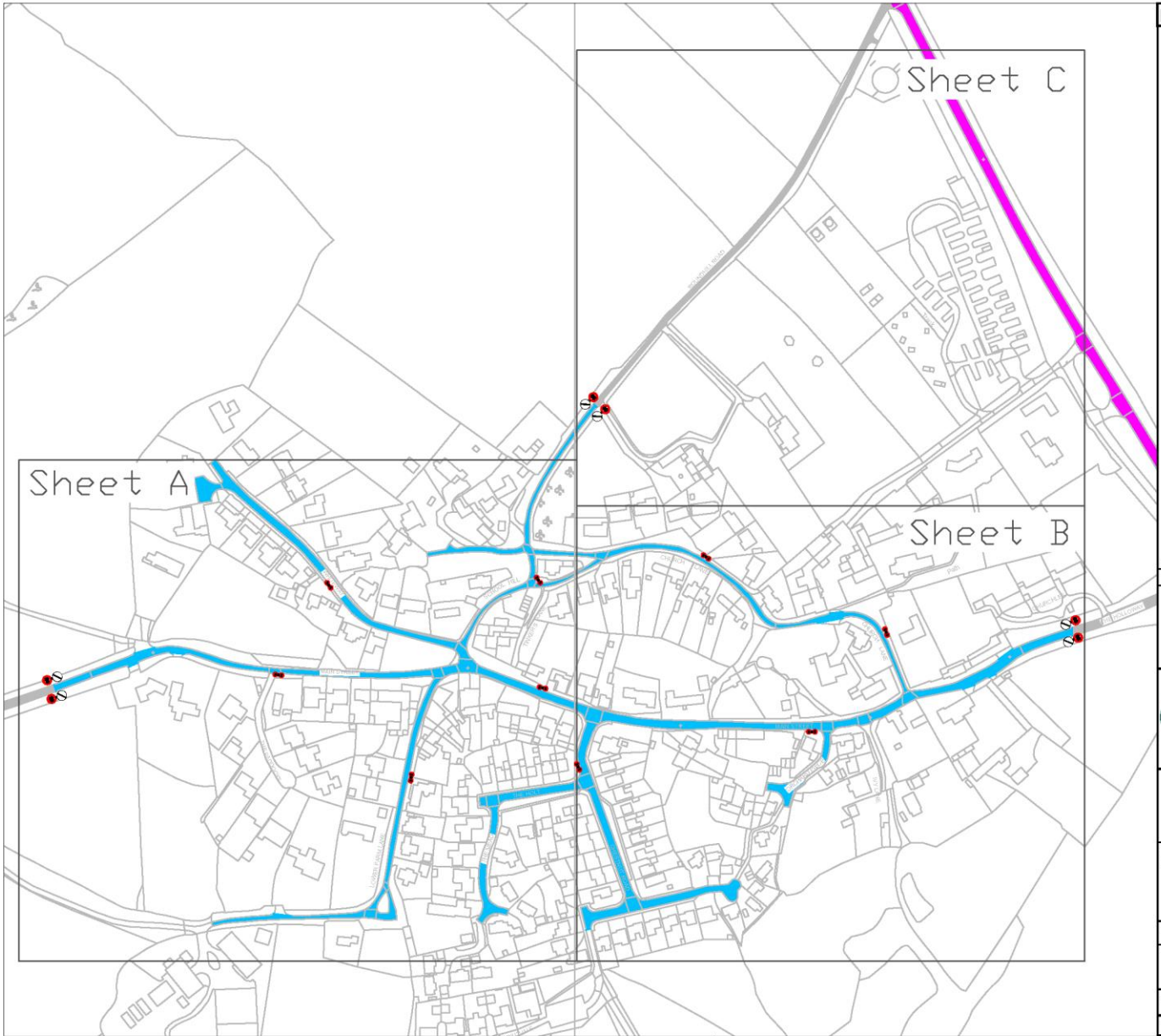
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report. While the level of engagement was not high, there was 77% support amongst the 13 local residents who responded.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                    Annex 2: Consultation responses

Contact Officers:           Phil Whitfield 07912523497  
                                    Geoff Barrell 07392 318869

June 2023



Mollington 20mph scheme

Revision 1.0

Legend

Proposed 20	Blue
Existing 20	Yellow
Not within Highway Boundary	Pink
Existing 30	Red
Existing 40	Green
Existing 50	Orange
Proposed 50	Purple
Existing NSL	Grey
Not Public Highway	White

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	20/04/23	First Draft	C.W		

**OXFORDSHIRE COUNTY COUNCIL**  
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Project title: Mollington 20mph Scheme

Drawing title: Mollington 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: G.JB	Approved by: G.JB
	Date drawn: 20/04/23	Date checked: 20/04/23	Date approved: 20/04/23

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 disproportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

# CMDHM16

	<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) Development Management Team, (Cherwell District Council)	<p><b>No objection</b> – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(3) Local Resident, (Hanwell Chase, Hana Close)	<p><b>Object</b> - People who speed through the village ignore the 30mph limit. It is only local people who will slow down and worry about breaking the limit.</p> <p>Travel change: <b>No</b></p>
(4) Local Resident, (Mollington, The Holt)	<p><b>Object</b> - I can see no valid reason for this and it will not be enforced. I don't accept the assertion put forward that it will promote alternative travel arrangements as there is no public transport.</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (Mollington, Lower Farm Cottage)	<p><b>Object</b> - In 16 years of living in Mollington, I have never had or heard of a bad experience on the roads. I believe changing the road signs and enforcing the limits will come at too much of a cost.</p> <p>Travel change: <b>No</b></p>

# CMDHM16

(6) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> - Object to proposals. No valid reason for speed limit to be changed and depressing enough County Council refuse to engage with local motorists, authorities and residents of whom are very angry about this. The purchase of 20mph signs would be better off spent on resurfacing the roads but sadly sensible decisions do not exist anymore.</p> <p>Travel change: <b>No</b></p>
(7) Member of public, (Wootton, Manor Road)	<p><b>Object</b> - I object to 20mph limits on through routes. They may make sense on Dead End roads and housing estates but I OBJECT TO THIS proposal as it is far too wide.</p> <p>Travel change: <b>No</b></p>
(8) Local Resident, (Mollington, Churchlea)	<p><b>Support</b> - Dangerous walking through the village with kids and dogs with no footpaths</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(9) Local Resident, (Mollington, Lower Farm Lane)	<p><b>Support</b> - The main street through Mollington is very narrow with no pavements and blind bends therefore the speed limit should be significantly lowered before someone is severely injured or killed. Drivers use it as a cut through and drive far too fast</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(10) Local Resident, (Mollington, The Holt)	<p><b>Support</b> - As a daily dog walker i am shocked at the speed vehicles pass through the village. I've also had a few near misses through no fault of my own but due to the drivers of these speeding vehicles.</p> <p>Travel change: <b>No</b></p>
(11) Local Resident, (Mollington, The Paddocks)	<p><b>Support</b> - I have children, who walk through the village to see their friends or go to the park. Cars often speed through the village, where at points there is no path, so I am concerned there will be an accident at some point.</p>

# CMDHM16

	Travel change: <b>Yes – walk/wheel more</b>
(12) Local Resident, (Mollington, Church Lane)	<p><b>Support</b> - Mollington doesn't have waking paths, alongside village. I walk my dog often and experienced drivers passing way to fast next to me and my dog, if my dog suddenly run off, fast driving car wouldn't stop. Speed limit it will help me, as local resident.</p> <p>Travel change: <b>No</b></p>
(13) Local Resident, (Mollington, Lower Farm Lane)	<p><b>Support</b> - Cars are using the village as a city through and speeding through the main street,no condiderfor children, animals, walkers local community.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(14) Local Resident, (Mollington, Main Street)	<p><b>Support</b> - The cars come through the village at speed</p> <p>Travel change: <b>No</b></p>
(15) Local Resident, (Mollington, Main Street)	<p><b>Support</b> - Cars going too fast through our village</p> <p>Travel change: <b>No</b></p>
(16) Local Resident, (Mollington, Orchard Piece)	<p><b>Support</b> - Too many potholes to drive any faster and road surface is appalling</p> <p>Travel change: <b>No</b></p>
(17) Local Resident, (Mollington, The Mead)	<p><b>Support</b> - With children and domestic pets together with pedestrians generally this would lead to a safer environment.</p> <p>Travel change: <b>No</b></p>



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Divisions affected: *Kingston & Cumnor*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT 22 JUNE 2023**

### **CUMNOR: CUMNOR HILL (BY ARNOLDS WAY) – PROPOSED PUFFIN CROSSING**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised a puffin crossing on Cumnor Hill by Arnolds Way as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed installation of a puffin crossing on Cumnor Hill as shown in **Annex 1**.
3. The aim of this proposed scheme is to address the safety concerns raised by Cumnor Parish Council and Local Councillor Judy Roberts around insufficient crossing facility at this location.

#### **Financial Implications**

4. Funding for the proposals will be met from the Community Infrastructure Levy (CIL)

#### **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 improve road safety in the vicinity.

## Formal consultation

7. Formal consultation on the proposed was carried out between 9 March and 7 April 2023. An email was 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, Cumnor Parish Council, Vale of White Horse District Council, the local District Councillors, and the local County Councillor representing the Kingston & Cumnor division.
8. Letters were also sent to approximately 20 adjacent properties, and public notices placed on site in the immediate vicinity of the proposals.
9. 38 responses were received during the formal consultation, comprising of: one objection (3%), one raising concerns, 35 in support (92%), and one non-objection.
10. The responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

## Officer response to objections/concerns

11. Objection to the type of the crossing: a traffic survey was carried out to determine the most suitable crossing type at this location. While the 85<sup>th</sup> percentile approach speed data found to be at 35mph and below, it was noted that a large amount of traffic travels at 35mph and above during the school pick up/drop off hours. Therefore, it is believed that a puffin crossing would be more suitable than a zebra crossing at this location.
12. Concern about proximity of the crossing to the junction: The available distance from junctions with provision of warning signs deemed to be sufficient to allow drivers to act. It was identified that pedestrian, including school pupils, are using this point to cross Cumnor Hill to access Matthew Arnold School and therefore deemed to be the most suitable location for a crossing to serve its purpose.

The signage will warn drivers approaching the crossing of its presence in advance – all signage design will be confirmed at the detailed design stage.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation Plan  
                                     Annex 2: Consultation responses

Contact Officers:              Jankin Arsalan 07928 655126




June 2023

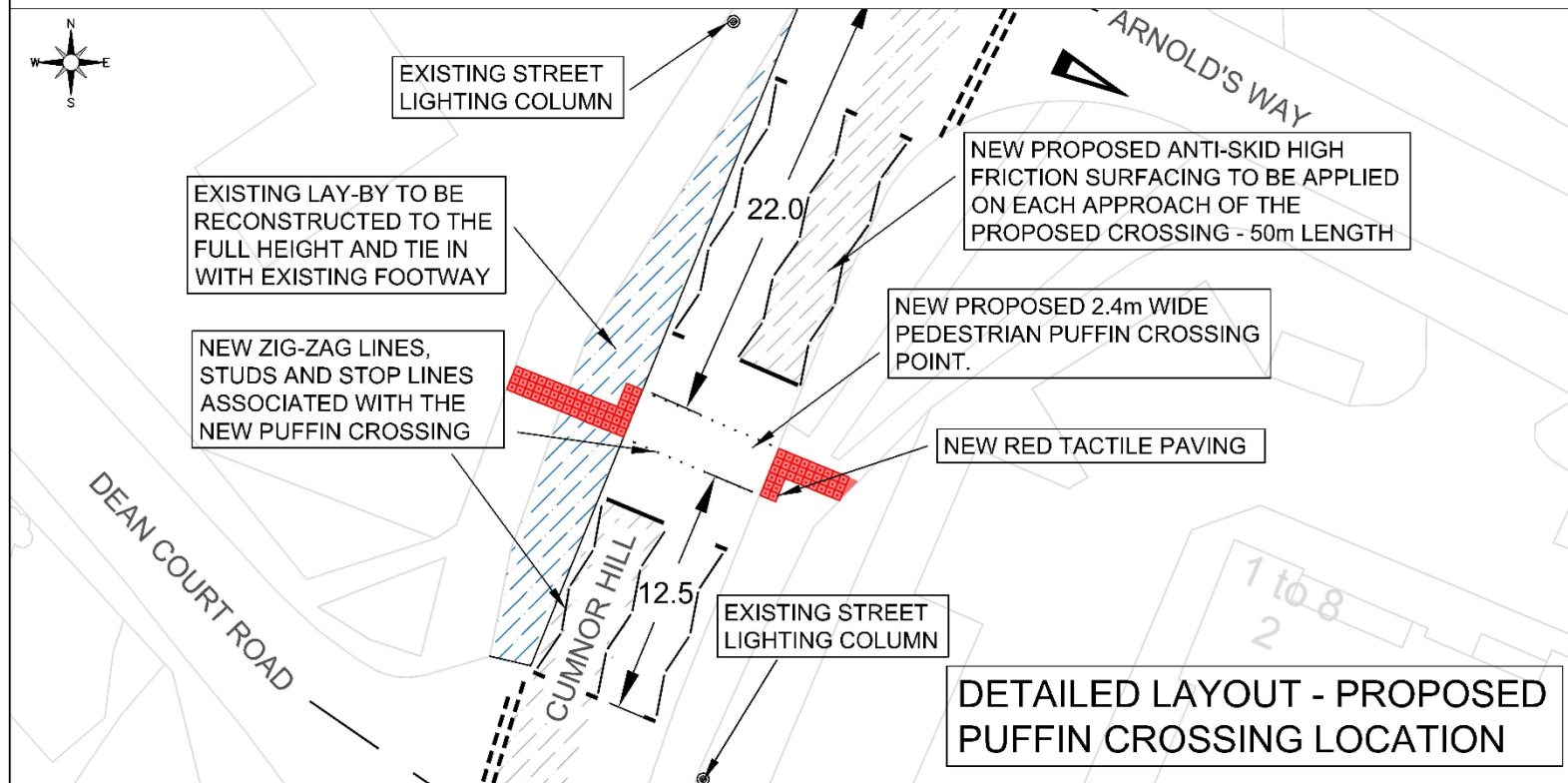
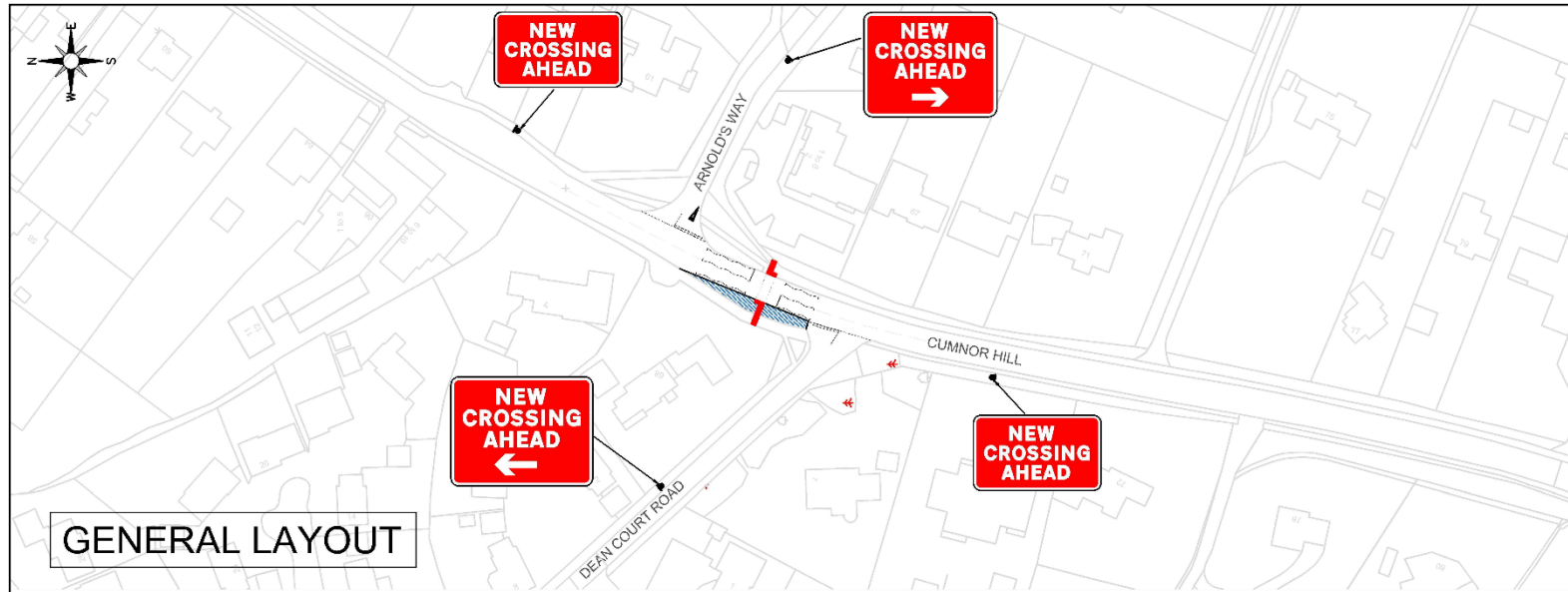


## NOTES:

1. All dimensions shown in metres unless stated otherwise.
2. Do not scale from this drawing.
3. This drawing is based on Ordnance Survey map and some inaccuracies may occur.

## KEY:

-  EXISTING LAY-BY AREA TO BE RECONSTRUCTED
-  NEW HIGH FRICTION SURFACING
-  PROPOSED NEW TEMPORARY SIGN TO BE ERECTED FOR NO LONGER THAN 3 MONTHS



0	01-02-23	FOR CONSULTATION	JA	LT	
Rev	Date	Description	Jim	Chkd	
Revisions					
Drawing Originator					



Drawing Status	SAP Code
FOR CONSULTATION	
Project Name	
CUMNOR HILL	
OXFORD	
Title	Original crossing sheet is A3
LAYOUT PROPOSAL	
NEW PEDESTRIAN	
PUFFIN CROSSING	

Scale @A3	Drawn by	Checked by	Approved by
Not to scale	JA	LT	LT
	Drawn Date	Checked Date	Approved Date
	FEB 2023	03/02/23	06/02/23

Drawing Number	Rev

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – providing the necessary speed monitoring has taken place and current speeds support these proposals. This proposal full meets current design standards.
(2) Local County Cllr, (North Hinksey division)	<b>Support</b> - There was a serious accident hrtr involving a student from ther nearbny secondary school. This is the crossing poiunt linking the pedestrian pathway from the Dean Court ward of Cumnor parish.
(3) Cumnor Parish Council	<b>Support</b> - Cumnor Parish Council fully supports the installation of a Puffin Crossing on Cumnor Hill which will make it safer and easier for Matthew Arnold School pupils and residents to cross safely especially during peak traffic times.
(4) Local group/organisation, (OXTRAG)	<b>Support</b> – Looks great, thank you for a safer crossing place for pedestrians
(5) Local group/organisation, (Unlimited Oxfordshire)	<p><b>Support</b> – I welcome the proposal for a new Puffin crossing on Cumnor Hill, approximately 22 metres SW of its junction with Arnold's Way.</p> <p>However, on the approach from the SW, I suggest that the zigzag markings should be extended across the junction with Dean Court Road, because of the downhill gradient.</p>
(6) Local resident, (Cumnor, Dean Court Road)	<p><b>Object</b> – even though I agree that a pedestrian crossing could be beneficial, I object to the installation of a Puffin style crossing.</p> <p>Cumnor Hill has a moderate amount of traffic; however, I have never had to wait more than a minute (usually much shorter) for there to be a good break in the traffic, so that I am able to cross the road safely. I do agree that a pedestrian crossing would be beneficial for those who need longer to cross. A Zebra crossing would serve this purpose.</p>

	<p>I do not believe that the cost of installing and maintaining a Puffin crossing is good use of taxpayers' money, when a Zebra Crossing would cater for the needs of those who are finding it difficult to cross at the moment.</p> <p>Unfortunately, the positioning of this crossing, no matter what type of crossing is used, will be detrimental to our property. We live at no 4 Dean Court Road, with our back garden backing onto Cumnor Hill. We are probably the only house in miles where the back garden, used for leisure purposes for at least six months of the year, backs on to Cumnor Hill. The proposed Puffin Crossing is planned to cross at 68 Cumnor Hill, next door to our property. Any traffic brought to a halt by the pedestrian crossing will queue back down the hill to the north of the crossing, parallel to our property. The noise of the cars starting up again, especially trucks, will have a detrimental effect on our being able to enjoy the garden.</p> <p>A Puffin crossing will make this worse, as waiting for the lights to change to green will increase the number of cars that need to stop.</p> <p>The only way that a crossing, in the location proposed, will not affect our property and quality of life, is if a sound proof fence were to be erected.</p>
(7) Local resident, (Cumnor, Dean Court Road)	<p><b>Concerns</b> – We live on Dean Court Rd on the junction of Cumnor Hill. We are concerned that the proposed puffin crossing is too close to this junction. It will be tricky to pull out of our drive and onto Cumnor Hill safely when the crossing is being used. We fear the crossing could be dangerous for pedestrians, cyclists and cars turning into and out of Dean Court Rd sited at this close proximity to the junction.</p> <p>Turning out of our drive safely into Cumnor Hill requires caution because of the tricky lines of vision, a crossing may add to this. Could the crossing be sited further down the hill?</p> <p>The additional signage, street furniture etc presents a very urban look in a semi rural area and we are concerned about the visual impact. Could this be reduced in any way please?</p>
(8) Local resident, (Email response)	<p><b>Support</b> – Our feelings are that it is very necessary to have a puffin crossing. Cumnor Hill is dangerous to cross. As you know there are accidents from time to time and you do take your life in your hands when crossing Cumnor Hill at that particular point as the cars do not heed the 30 mph coming down the hill. They also do not seem to take into consideration that pedestrians are crossing the road at that particular point, usually to catch a bus which is going down the hill. The number of near misses there are with the school children trying to cross safely is unbelievable. Sadly I</p>

## CMDHM17

	<p>feel that there will be a fatality one of these days and I do not hope that it takes an incident like that to make the case for a puffin crossing. Let us have one before that happens.</p> <p>If you are disabled in any way trying to cross Cumnor Hill is an absolute nightmare and very dangerous, so I reiterate, a puffin crossing is necessary.</p> <p>I have to say that it is not only cars, cyclists are also to blame, they appear to think it is their right to go as fast as they can down the Hill with complete disregard to other road users. I have also witnessed scooters, too, tearing down the hill, completely out of control.</p> <p>There appears to be no legislation to control cyclists and scooters either, but, that perhaps is another matter.</p>
(9) Local resident, (Cumnor, Cumnor Hill)	<p><b>Support</b> – Two things please to consider</p> <p>1 The siting of the crossing in the realignment of the road and path and possible inclusion of shrubbery and perhaps a roadside seat!</p> <p>2 Removal of excess vegetation and rubbish from the Cumnor Hill/Dean Court Road corner, with the provision of a rubbish bin</p>
(10) Local Resident, (Cumnor, Cumnor Hill)	<p><b>Support</b> - Cumnor Hill is a busy road. Many children need to cross the road to get to the secondary school. There have been previous accidents at this point involving children. A new crossing will make this much safer for the children.</p>
(11) Local Resident, (Oxford, Barn Close)	<p><b>Support</b> - Safety, slowing cars that drive too fast despite new 30mph limit,</p>
(12) Member of public, (Cumnor, High Street)	<p><b>Support</b> - To make it safer for young people going to Matthew Arnold. There has already been multiple incidents in that road</p>

# CMDHM17

(13) Local Resident, (Cumnor Hill, Kimmeridge Road)	<b>Support</b> - Improving safety, particularly for school children
(14) Local Resident, (Oxford, Dean Court Road)	<b>Support</b> - It will make the road safer to cross for children going to Matthew Arnold school.
(15) Local or County Cllr, (Botley, Hutchcomb)	<b>Support</b> - The community have been calling for a crossing here to ensure school children can walk to Matthew Arnold safely. It will also be well used by people accessing the bus stops and general walking routes. I fully support
(16) Local Resident, (Cumnor, Norreys Road)	<b>Support</b> - A crossing will increase the safety of all road users
(17) Local Resident, (Cumnor, Robsart Place )	<b>Support</b> - I live in the area and see how difficult the road is to cross. I have children and would feel more at ease knowing they can cross safely
(18) Local Resident, (Cumnor, Robsart Place)	<b>Support</b> - Safety for public
(19) Local Resident, (Cumnor, Kimmeridge Road)	<b>Support</b> - The hill is so busy and too fast (even with the recent 30mph limit) and located near to Matthew Arnold School. A lot of the children crossing the road to catch a bus or walk home are not paying enough attention when they cross causing concern for their safety
(20) Local Resident, (Cumnor, The Park)	<b>Support</b> - It makes crossing the road safer for children
(21) Local Resident, (Dean Court, Third Acre Rise)	<b>Support</b> - A safer route to school and to some of the main facilities for the 9,000 residents of the Botley Communities.
(22) Member of public, (Marcham, Haines Court)	<b>Support</b> - It has always concerned me that there is no safe crossing for children going to and from Matthew Arnold school. I have seen them dash across the road

**CMDHM17**

(23) Local Resident, (Cumnor, The Park)	<b>Support</b> - I am very much in support of the crossing. It will create an important crossing point for the school children to cross at
(24) Local Resident, (Oxford, Pinnocks Way)	<b>Support</b> - My daughter crosses this road every day on her way to school (coming up from Pinnocks Way up to Mathew Arnold school)
(25) Local Resident, (Cumnor, Cumnor Hill)	<b>Support</b> - I support this proposal as it will provide a safe crossing area for many people, in particular students at Matthew Arnold School. Cumnor Hill is a very busy road, particularly between 8am and 9am. As a cyclist who commutes to work from Cumnor into the city centre I often witness impatient drivers driving at inappropriate speeds and overtaking in a dangerous manner. Having to cross a road with these traffic conditions is difficult and has a high potential for a serious accident. A puffin crossing is well overdue.
(26) Local Resident, (Oxford, Poplar)	<b>Support</b> - This is a welcome and incredibly important addition. That stretch of the road is used by many pedestrians including young people walking to school. Without a safe crossing, the road is not accessible or safe for pedestrians. It is also not inclusive for those in wheelchairs or with buggies who need to cross the road to access public transport. I fully support this proposal and feel it is necessary to make public space accessible to all protected characteristics as per the Equality Act 2010.
(27) Local Resident, (Botley, Poplar)	<b>Support</b> - Cumnor Hill is dangerous and despite speed limits these are not observed. MA Schl pupils use this road to get to school. It will make the route safer for them. There are blind spots along the road which makes it dangerous for crossing. Long gap between Elms Rd crossing points and top of Cumnor Hill.
(28) Local Resident, (Botley, Eynsham Road)	<b>Support</b> - I am so pleased to hear you are putting a crossing in on Cumnor hill, it is desperately needed for school children accessing the local secondary school, we have had a few incidences where children have been seriously hurt on that road and a crossing is much needed.
(29) Local Resident, (Botley, Arnold's Way)	<b>Support</b> - Child safety for those coming to/from the school. I have seen many children cross dangerously there

# CMDHM17

(30) Local Resident, (Botley, Evelyn Close)	<b>Support</b> - I have children at Matthew Arnold school and they need somewhere safe to cross the road. There have been quite a few accident involving young children on that spot of road during the past few years.
(31) Local Resident, (Botley, Poplar Road)	<b>Support</b> - Lots of children crossing, cars often go over 30 mph speed limit, very dangerous, long overdue to have a crossing here. I understand from other local residents that there have been road traffic accidents involving children on this road in the past. Need a safe place for pedestrians to cross. There isn't a crossing along the whole road despite loads of new houses being built.
(32) Local Resident, (Cumnor Hill, Dean Court Road)	<b>Support</b> - I regularly use the Arnolds Way bus stop on Cumnor Hill and often find it difficult to cross safely. The visibility is not particularly good due to the bend in the road and sometimes traffic can't be seen until you are actually crossing.
(33) Local Resident, (Oxford, Pinnocks Way)	<b>Support</b> - Dangerous fast road near school and many houses. Would help slow down traffic and provide a safe place to cross
(34) Local Resident, (Cumnor, Cumnor Hill)	<b>Support</b> - I live just next to the proposed crossing - immediately by the school warning sign - and the current behaviour by drivers every morning is terrifying to watch. They honk children who are attempting to cross while barrelling down at far above the speed limit and I constantly worry that there will be another accident like the one that left the poor 13 year old boy with life changing head injuries just over a year ago. I understand that it's hard to see them where they cross because of the slight bend and that for cars going into down the descent makes them accelerate but never the less a crossing is really sorely needed and can't come soon enough.
(35) Local Resident, (Cumnor, Kimmeridge Road)	<b>Support</b> - Cumnor Hill is a very difficult road to cross, especially for children. There should be at least one signalled crossing to help children and families get to the schools safely.
(36) Local Resident, (Oxford, Cumnor Hill)	<b>Support</b> - This crossing should provide a safe way for pupils on their daily journey to or from Matthew Arnold school to cross what can be a busy road at peak times; sadly there has been at least one accident and some near misses in the recent past, despite the "children crossing" sign a short way uphill of the proposed location. As a local resident

## CMDHM17

	with small children, I will also be glad of a way to cross safely with them on the way to the park or Brookes sports centre.
(37) Local Resident, (Oxford, Cumnor Hill)	<b>Support</b> - this is not a safe place to cross and lots of children cross here often recklessly
(38) Local Resident, (Cumnor, Norreys Road)	<b>Support</b> - So dangerous for children, adults and OAPs who all use this hill and the footpath on one side to cross the road to school, work and residential care homes. Too many accidents and near misses over the years for pedestrians and cyclists alike when crossing!



Divisions affected: *Kingston & Cumnor*

## **CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 22 JUNE 2023**

### **EAST HANNEY: SCHOOL ROAD AREA – PROPOSED NEW WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the following restrictions, as advertised:
  - a) 'No Waiting at Any Time' (double yellow lines) parking prohibitions on Brookside, School Road, and The Causeway,
  - b) 'No Waiting Mon-Fri 8.30am to 9.15am & 3pm to 4pm' (single yellow lines) parking restrictions on The Causeway, and
  - c) No Stopping on School 'Keep Clear' Markings (Mon-Fri 8.30am to 9.15am & 3pm to 4pm) on The Causeway

#### **Executive summary**

2. At the request of East Hanney Parish Council, a proposed Traffic Regulation Order (TRO) has been advertised to restrict parking outside and opposite the primary school, further along the Causeway to provide passing areas if the parking outside the school is displaced (causing new problems) and in the parts of Brookside at its junction with The Causeway and opposite the village car park's two entrances.. The proposals as advertised are shown in **Annex 1** .

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the Parish Council. If approved, funding for the implementation shall come from the Civil Parking Team's programme for maintenance and implementation.

#### **Background**

4. East Hanney Parish Council has asked the County Council to promote parking restrictions to help ease traffic congestion that occurs at school drop-off and pick-up times. The Parish Council has undertaken local informal discussions with the school, parents and residents, but no agreement has been reached to

resolve the issue. The Parish Council is undertaking a community development at the village hall complex (accessed off Brookside) which would also increase the capacity of the off-street car park. It is considered that this improvement offers the opportunity to bring in supportive measures to restrict on-street parking near the school and encourage use of the enlarged car park.

5. The proposed restrictions, illustrated at **Annex 1** consist of:-
  - i. Double yellow lines (No waiting at any time) on:
    - a. the approaches to the right-angled bend and at the junction of The Causeway and Brookside, including the two entrances to the village hall car park, to ensure safety at the bend and protect access in the vicinity of the car park.
    - b. Throughout the northern side of The Causeway to ensure through traffic is not compromised.
    - c. At the western end of School Road, near the new housing development, to protect access at that new junction.
    - d. Along two sections of the south side of The Causeway, to provide passing places should parking displace from the school area, to ensure through traffic is not compromised.
    - e. To the west side of the unmade Public Right of Way opposite the school, on the south side of The Causeway, to protect that entrance.
  - ii. Single yellow lines (No Waiting Mon-Fri 8.30am to 9.15am & 3pm to 4pm) along two sections of the south side of The Causeway, to provide passing places should parking displace from the school area, to ensure through traffic is not compromised. These locations are outside residential properties, and so it is proposed to only restrict parking at school times to lessen the impact upon residents.
  - iii. School 'Keep Clear' zig-zag markings (No Stopping on Mon-Fri 8.30am to 9.15am & 3pm to 4pm) outside and opposite the school, to ensure a safe crossing location for pedestrians, without having to negotiate parked vehicles.

## **Equality and Inclusion Implications**

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

## **Sustainability Implications**

7. The proposals would help facilitate the safe movement of pedestrians & traffic, especially at school pick-up and drop-off times. It would also encourage more walking to school and some of the restrictions operate at all times for safety and access reasons and would therefore safeguard all modes of travel.

## Formal consultation

8. The formal consultation was carried out between 19 April and 12 May 2023. 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, local bus operators, countywide transport, access & disabled peoples user groups, East Hanney & West Hanney Parish Councils, Vale of White Horse District Council, District Cllrs, and the local County Councillor representing the Kingston & Cumnor division.
9. Letters were also sent directly to approximately 100 adjacent premises, and street notices placed on site in the immediate vicinity.
10. A total of 37 responses were received during the course of the formal consultation - with 31 received via the online consultation survey, and these specifically are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
Brookside DYLS	18 (58%)	8 (26%)	3 (10%)	2	31
School Road DYLS	20 (65%)	9 (29%)	2 (6%)	-	31
The Causeway DYLS	19 (61%)	8 (26%)	3 (10%)	1	31
No Waiting (single yellow lines) on The Causeway	20 (65%)	6 (19%)	4 (13%)	1	31
No Stopping on School 'Keep Clear' on The Causeway	23 (74%)	6 (19%)	1 (3%)	1	31

11. Additionally, a further six responses were received via email, with Thames Valley Police (TVP) raising no objection, two residents objecting, one raising concerns, and two submitting comments in support.
12. The full responses are shown at **Annex 2**, and copies of the original responses are also available for inspection by County Councillors.

## Officer response to objections/concerns

13. Thames Valley Police expressed no objection to the proposals.
14. No response was received from the Parish Council, but they are the financial sponsors for the project and have worked closely with officers in drawing up the proposals.
15. Several local residents have objected to the proposals for The Causeway due to the impact upon parking for residents. Whilst it is recognised that the proposals would limit the capacity for parking at school times, the remaining unrestricted parking sections would be available for residents to use, and to a degree they would have first opportunity to use those before school parents

arrive in the morning. Also, the Parish Council is enlarging the village hall car park and so there is a compensatory increase in parking availability.

16. One local resident has objected to the proposals due to their impact on the unmade Public Right of Way opposite the school, on the south side of The Causeway. It is understood that this is a Byway open to all traffic (BOAT) and so there is no restriction to access by vehicular traffic. It would be necessary for Countryside Services to promote their own restriction should any displaced parking cause access difficulties.
17. One resident comments that the presence of parking acts as a traffic calming measure to slow through traffic, which is accepted, and is why some unrestricted parking sections have been retained, but not outside/ opposite the school.
18. One resident comments that the proposed single yellow lines should include Saturdays, say 8:00 to 14:00, as there are major parking issues caused by people attending sports on Hanney playing fields. However, this is one of the underlying reasons for the Parish Council's project to extend the village hall car park, why restrictions at those entrances in Brookside are included and it is therefore felt unnecessary to extend the single yellow line restrictions to Saturdays, as this would also impact further upon residents.
19. One local resident has objected to the proposals for Brookside as they impact upon the availability of parking for residents. These particular elements of the proposals are intended to protect access at the junction with The Causeway and opposite the entrance to the village hall car park; without that protection, it is likely that obstructions could occur, notably when sports users are using the facilities and may park indiscriminately impeding access for all.
20. One local resident objects due to the impact upon delivery drivers and ambulances, however all the proposed waiting restrictions (except the 'no stopping' zig-zags outside/ opposite the school) contain the usual exemption for loading and unloading to take place and for emergency services.
21. Expressions of support were received from many local residents and 2 school parents.

Annexes

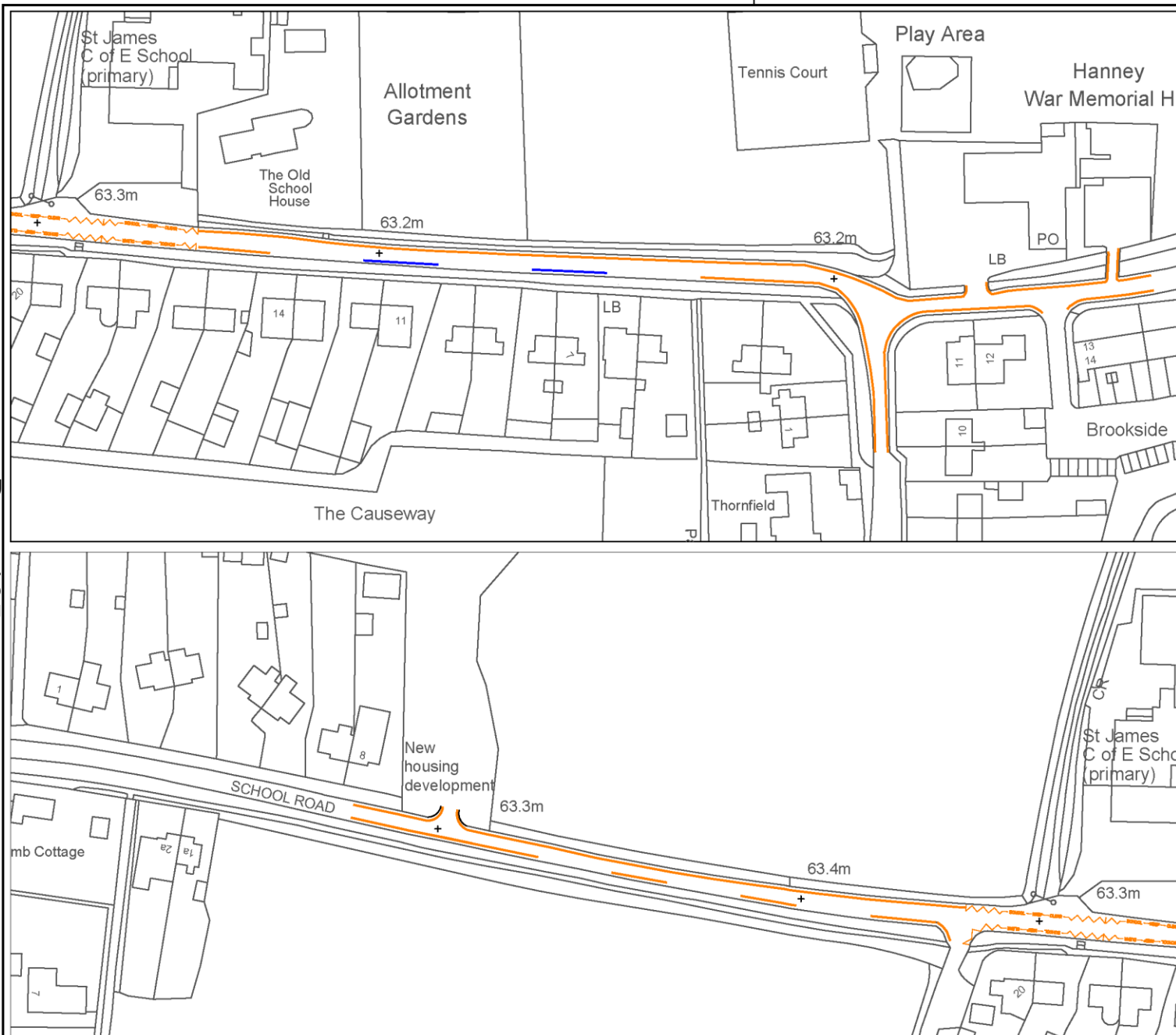
Annex 1 Consultation Plan





Annex 2: Consultation responses

Contact Officer:

Mike Horton 07912 474356

June 2023



Drawing No. PRD/2023/003		Revision 0	
<b>KEY</b>  Proposed NEW 'No waiting at any time' (double yellow lines)  Proposed NEW 'No waiting Mon - Fri 8.30am - 9.15am and 3pm - 4pm' (single yellow line)  Proposed no stopping on School keep clear zig-zag markings Mon - Fri 8.30am - 9.15am and 3pm - 4pm			
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b> <small>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small> CONSTRUCTION (ENTER NONE IF APPLICABLE) MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE) USE (ENTER NONE IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)			
© Crown Copyright and Database rights 10023943 2017			
Rev.	Date	Purpose of revision	Drawn Checked Approved
 <div style="display: flex; justify-content: space-between;"> <div> <b>OXFORDSHIRE COUNTY COUNCIL</b>  <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road, Oxford OX1 1ND Tel: 0845 310 1111</small> </div> </div>			
<b>Project title</b> East Hanney: School Road - Proposed Waiting Restrictions			
<b>Drawing title</b> Formal Plan for consultation			
<b>Drawing Status</b> Preliminary			
Scale @ A3	Drawn by MDH	Checked by JW	Approved by JW
Not to scale	Date drawn Feb 23	Date checked Apr 23	Date approved Apr 23
Oxfordshire Project No. & File Ref			
Drawing No. PRD/2023/003		Revision 0	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle I do not object as the restrictions place no burden on us in terms of enforcement, but fail to see justification for such extensive restrictions.</p> <p>I use the village regularly and not aware the School Parking has ever been such a problem . From my observation most parents park in the Memorial Hall and walk to School.</p> <p>I would have thought the School Keep Clear markings would suffice.</p>
(2) Local group/organisation, (Unlimited Oxfordshire)	<p><b>Support</b> – The proposed parking restrictions seem to be sensible, because they should reduce traffic congestion and hazards.</p> <p>However, they must not prevent or hinder the granting of a Disabled Person's Parking Place when a resident blue-badge holder applies for one.</p>
(3) Local resident, (The Causeway, East Hanney)	<p><b>Object</b> – I am writing to express my concerns and opposition to the proposed parking restrictions on our road, specifically targeting the prevention of school-run parents from parking in the area. While I understand the desire to address traffic congestion during peak school hours, I believe that implementing such restrictions would have adverse effects on the legitimate use of the road for residential and visitor parking. Whilst I live on the Causeway and commute during these hours, I personally don't find presence of the school-run traffic to be a significant obstruction and the actual real impact in terms of minutes lost waiting is not significant. Allow me to outline my key points below:</p> <p>1. Impact on Resident Parking Rights: The proposed parking restrictions would significantly curtail the ability of residents to park their vehicles conveniently near their homes. As homeowners and tenants on this road, we have the right to enjoy the benefits of residential parking. Implementing restrictions solely based on the inconvenience caused by school-run parents would unfairly penalise residents who rely on the availability of parking spaces in proximity to their homes.</p>

2. School Run Duration: It is important to note that the school run period typically lasts for a relatively short duration, usually limited to a few minutes during the morning and afternoon rush. Implementing parking restrictions for the entire duration of the school run would not effectively target the issue at hand.

3. Consideration for Delivery Drivers: It is worth noting that the proposed 'No Waiting' restrictions would not only affect school-run parents but also impact delivery drivers who serve our community. Implementing such restrictions may hinder their ability to efficiently carry out their essential services. It is important to consider the impact on these drivers and explore solutions that allow them to continue their operations smoothly.

Instead, I would like to suggest exploring alternative solutions that can mitigate the parking concerns during school run hours:

- a. Provision of Better Parking for the School: The council could consider working with the school administration to explore options for additional parking spaces specifically designated for school-run parents. By increasing the availability of parking near the school, it would alleviate the need for parents to park on our residential road.
- b. Communication with Parents: Another approach would be to communicate with parents through a letter or other means, informing them about alternative parking areas available nearby. For example, the village hall parking or other available parking areas in close proximity could be suggested as suitable alternatives. Encouraging parents to utilize these options would help reduce congestion on our road without impacting residents' parking rights.
- c. Residential Parking Permits: Whilst not my preferred solution, residents' parking rights could also be upheld if the council implemented a residential parking permit system. This would allow residents to obtain permits that exempt them from parking restrictions, ensuring that they can continue to park near their homes.

While it may not be the primary concern, it could also be argued that the slower flow of traffic in proximity to the school during the school run provides an effective traffic-calming measure. This unintentional benefit should be considered in the overall evaluation of the proposed parking restrictions.

In light of the above points, I kindly request the council to reconsider the proposed parking restrictions on our road. It is crucial to find a balanced solution that respects the rights of residents while also addressing the concerns surrounding traffic congestion during school run hours. Exploring alternative measures such as providing better parking for the school, communicating with parents about alternative parking areas, considering delivery drivers, and/or implementing a residential parking permit system, or other similar proposals would be more effective and fairer to all parties involved.

# CMDHM18

(4) Local Resident, (West Hanney, School Road)	<p><b>Object</b> – I object to 'No waiting at any time' (A.2.a) 'north side - from outside No8 eastwards...' because that could stop all utility vehicles from unloading, or ambulances from waiting and carers from stopping, to service Nos 6, 7 and 8 School Road. There is, otherwise, not enough room to park for utility vehicles etc to service Nos 6, 7 and 8 School Road simultaneously.</p> <p>My property, in particular, has extremely little off-road parking. That means ALL visitors and contractors etc must park on the road.</p> <p>Should there be any requirement for visitor parking at either Nos 8 or 6, there would be no more room for anyone else to park outside No7 if required.</p> <p>The no waiting restriction on School Road, north side, should start *to the east* of the new development access road (unnamed) (as was publicly stated by the Vale of White Horse Council at the Planning Committee when the new development was approved!).</p>
(5) Local resident, (The Causeway, East Hanney)	<p><b>Concerns</b> – Firstly, I would like to express my concern about the scheme, as it is not clear what benefits these restrictions will deliver for the residents of The Causeway. A number of us park on the road, and I believe it is important to ensure that provision is made for this at no cost or inconvenience to the residents.</p> <p>Regarding the objective of reducing the number of cars parked for the school run, I wonder who will be responsible for policing this? As you know, these cars park for only minutes at a time. Unless enforcement occurs every morning and evening, they may ignore the restrictions. If this happens, it would be unfair for residents who live on the road and have a higher chance of getting caught. Therefore, if you intend to push ahead with this, I kindly request clarification on the measures you plan to implement to ensure fairness.</p> <p>In my opinion, the only way this scheme will work is if each resident is provided with 2 permanent passes for their vehicles and unlimited access to free guest passes. Additionally, it is crucial to ensure that delivery drivers are not penalised for making deliveries. It is essential not to restrict the lives and routines of The Causeway residents or increase their costs.</p>
(6) Local Resident, (West Hanney, School Road)	<p>Brookside DYLS – <b>No opinion</b> School Road DYLS – <b>Object</b></p>



# CMDHM18

	<p>The Causeway DYs – <b>No opinion</b>  I object to 'No waiting at any time' (A.2.a) 'from outside No8 eastwards' because that would stop all utility vehicles from unloading, or ambulances from waiting and carers from stopping, to service Nos 7 and 8 School Road. There is, otherwise, not enough room to park for utility vehicles etc to service Nos 6, 7 and 8 School Road.  The no waiting restriction on School Road, south side, should start *to the east* of the new development access road (unnamed) (as was publicly stated by the Vale of Whitehorse Council at the Planning Committee when the new development was approved!).</p> <p>No Waiting (single yellow lines) on The Causeway – <b>No opinion</b></p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>No opinion</b>  I have answered NO OPINION. Why MUST I fill in this section when I have stated I have NO OPINION? I did NOT have to fill in section 5 – so why MUST I fill in section 7?  I no longer trust this survey because it is clearly not consistent.</p>
(7) Local Resident, (East Hanney, The Causeway)	<p>Brookside DYs – <b>No opinion</b>  School Road DYs – <b>Object</b>  The Causeway DYs – <b>Object</b>  I live on The Causeway. If no parking at any time is put in place it would cause problems for my elderly neighbour and our visitors.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b>  The school parking along here is the only issue for residents. Some parents park right outside the school and down the side track opposite the school. When we arrive home to find cars everywhere, it is a nightmare driving through them all and also very dangerous.</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b>  We just want all parents to park in the car parks near the shop. It is so dangerous when they park by the school.</p>
(8) Local Resident, (West Hanney, School Road)	<p>Brookside DYs – <b>Object</b>  School Road DYs – <b>Object</b>  The Causeway DYs – <b>Object</b>  Parking is not an issue outside of school hours</p>

# CMDHM18

	<p>No Waiting (single yellow lines) on The Causeway – <b>Support</b> Crossing is dangerous at these times due to large numbers of cars parked along the road, not safe for children</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> Parking is dangerous for school children</p>
(9) Local Resident, (Longworth, Bullockspits Lane)	<p>Brookside DYLS – <b>Object</b> School Road DYLS – <b>Object</b> The Causeway DYLS – <b>Object</b> There is no parking infrastructure to support such a drastic change. The facts are parents will need to drop their kids off and parking is already near impossible to find. If there was an alternate parking solution offered then I'd understand the proposal, however this would encourage parking in other residential areas nearby and forcing parents to walk further to drop their kids off which in my opinion would cause road safety concerns/issues. We don't want to compromise safety for minimal impact to neighbors. It's not as if the school has been built next to them, it's always existed and they knew the issues when choosing to live there. If these restrictions are enforced there is no point having a school in the area it's simply not practicable for parents.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Object</b></p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Object</b> As detailed in my earlier comments</p>
(10) Member of public, (Kingston Bagpuize, Betteridge Close)	<p>Brookside DYLS – <b>Object</b> School Road DYLS – <b>Object</b> The Causeway DYLS – <b>Object</b> It's a matter of parents parking for a matter of 30 minutes in the morning and 30 minutes in the afternoon to drop the children off at school. Some parents park here for a matter of quickness as they also have work to get to. There is not enough spaces in the car park near the school to accommodate every parent driving!</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Object</b></p>

# CMDHM18

	<p>It's a matter of parents parking for a matter of 30 minutes in the morning and 30 minutes in the afternoon to drop the children off at school. Some parents park here for a matter of quickness as they also have work to get to. There is not enough spaces in the car park near the school to accommodate every parent driving!</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Object</b>  It's a matter of parents parking for a matter of 30 minutes in the morning and 30 minutes in the afternoon to drop the children off at school. Some parents park here for a matter of quickness as they also have work to get to. There is not enough spaces in the car park near the school to accommodate every parent driving!</p>
(11) Local Resident, (East Hanney)	<p>Brookside DYLS – <b>Object</b>  School Road DYLS – <b>Object</b>  The Causeway DYLS – <b>Object</b>  There is not enough parking available in close proximity to the school, so one should be allowed to park shortly on the street to bring the children to school.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Object</b></p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Object</b>  same reason I gave before</p>
(12) Local Resident, (East Hanney, The Causeway)	<p>Brookside DYLS – <b>Object</b>  School Road DYLS – <b>Object</b>  The Causeway DYLS – <b>Object</b>  We are residents of number 14 on The Causeway. We object to these plans because there is no consideration of the impact to the byway, which is used as the main access road to the houses along The Causeway. The byway is regularly used by parents as a parking area when doing the school run and this destroys the road surface, which presently is only maintained by a small number of the residents on The Causeway and is in a poor condition. This plan will increase the number of parents using the road, exacerbating the issue.</p> <p>To our knowledge the start of the byway / access road is council owned. We would be supportive of this proposal if the council were able to add mitigation measures that would prevent further damage to the access road, such as a plan for resurfacing and maintenance of the by-way and installation of appropriate signage.</p>

# CMDHM18

	<p>No Waiting (single yellow lines) on The Causeway – <b>Object</b>  We feel this proposal is better than the last that required permits for residents but we object based on the increased damage to the access road for The Causeway due to parents using it as a car park. We feel the council should revise the plans to include mitigations for this.</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Object</b>  We feel this proposal is better than the last that required permits for residents but we object based on the increased damage to the access road for The Causeway due to parents using it as a car park. We feel the council should revise the plans to include mitigations for this.</p>
(13) Local Resident, (East Hanney, Ebbs Lane)	<p>Brookside DYs – <b>Object</b>  School Road DYs – <b>Object</b>  The Causeway DYs – <b>Object</b>  Unfair to residents of the 3 locations some of whom have no alternative parking location either for themselves or visitors. If you want to restrict parking without impacting these residents then you should be looking at a permit holder parking option. My understand reasoning to introduce this is to solely stop parents dropping off and picking up from school. Whilst it does cause issues it also reduces speeding along school road as vehicles have to slow down. With yellow lines in place with no parking and no traffic calming measures I am sure we will see excess speeding adding to accident risk. I say there is 20 mph restriction we have been advised by our Oxfordshire County councillor that TVP wont be enforcing it.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Object</b>  If your enforcing this measure then hours should be extended and to include Saturdays say 8:00 to 14:00 as there are major parking issues caused by people attending sports on Hanney playing fields. Can be worse than on school days. Maybe Saturdays have been omitted by East Hanney Parish Council as they pander to the sports teams especially with monies from parish council tax.</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Object</b>  I just persecute parents taking children to school. Other groups namely sports team abuse the on road parking in East Hanney. This is just a selective grudge against a specific group of people.</p>
(14) Local Resident, (East Hanney, Ashfields lane)	<p>Brookside DYs – <b>Object</b>  School Road DYs – <b>Object</b></p>

## CMDHM18

	<p>The Causeway DYs – <b>Object</b> Some people have no option but to use a car to drop off or pick up, if you want to put double yellows, propose a workable alternative solution that allows people to take their kids to school..</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Object</b> Where else are people going to wait if picking up young kids? Workable alternative?</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Object</b> If you stop for a few seconds to pick up, when no one is entering or leaving what harm is done.</p>
(15) Local Resident, (East Hanney, Brookside)	<p>Brookside DYs – <b>Object</b> School Road DYs – <b>Support</b> The Causeway DYs – <b>Support</b> This would address my concerns of child safety on the school road and causeway but the cul de sac section of Brookside is far away from the school and receives considerably much lower traffic and it's directly opposite the appropriate car parks that should be used by parents dropping off so any on road restrictions here will unduly hinder the residents of Brookside parking their cars legitimately without any benefit to children crossing the road for school or traffic traveling down the main road through the village so I object to that section being restricted.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b> This is an essential change that will save children's lives. There are too many cars arriving and parked on the causeway at those times and it causes traffic to speed through the pinch point created directly at the school where not only the parents who park there are trying to get out of their cars and take their children across the road between vehicles but others who walk from the west side need to also cross the road at that point. It's only a matter of time before a child is hurt so I fully support this restriction for the causeway.</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> This is a brilliant step towards making it safe for the children of the school – this should be applied and enforced</p>
(16) Pupil parent, (Grove, Hardwell Close)	<p>Brookside DYs – <b>Concerns</b> School Road DYs – <b>Concerns</b> The Causeway DYs – <b>Concerns</b></p>

# CMDHM18

	<p>I support the new plans, however my concern is where are these people all going to park? If the space under construction is a car park then great, if not, they need to park somewhere as there is currently no space. I have to leave early every day to ensure I can park, else I have to park by the school which isn't safe!</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Concerns</b> As before- car park required</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Concerns</b> As before support but need a car park</p>
(17) Local Resident, (Grove, Breakspear Close)	<p>Brookside DYLS – <b>Concerns</b> School Road DYLS – <b>Concerns</b> The Causeway DYLS – <b>Concerns</b> It's mostly school time there's an issue</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b> My daughter goes to St James preschool and I always park in the carpark suggested, which can get full but that won't be an issue once it's extended. I've seen the chaos, anger and danger caused by the parents who park right outside the school. I even saw one child nearly being hit by a car running out from between the parked cars. It's such a short walk from the carpark to the school, there really is no excuse not to use it once there are more spaces unless there's a disability issue.</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> As a parent of the school I fully support making things safer</p>
(18) Local Resident, (East Hanney, Main Street)	<p>Brookside DYLS – <b>Concerns</b> School Road DYLS – <b>Support</b> The Causeway DYLS – <b>Concerns</b> I fear that the yellow lines will creep all around the villages. This will only work if there is continuous vigorous enforcement.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Concerns</b></p>

# CMDHM18

	<p>Not necessary at the eastern end as there is alternative parking for most of these homes. Parked cars here help calm traffic as it approaches the school.</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> Safety</p>
(19) Local Resident, (East Hanney, Bramley Close)	<p>Brookside DYLS – <b>Support</b> School Road DYLS – <b>Support</b> The Causeway DYLS – <b>Support</b> With the new car parking spaces cars don't need to park on the road. However, I'm worried it might look horrible in a village with lots of yellow lines painted on the roads – especially around the village shop / community area.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Concerns</b> I'm worried people won't read the sign</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> This is needed as it's chaos</p>
(20) Local Resident, (East Hanney, Main street)	<p>Brookside DYLS – <b>Support</b> School Road DYLS – <b>Support</b> The Causeway DYLS – <b>Support</b> Will make the road a lot safer at school times and when there are football matches on.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b> Will make school pick up and drop off times much safer.</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> Will allow children and parents to cross the road outside the school safer than now when it is full of parked cars.</p>
(21) Local Resident, (East Hanney, Crown Meadow)	<p>Brookside DYLS – <b>Support</b> School Road DYLS – <b>Support</b></p>

# CMDHM18

	<p>The Causeway DYLS – <b>Support</b> As parking is a nightmare and unsafe for the children around the school</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b></p> <p>No Stopping on School ‘Keep Clear’ Markings on The Causeway – <b>Support</b> Current parking around school is a nightmare and makes it unsafe for the children getting to school</p>
(22) Local Resident, (East Hanney, Stevenson Close)	<p>Brookside DYLS – <b>Support</b> School Road DYLS – <b>Support</b> The Causeway DYLS – <b>Support</b> My 7yr old daughter goes to the school and at school times it’s so dangerous</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b> Unsafe</p> <p>No Stopping on School ‘Keep Clear’ Markings on The Causeway – <b>Support</b> Unsafe</p>
(23) Pupil parent, (Kingston Bagpuize, Dexter Gardens)	<p>Brookside DYLS – <b>Support</b> School Road DYLS – <b>Support</b> The Causeway DYLS – <b>Support</b> This school pick up and drop off times are very busy are very busy and dangerous when Parents choose to park directly outside of the school. It causes traffic traffic jams and delays for people who are trying to get to and from work. I fully support these restrictions, there will be plenty of space once the new carpark is built. There really is no excuse for people to park on the road its just pure laziness!</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b></p> <p>No Stopping on School ‘Keep Clear’ Markings on The Causeway – <b>Support</b> There needs to be more safety measures in place for pedestrians and allowing free flowing traffic during these busy times of day.</p>



CMDHM18

<p>(24) Local Resident, (East Hanney, The Medway)</p>	<p>Brookside DYLS – <b>Support</b>  School Road DYLS – <b>Support</b>  The Causeway DYLS – <b>Support</b>  My family and I fully support these plans. They are a great first step forwards for prioritising walking and cycling safely to school. The road is currently a risk to life for children at present.  2 children have been hit by cars in recent years here. There are daily near misses. These restrictions need to be strictly enforced especially early on as several parents think they have the right to park in front of school against the schools guidance and endanger everyone.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b>  Long needed fix to a very dangerous problem</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b>  Fully support this remedy to a dangerous situation. The restrictions must however be enforced</p>
<p>(25) Member of public, (Poplar Farm Close)</p>	<p>Brookside DYLS – <b>Support</b>  School Road DYLS – <b>Support</b>  The Causeway DYLS – <b>Support</b>  The parking currently is unsafe. This will ensure all children are safe walking to and from school and crossing the road.  It will also mean that other road users are safer as they do not need to complete unsafe overtakes of parked cars.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b></p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b>  This is a main place where children cross to get into school. This will mean they don't have to cross in between parked cars and can see safely to cross</p>
<p>(26) Local Resident, (East Hanney, Whitfield Gardens)</p>	<p>Brookside DYLS – <b>Support</b>  School Road DYLS – <b>Support</b>  The Causeway DYLS – <b>Support</b>  Can very dangerous for children crossing all roads by the school</p>

# CMDHM18

	<p>No Waiting (single yellow lines) on The Causeway – <b>Support</b> Safety of the children</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> Safer for children going in to school</p>
(27) Local Resident, (East Hanney, The Croft)	<p>Brookside DYLS – <b>Support</b> School Road DYLS – <b>Support</b> The Causeway DYLS – <b>Support</b> I feel its extremely dangerous for Parked cars to be parked here. It's difficult for the children who walk to school to see if it's clear in order to cross the road. Cars drive to fast, as most the time they are frustrated from the waiting or weaving through the parked vehicles.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b></p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> I support this. But feel a larger car park needs to be added for the school.</p>
(28) Local Resident, (East Hanney, Snuggs Lane)	<p>Brookside DYLS – <b>Support</b> School Road DYLS – <b>Support</b> The Causeway DYLS – <b>Support</b> The roads are narrow and at peak times parking needs to be controlled</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b> Need to allow pedestrians to cross safely at peak times. Parked cars obscure view</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> Need clear view to cross road at this time</p>
(29) Local Resident, (West Hanney, Church Street)	<p>Brookside DYLS – <b>Support</b></p>

**School Road DYLS – Support**  
**The Causeway DYLS – Support**

I have lived in the village for over 40 years, at school drop-off/collection times, the sheer number of cars parking on the road create huge issues for traffic flow and person/animal safety. I've had a few 'near-misses' while walking our dog or running as crossing the road is virtually impossible. There is a car park at the Village Hall but for convenience parents continue to park on the road nearer to the school. Due to inconsiderate parking, if you are travelling by car along the road, there are simply no spaces to pull in to to allow ongoing flow of traffic and it isn't safe to try and drive circa half a mile with one side of the road being completely obstructed. In the case of emergencies (I'm a doctor) emergency vehicles would be stuck, delaying emergency response which is a concern.

I'm aware more families have children at the school who do not live in the Hanneys and thus walking/cycling may not be an option, but many families drive to the school when they live within a mile of the school and could consider walking/cycling. Either of these options however are becoming more dangerous as they are compounded by the car parking on the road so simply crossing the road or cycling down the road are extremely dangerous.

Although this is one option to control parking (and I'm aware of the others but enforcing these is unrealistic) and I would support entirely as it provides an immediate solution and even though this relies on enforcement, would improve the issue considerably. The wider solution lies in ensuring school places for children that facilitate reduction in road traffic (local school place within walking/cycling distance, bus transport service improvements), improving local off road parking (the parking at the Village Hall is currently being improved which is excellent) so while our local District Councillor is perhaps unsupportive in this proposal, I imagine her thoughts may be somewhat unrealistic.

**No Waiting (single yellow lines) on The Causeway – Support**

I have lived in the village for over 40 years, at school drop-off/collection times, the sheer number of cars parking on the road create huge issues for traffic flow and person/animal safety. I've had a few 'near-misses' while walking our dog or running as crossing the road is virtually impossible. There is a car park at the Village Hall but for convenience parents continue to park on the road nearer to the school. Due to inconsiderate parking, if you are travelling by car along the road, there are simply no spaces to pull in to to allow ongoing flow of traffic and it isn't safe to try and drive circa half a mile with one side of the road being completely obstructed. In the case of emergencies (I'm a doctor) emergency vehicles would be stuck, delaying emergency response which is a concern.

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Although this is one option to control parking (and I'm aware of the others but enforcing these is unrealistic) and I would support entirely as it provides an immediate solution and even though this relies on enforcement, would

	<p>improve the issue considerably. The wider solution lies in ensuring school places for children that facilitate reduction in road traffic (local school place within walking/cycling distance, bus transport service improvements), improving local off road parking (the parking at the Village Hall is currently being improved which is excellent) so while our local District Councillor is perhaps unsupportive in this proposal, I imagine her thoughts may be somewhat unrealistic.</p> <p><b>No Stopping on School 'Keep Clear' Markings on The Causeway – Support</b></p> <p>I have lived in the village for over 40 years, at school drop-off/collection times, the sheer number of cars parking on the road create huge issues for traffic flow and person/animal safety. I've had a few 'near-misses' while walking our dog or running as crossing the road is virtually impossible. There is a car park at the Village Hall but for convenience parents continue to park on the road nearer to the school. Due to inconsiderate parking, if you are travelling by car along the road, there are simply no spaces to pull in to to allow ongoing flow of traffic and it isn't safe to try and drive circa half a mile with one side of the road being completely obstructed. In the case of emergencies (I'm a doctor) emergency vehicles would be stuck, delaying emergency response which is a concern.</p> <p>I'm aware more families have children at the school who do not live in the Hanneys and thus walking/cycling may not be an option, but many families drive to the school when they live within a mile of the school and could consider walking/cycling. Either of these options however are becoming more dangerous as they are compounded by the car parking on the road so simply crossing the road or cycling down the road are extremely dangerous.</p> <p>Although this is one option to control parking (and I'm aware of the others but enforcing these is unrealistic) and I would support entirely as it provides an immediate solution and even though this relies on enforcement, would improve the issue considerably. The wider solution lies in ensuring school places for children that facilitate reduction in road traffic (local school place within walking/cycling distance, bus transport service improvements), improving local off road parking (the parking at the Village Hall is currently being improved which is excellent) so while our local District Councillor is perhaps unsupportive in this proposal, I imagine her thoughts may be somewhat unrealistic.</p>
(30) Local Resident, (West Hanney, St James Way)	<p><b>Brookside DYLS – Support</b></p> <p><b>School Road DYLS – Support</b></p> <p><b>The Causeway DYLS – Support</b></p> <p>Traffic is a nightmare at school dropping off and picking up time. It is unnecessary and dangerous. Either park in designated parking, or further away and walk.</p> <p><b>No Waiting (single yellow lines) on The Causeway – Support</b></p> <p><b>No Stopping on School 'Keep Clear' Markings on The Causeway – Support</b></p> <p>It causes a lot of disruption that is not necessary</p>

# CMDHM18

(31) Local Resident, (West Hanney, Church Street)	<p>Brookside DYLS – <b>Support</b>  School Road DYLS – <b>Support</b>  The Causeway DYLS – <b>Support</b>  Selfish drivers and lack of knowledge of the Highway Code coupled with no manners or courtesy for other road users.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b>  As previous answer.</p> <p>No Stopping on School ‘Keep Clear’ Markings on The Causeway – <b>Support</b>  Previous answer.</p>
(32) Local Resident, (West Hanney, Rectory Farm Close)	<p>Brookside DYLS – <b>Support</b>  School Road DYLS – <b>Support</b>  The Causeway DYLS – <b>Support</b>  It is a nightmare at school finishing times. Parents totally disregard the request to park at the hall and walk down. It is dangerous with parents and children trying to cross the road through parked vehicles.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b>  There is a need to demonstrate support for proposals to discourage parking by parents dropping off and picking up from the school.</p> <p>No Stopping on School ‘Keep Clear’ Markings on The Causeway – <b>Support</b>  The restrictions need to be comprehensive, otherwise parents will just find any gap in the proposal.</p>
(33) Local Resident, (East Hanney, The paddocks)	<p>Brookside DYLS – <b>Support</b>  School Road DYLS – <b>Support</b>  The Causeway DYLS – <b>Support</b>  There are too many parked cars on the road, causing build up</p>

## CMDHM18

	<p>No Waiting (single yellow lines) on The Causeway – <b>Support</b> The parked cars are usually cars dropping off or collecting pupils from the school. The car park is a short walk away and they should park there instead of obstructing the road</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> Same as before</p>
(34) Local Resident, (East Hanney, St James View)	<p>Brookside DYLS – <b>Support</b> School Road DYLS – <b>Support</b> The Causeway DYLS – <b>Support</b> The parking causes dangerous situations on the road. Near misses have happened historically. Parents are lazy &amp; will happily open car door on to incoming traffic to get their children out</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b></p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> It is becoming dangerous</p>
(35) Local Resident, (East Hanney, Main Street)	<p>Brookside DYLS – <b>Support</b> School Road DYLS – <b>Support</b> The Causeway DYLS – <b>Support</b> I support the concept of restricting parking in the vicinity of the school and village hall. It is a shame yellow lines need to be used and people don't have enough courtesy. I hope they don't proliferate everywhere in the village.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Concerns</b> As above I support the idea of restricting parking, especially near the school. However I don't have much confidence new restrictions would be complied with, as parents currently seem totally inconsiderate of others when on the school run. They ignore the current yellow zigzag lines at the school entrance. Having several different restrictions could be confusing. The markings will need to be strongly enforced to be effective</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b> As above parking is already prohibited on the school zig zag lines but that is ignored by many drivers. Repainting the lines would make them more visible but enforcement is required too</p>

# CMDHM18

(36) Local Resident, (West Hanney, St James Way)	<p>Brookside DYLS – <b>Support</b>  School Road DYLS – <b>Support</b>  The Causeway DYLS – <b>Support</b>  Far too many people park cars on the road in these locations. Traffic can find it difficult to enter and exit the villages and the cars represent an eyesore to all. There is adequate parking for parents collecting and dropping off children at the school, however, too many parents are lazy and overweight to walk from a car park to the school.</p> <p>No Waiting (single yellow lines) on The Causeway – <b>Support</b>  The road is for transport, it is not a free 24 hour car park.</p> <p>No Stopping on School 'Keep Clear' Markings on The Causeway – <b>Support</b>  It will improve pedestrian safety.</p>
(37) Local resident, (West Hanney, School Road)	<p><b>Support</b> – I am fully in favour of the proposals to restrict parking. I would be very relieved of fears to the pedestrians trying to cross the road. Motor traffic is very backed up both ways and tempers sometimes get very heated. So please add my vote to restricted parking.</p>

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Divisions affected: *Cowley, Jericho & Osney, Wolvercote & Summertown*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **OXFORD: BARNES ROAD & OTHER LOCATIONS – PROPOSED PARKING PERMIT ELIGIBILITY AMENDMENTS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the following proposals in respect of eligibility for parking permits as advertised:
  - a) **Cowley Central East** – exclude the car free development at No.242a Barnes Road from eligibility to apply for resident's parking permits & residents' visitors parking permits,
  - b) **Summertown** – allow Grove House, St James Row, No.3 Grove Street to be eligible for one resident's parking permit and residents' visitors' parking permits,
  - c) **Jericho** – allow No.1 Canal Street to apply for resident's parking permits & residents' visitors parking permits,
  - d) **Cuttesslowe** - exclude No.37 Templar Road from eligibility for resident's parking permits and residents' visitors' parking permits
  - e) **North Summertown** – exclude the five new dwellings at No.4 Bladon Close from eligibility for resident's parking permits and residents' visitors' parking permits

#### **Executive summary**

2. This report presents 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.
3. With respect to No.242a Barnes Road - following complaints to the parking service, it was brought to the Councils attention that as part of the planning requirements for the flats at 242a Barnes Road, these dwellings should have not been included in properties eligible to apply for parking permits for the Cowley Centre (East) Parking Zone.
4. When the development was approved by the planning authority in January 2013 (12/03278/FUL), the flats and the community centre were designated a

car-free development. In this respect they are not proposed to be served by any on-site car parking other than disabled parking.

5. A further legal agreement was put in place for the site in September 2013, which included a contribution towards a future Controlled Parking Zone, but excluding owners and occupiers from the development from eligibility for residential and visitor permits.
6. At the time the planning was approved for 242a Barns Road, officers considered that with the high level of parking controls already in place around the site and the package of measures proposed that the highway impact from parking displacement would be minimal. However key mitigating measures to note from the planning approval included:
  - *'All flats would be marketed as car-free so that it is clear to potential purchasers from the outset that no on-site parking will be provided and that they would not be expected to own a motor vehicle.'*

### **Financial Implications**

7. Funding for consultation on the proposals has been provided by the various developers of the properties in question.

### **Equality and Inclusion Implications**

8. Whilst Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes (including the Cowley Centre East CPZ) that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
9. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised, current blue badge.

### **Sustainability Implications**

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

## Formal consultation

11. The Formal consultation was carried out between 03 March and 05 May 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, Oxford City Council, the local County Councillors, and the local Oxford City Councillors.
12. Additionally, letters we sent to approximately 240 properties in the immediate vicinity of No.242a Barns Road.
13. 42 responses were received during the formal consultation, with 32 received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
No.242a Barns Road	5 (16%)	26 (81%)	-	1	32
No.3 Grove Street	6 (19%)	4 (12%)	1	21	32
No.1 Canal Street	7 (22%)	3 (9%)	1	21	32
No.37 Templar Road	5 (16%)	6 (19%)	1	20	32
No.4 Bladon Close	3 (9%)	7 (22%)	2	20	32

14. Additionally, a further ten responses were received via email, with Thames Valley Police raising no objection, two raising concerns, six objecting (in relation to No.242a Barns Road), and one Oxford City Cllr supporting the proposals for 242a Barns Road (with the suggested 6-month time frame to allow alternative provision).
15. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.

## Officer response to objections/concerns

16. Thames Valley Police expressed no objections to the proposals.
17. The local City Councillor has given support to the removal of permit eligibility to permits for 242 Barns Road.
18. In response to specific concerns raised regarding the Barns Road proposals, it is understandable that residents who currently have a permit, may have concerns about making arrangements for their vehicles at short notice. To compensate it is recommended that should the change be approved, that existing permits would be honoured until their expiry date and for permits with

less than 6 months left to expiry on the date the order is brought into effect, these would be extended to ensure a minimum of 6 months is provided to allow for alternative arrangements to be put in place.

19. A number of objections were received to the Barns Road proposals that the changes to permit eligibility would impact of residents' ability to have visitors and trades people to their properties. In response, it should be noted that the proposals do not stop visitors to these properties. There are a number of public car parks within the vicinity that facilitate parking for short and long stay periods. In addition, residents are still eligible to apply for contractor permits, where work is being undertaken at their properties.
20. In all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
21. In response to the concerns raised about having constraints placed on residents' ability to park where they live, it is important to note that the restrictions have been put forward in response to the development of properties for residential purposes. The proposals – a condition of planning approval granted by the City Council – will help ensure that the potential increase in residents at properties as a result of the development do not result in increased demand for on-street parking in the local area, thereby adversely affecting existing residents.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                                      Annex 1: Consultation responses

Contact Officers:                      Tim Shickle 07920 591545  
   James Whiting 07584 581187

May 2023

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Local City Cllr, (Cowley Ward)	<p>No.242a Barns Road - <b>Support</b></p> <p>I'd like to confirm that I support the amendment to the Cowley East scheme to remove 242a Barns Rd from being eligible for permits with the suggested 6 month time frame to allow alternative provision.</p>
(3) Local organisation, (Unlimited Oxfordshire)	<p><b>Concerns</b> – I understand that the County Council might require Oxford City Council, when granting planning permission for some new residential developments, to stipulate that car-ownership among residents is to be discouraged. That is understandable when, for example in Bladon Close, North Summertown, a single house is replaced by five flats.</p> <p>For such developments, off-street parking may be limited, and it may become congested and unusable by a resident blue-badge holder.</p> <p>The non-eligibility of residents of certain dwellings must not cause the County Council to refuse to provide an on-street DPPP, if applied for by a blue-badge holder who is a resident of one of those dwellings.</p>
(4) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>I'm feeling very worried about the proposal to prevent residents of Barns Place from having parking permits. I'm a social worker and I can't do my job without my car, for example, I've got a young person on my case load currently who lives on a caravan site in the middle of nowhere; you can't get to it on public transport. Even for children and families who live more locally, we need to be able to get out to them quickly in a crisis and so it's just not viable for me to not have a car.</p>

	<p>The proposal is causing me a lot of stress. I don't know whether I'd be able to keep living here as all the roads round here are controlled parking zones. Equally though, other housing options are so limited because there is next to no affordable housing in Oxford. I have a 50% shared ownership 1 bedroom flat.</p> <p>I wanted to reach out to see how likely it is that this proposal will go ahead? I imagine that you'll say that you need to wait for the consultation period to end but I wondered about the context of why this is happening now? When I moved in, the area wasn't a controlled parking zone and so its always been the case that there's been parking available. I don't know how many of the residents have cars but there's never any problems getting spaces so it would be helpful to understand more about why this has come up and the motives behind it.</p> <p>Another thing that has just occurred to me is that this proposal will likely have a significant impact on the value of our flats. I'm in the process of re-mortgaging now and the valuation will have taken into account that there's street parking available.</p>
<p>(5) Local Resident, (Oxford, Barn Road)</p>	<p>No.242a Barns Road - <b>Object</b></p> <p>As a resident of the building, I'm writing to object to this proposal as I strongly believe the decision to remove our ability to apply and have access to residential and visitor car permits will have a significant negative impact on myself and my fellow residents. I have listed reasons for your consideration to support why withdrawing our ability to have permits will have adverse effects on our living circumstances.</p> <ul style="list-style-type: none"> <li>• Inability to have my elderly parents or family members with young children to visit as they will be unable to park near by</li> <li>• Inability to have any friends (especially with young families) to visit me from outside of Oxford; as they are unable to drive and park close by.</li> <li>• There are no park and ride facilities that come directly into Temple Cowley for any visitors to use if they are mobile</li> <li>• Inability to have any tradespeople/ utilities providers to the flats to complete any repair work or safety checks as they are unable to park sufficiently close (resulting in illegal parking). This impacts 40 households that won't have access to contractors that can park safely.</li> <li>• The surrounding area (Temple Cowley/Florence park) are able to have two parking permits if they own a house (some which have drives) on the local streets-penalising those living in flats in the area.</li> <li>• There is limited affordable housing in Oxford and this can impact social equality (links to key workers)</li> <li>• Public key workers unable to go to work without the use of a car as they are required to travel to visit</li> </ul>

	<p>patients/hospitals/teach</p> <ul style="list-style-type: none"> <li>• Bus services have increased in price and services have decreased, 24 hour buses reduced</li> <li>• Co-wheels are expensive and limited options are available</li> <li>• Residents may have chronic illness that requires regular visits to the hospital so having access to a car or friends and family that can park nearby when needed will be taken away.</li> <li>• Owners and occupiers of the flats are invested in the area - helping to develop the area. If access to permits are removed, it might lead to residents leaving the building/area.</li> <li>• I cycle to the John Radcliffe and the city centre for work and there is limited cycling infrastructure on Between Town Roads and Holloway Road making it challenging in places.</li> <li>• All areas of Cowley (and beyond) are now subject to parking restrictions which didn't exist in 2013 when the original development permission was given.</li> <li>• To support the drive to reduce carbon emissions in Oxford, accessible charging points would encourage people to purchase electric cars</li> <li>• To support the drive to reduce emission around Oxford, more buses could be electric, many of the buses seem to be run on petrol/diesel.</li> </ul> <p>A potential suggestion</p> <ul style="list-style-type: none"> <li>• Multi-story car parks (Barns Road car park) could be utilised for resident parking, and if charging points are put in it may encourage electric cars.</li> </ul>
(6) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>we are strongly opposed to the withdrawal of permit eligibility for residents of Barns Place, and we will explain our position herein.</p> <p>While supporting the Oxford County Council's priorities to reduce car use and associated negative externalities (e.g., air pollution), our opposition is based upon two key points: 1. That the specific contexts of Barns Place, including the precedent set by providing permits for at least 2 years, means that an exception should be made for this residence, and 2. That the growth in apartment living in Oxford, if coupled with such parking permit exclusions, is unfair and unjust, particularly in the context of the housing affordability crisis in Oxford, on the basis of the availability of parking and permits for houses but not apartment blocks, the latter which tend to be more affordable. We will now expand upon these points.</p> <p>Point One:</p> <p>We recognise that Barns Place was established as a residence to encourage active and public transport use. Yet it must be conceded that some provision is required for car use by residents, their guests and tradespeople servicing</p>

	<p>the flats. The issue for the Barns Place community is thus twofold relating to guest permits and to resident permits. The number of residents with vehicles is very small, but – as we go on to show – it would be disastrous for these residents to lose their permits. More residents rely upon guest parking permits because of the lack of 24-hour parking in this area, and no services from the park and ride locations.</p> <p>Since purchasing this apartment in 2019, there have been a number of events which have altered the context of parking surrounding the Barns Place development:</p> <p>1a. Initially two parking spaces were bookable by Barns Place residences for guests and services (e.g., tradespeople). These were sold by GreenSquare with the building next door to be developed. We have had no spaces for guests or tradespeople for at least 12 months;</p> <p>1b. The bus service to and from Barns Road has declined in the regularity and reliability (it is no longer a 24-hour service) and increased in price decreasing its affordability;</p> <p>1c. Our 'secure' bike parking has proven to be anything but, with regular break-ins and little action on the part of the freeholder or police.</p> <p>1d. Changing of the local roads from free access parking to permitted parking.</p> <p>In addition to these change trends, Barns Place has no disability parking available to residents, with the disability parking bay proximate to the back entrance of the block reserved by the freeholder for users of The Venue, but not available to Barns Place.</p> <p>Barns Place therefore has: no disability parking and no parking for tradespeople – removing our access to guest parking permits will be disastrous for not only residents, but is likely to further exacerbate the parking issues nearby (e.g., on Between Towns Road) and traffic as tradespeople look to find parking and block roads to drop off heavy items.</p> <p>As an affordable housing building, many residents in Barns Place work in care and health services (e.g., the NHS) requiring a private car for their job. Our close proximity to the ring road means that these journeys take them outside of the city, therefore not adding to urban traffic issues. This makes the location of Barns Place an important factor in considering permit availability and the need for private cars. It is unrealistic to think car clubs – as mentioned in the letter we received (6th April 2023) – could be used daily for these essential workers.</p> <p>Many people purchased their apartments under the understanding that they could purchase a resident's parking permit for the nearby area; without this they will be unable to remain in their home. This would have a disastrous effect on their lives – and the community of Templar Square which so desperately needs permanent residents to</p>
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	<p>build a healthy and happy environment. It is our contention that by providing permits for at least two-years, it is imperative that an exception is made for the Barns Place community which has evolved on that basis.</p> <p>Point two: Our second point is a more general consideration for the Council; that parking permits should only be made available to homes – many of which already have off-road parking and garages – is only further entrenching inequities in the city of Oxford. This means that some homes are able to have multiple vehicles, while others are not able to have one.</p> <p>Responding to the climate crisis demands considerations of social justice and equity; this policy is not one which will substantially reduce car numbers in the city, but one which means that those already privileged can continue to drive while others are prohibited with implications for employment and educational opportunities, along with mental and physical health.</p> <p>It is incumbent on the Oxford County Council to support all of its residents and to honour the commitments it (inadvertently) made when it started issuing the permits to Barns Place residents for a period of no less than 2 years. But we also ask that the council consider a) the inequalities they are reproducing through these parking policies, and b) a more nuanced policy that reflects the inner city and those residences closer to the ring road such as Barns Place. That OX2 (Jericho) housing is – in this same consultation – being assessed for eligibility, while apartment blocks in low income areas are excluded speaks volumes, and warrants serious deliberation.</p> <p>Thank you for considering our position on this matter. It really is such an important topic, and has caused a great deal of upset for residents of Barns Place, whose lives will be massively and detrimentally effected should the council decide to withdraw permit eligibility. With the building's first residents moving in while the area was free from restricted parking, and then receiving resident and/or guest parking, withdrawal of parking permit eligibility would be hugely disruptive to resident's lives, and have little impact on local travel volumes.</p>
(7) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>I strongly object to the proposal to exclude No. 242A Barns Road from eligibility to apply for residents and visitors parking permits.</p> <p>My largest area of concern is lack of access to visitors parking permits. I strongly entreat the council to consider maintaining current access to visitors permits for current and future residents of 242A Barns Road as a minimum. I would welcome further conversation and alternative solutions to the issue regarding residents permits (e.g. is there</p>

	<p>a compromise to be made re. affordable access to car parking elsewhere for example?). Whilst many residents of 242A do not have vehicles, there are those who are reliant on them for work for example.</p> <p>There are designated bays for permit parking within the CPZ boundary - I therefore do not see the evidence that restricting residents of 242A from permits will facilitate the passage of traffic (or thereby avoid negative impacts on amenities) as per the statement of reasons. The bays will be there and be used by someone with a permit regardless of where that person specifically lives. Once those bays are full people will have to use an alternative bay, again regardless of the residential address of the owner/person being visited. In fact, I would suggest that not allowing access to permits is likely to increase people making poor decisions and parking outside of designated bays - for example on pavements, over zig zag lines, across dropped curbs etc. - which will clearly have a much greater impact on the safe passage of traffic, people and a bigger adverse effect on amenities than people parking in safe designated permit parking bays.</p> <p>I appreciate the 242A Barns Rd development was envisaged and given planning permission as a car free development. However - at that time there was no CPZ and access to two visitors' spaces plus an accessible/disabled parking space.</p> <p>Since moving into the block (I have been a resident since day 1), the two visitors' spaces have been removed and 242A residents have been informed they cannot, nor can their visitors, use the accessible parking space which is for the sole use of The Venue.</p> <p>How can residents have usual functioning - deliveries, workpeople, contractors, carers etc. - at the block without access to visitors permits. Not to mention friends and family who rely on vehicles to get around. There are limited 2 hr bays on nearby streets however these are significantly further afield and not suitable for large deliveries/people with mobility needs or those visiting for longer periods of course.</p> <p>I already have a personal challenge in that family members with mobility problems are extremely reluctant to visit due to concern about where they can park, ability to get to the door of the block from there etc. This impacts my wellbeing and theirs - there is an issue with increasing loneliness in Oxfordshire and if my visitors cannot park anywhere within the vicinity of my home without incurring large parking charges in a multi-storey inaccessible car park which also shuts overnight, I (and they) will be further impacted. Some of these people also live far from me (c. 100 miles) and would therefore usually stay overnight to prevent long drives within a day.</p> <p>Car clubs are not a viable alternative to access to visitors parking for deliveries, contractors, tradespeople and friends/family/carers, especially those who have additional accessibility or other needs.</p> <p>Other than the previous planning conditions, which presumably assisted developers to secure planning permissions,</p>
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	<p>I am unclear on the rationale for treating residents in shared ownership and "affordable" flats at 242A differently to those owning houses on neighbouring streets or council/other tenants in neighbouring blocks. There is a significant lack of affordable housing in Oxfordshire as I know the council is aware. Several residents within our block are key workers, some of whom are dependent on access to a car to enable them to do their jobs. Car clubs are expensive, and in addition to financial implications through increased costs there is a concern that property values will be reduced, and people will not want to live in our neighbourhood without access to visitors parking permits as a minimum.</p> <p>Furthermore, since moving into the block alternatives such as public transport have worsened - the buses are less frequent and less cost-effective, rendering them unaffordable for many people. I am frequently left with little option but to drive - for example it took me over twice as long to get to work today on public transport than it would have driving - even with the current road closures within the city. I also have to travel during the day throughout Oxon and Berkshire which again, is not feasible on public transport - either due to lack of bus routes and/or amount of time public transport takes. I have made alternative arrangements and hire an off-road space for my car. I cannot do the same for visitors/professionals requiring access to my home.</p> <p>I relocated to Oxfordshire many years ago for a better quality of life - that includes not having a commute of over an hour each way. I do not want to have to reconsider my decision to live, work and contribute here as that quality of life is slowly eroded. We are in my experience a group of residents embedded in and committed to our community - many of us contributing as active citizens through our work, volunteering &amp; community engagement. Therefore, whilst access to permits for a designated car free development may seem a straightforward issue, it is of significant concern to me and other residents, including impact on our individual health &amp; wellbeing and potential wider unforeseen consequences for our neighbourhood.</p>
(8) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>You mentioned in your letter that the development was approved as a car-free development in 2013. A car-free development is defined as one where there is not dedicated parking spaces for the building. In 2013, the area surrounding this development was not parking restricted so car-free development would have made sense but the whole neighbourhood is now defined by parking restriction zones which removes the ability for residents to park within any reasonable distance of their property (after the fact).</p> <p>I feel as such withdrawing the permit eligibility now is a retrospective application of law which is a particularly punitive measure to take against those who have in good faith rented property and purchased vehicles in the interim time. This takes place in a wider situation where others who can afford to live in houses in the neighbourhood are eligible</p>

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	<p>to apply for two parking permits (alongside the parking space represented by driveways common on streets adjoining this building). Given this, such action purveys the image that the council's aim here is to provide convenience to those who can afford to buy a house through penalties against those in less financially secure conditions.</p> <p>I am a single household with my partner living outside the city of Oxford. I signed my rental agreement with no information regarding this situation due to the supposed error you freely admit in your last letter and now an inability to have visitors (as they will not be able to park nearby), puts me under considerable anxiety as a person who has migrated to this country to provide needed expertise to a key industry. As you know the public transport cost has gone up and service availability has decreased which makes it unaffordable and inconvenient to use. I feel restricting people whilst failing to invest in public transport infrastructure is only adding pressure on the residents whilst providing no ecological benefit.</p> <p>It would be helpful to understand the reason behind this proposal as I feel withdrawing permits will just add pressure to residents and lead to us being forced to rent private parking instead of paying for the permits to council.</p>
(9) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - <b>Object</b>  No.3 Grove Street - <b>Concerns</b>  No.1 Canal Street - <b>Concerns</b>  No.37 Templar Road - <b>Concerns</b>  No.4 Bladon Close- <b>Concerns</b></p> <p>When the decision was made to make Barns Place car free the property was to have 2 visitor parking, parking spaces for disable residents and street parking was available. So when we have guests, tradespeople or any other visitors their was temporary parking if needed and those who needed access to a vehicle for their health had parking spaces.</p> <p>I have 3 objections</p> <p>1)</p> <p>When the decision was made to make Barns Place car free the property was to have 2 visitor parking, parking spaces for disable residents and street parking was available. So when we have guests, tradespeople or any other visitors their was temporary parking if needed and those who needed access to a vehicle for their health had parking spaces.</p>

	<p>Greensquare has sold the visitor and disabled car parking spaces so without access to visitors permits the following problems will arise:</p> <p>Family and friends who are disabled, elderly or have young children who need a car will not have anywhere to park.</p> <p>Tradespeople, Utility Providers and other services that are needed for the maintenance of the flats will not be able to park.</p> <p>Resident who suffer for disabilities, chronic health condition or any other condition that require them to have a carer or other health professions visit will needlessly suffer if the provider needs to use a car to provide the service</p> <p>2)</p> <p>The bus service has been declining in the last few years, with the number of buses declining, prices are going up, and generally less reliable. Additionally the Train Station planned for area has seemed to have vanished.</p> <p>The idea this project was that public transport would make up for the no cars policy but this seems not to be the case.</p> <p>3)</p> <p>In the 4 or so years leading up to the decision to implement the parking permits in December 2020 I spoke to councillors when they attended resident association meeting, at the Cowley Centre when they were meeting with member of the public, and when they were campaigning for election I asked if Barns place residents would be able to get visitors permits every time I was told resident of Barns Place would have access to visitors permits every time. So I cannot see how this was giving Barns Place residents parking permits was an oversight</p> <p>In addition if this was an oversight it should have been picked up before the council voted or well with in the first 2 years of the vote.</p> <p>If we had known that the council had no plans to give us permits, as opposed to the completely opposite message provided by the council. It would have been a much bigger issue when Greensquare sold the visitors car parking space.</p> <p>As it has been over 2 years, residents have adjusted in accordance to the rules set by the council and property has</p>
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CMDHM19

	be valued, brought and sold on the assumption that the council had had acted as planned and no oversight so if the council does conclude that it did make an oversight resident should be compensated accordingly.
(10) Local Resident, (Oxford, Barns Place)	<p>No.242a Barns Road - <b>Object</b></p> <p>I live at Barns Place 242A and don't see why you would exclude us from the parking permits in this area, before the parking zone was created Knolles Road and Boswell Road behind the flats were plagued with illegal parkers but since the introduction of the parking zone there are plenty of car spaces, the concern is the venue a social hub in the bottom of the building which hold church meetings at weekends, when this is on there cars are everywhere on Knolles Road</p> <p>I need my car I have an elderly mum who lives in Kidlington who I need to pick up, I am in a job that requires a car please don't do this to us. To remove our permit would be disastrous on us, please think carefully of the impact of your decision. We are urging you to reconsider, as I said there are plenty of car spaces in the area with permit so it's unjust to say you will remove it because of complaints I can provide photo evidence showing Boswell Road where we usually park with many many free spaces.</p>
(11) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b> No.37 Templar Road - <b>Object</b> No.4 Bladon Close- <b>Object</b></p> <p>I live at Barns Place, 242a Barns Road. I am a social worker working for Oxfordshire County Council. I can't work without a car. I think I would effectively have to move if I wasn't allowed to park at my house, which just seems so incredibly punitive. There is always plenty of parking on the roads around Barns Place, so I don't really understand the logic behind removing our permits.</p>
(12) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>As a resident of the Barns Road flats I object to the exclusion of eligibility to apply for parking and visitors permits. A personal reason is due to a contractual need to own a car as a GP in order to complete house visits around Oxfordshire (car-sharing and public transport would not suffice to enable me to complete my work). I am unable to afford to live in a house with a driveway, if I was unable to continue to have a permit to park my essential vehicle</p>

# CMDHM19

	<p>then I would have to consider leaving Oxford which not only be unjust (I have lived here my entire life and despite working hard can not afford to own a house in the city I grew up in) it would also mean that Oxford would lose a GP.</p> <p>We have had permits for a number of years and I have not experienced any conflict or concerns with the residents of Knolles Road as there is ample parking for those residents on their drives or on the street if necessary. In addition to this there are often free spaces on Knolles Road and the two other streets included in the permit zones. The only issue has been from users of the community centre - this is very temporary and occasionally there are multiple cars parked in the area but these are gone after a few hours and do not restrict the parking of local residents.</p> <p>Restricting access to visitors would effectively render us an island - there is not adequate public transport to enable visitors to come to us. The pandemic taught us the importance of social interaction and it's impact on mental health, restricting this would in my opinion negatively impact on the mental health of those living in the flats who may be unable to invite guests to visit them.</p>
(13) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b>  No.3 Grove Street - <b>Object</b>  No.1 Canal Street - <b>Object</b>  No.37 Templar Road - <b>Object</b>  No.4 Bladon Close- <b>Object</b></p> <p>Even if you live car free in a flat, I feel it is only fair to be able to allow service people and occasional visitors to park nearby. It is almost impossible to live in a flat in East Oxford with absolutely no parking provision - and this is coming from someone who does not own a car and cycles everywhere.</p>
(14) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>Fine if you need to exclude parking permits but visit permits are necessary. Please consider splitting this option.</p>
(15) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>I currently live in the property located at 242a Barns Road (block of 40 flats). I understand that at the time of the purchase back in 2016, the property was offered as car-free development, however, at that time, there were no</p>

CMDHM19

	<p>parking zones in the area, and you were able to park in the neighbourhood. Since then, Oxford Council introduced parking zones and allowed residents to apply for parking permits. Many individuals work outside of Oxford and commute to work daily, lack of parking will have a direct impact on residents, financially and mentally. I understand that the proposal also wants to remove the two visitor parking spaces that we have, without the visitor parking spaces, we will not be able to carry out our daily or emergency visits. I recently had an emergency visit because of the gas leak in my flat. Without a parking permit, it would be impossible to park in the area - I would like to remind you that I live in a block of 40 flats - the gas explosion would have a direct impact on the building. Additionally, despite having visitor parking permits, I had two British Gas Engineer visits cancelled because the Engineer couldn't find a parking space in the area.</p> <p>I know you also suggest co-wheels as a viable alternative, please note that I have been a member of the car club since I moved in 2016, the car that is parked on the side of the building is used by many residents, and it's rarely available to hire. To hire the car for an hour or two, you sometimes, have to plan weeks in advance. The other nearest car is parked about 10-15 minutes walk from Barns Road.</p>
(16) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>I live in a flat at 242a Barns Road . I am well aware this is a car free building . I have no car in fact do not drive . I use the good public transport or walk . The Visitors permits are very important to me especially evening s or overnight for family or friends . There is no parking at these times . I live alone and am elderly. I rely on visits as and when needed for social and health reasons . I want to feel my 2 sons can park easily should I get ill or in an emergency . This has happened a few times and visitors permits have been vital .. I do not use many of them but would like them to continue for my peace of mind and safety. .. I have noted that there are plenty of car spaces on the designated roads available . And has never been a problem from those residents.. . I do understand that this a car free building and support that . But visitors permits are important to myself and other residents as other means of parking is restricted. . I hope you take note of my reasons for having visitors parking permits in my particular case for my future living here . And consider it favourably . Thanks for the opportunity to voice my personal concerns .</p>
(17) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>I have owned a property and been a resident of 242a Barns Road since it was built in 2016 and at that time the parking restrictions in the area were time based only regardless of whether you were a local resident or not. Once the residential permits came into place, everyone in the building who applied (and provided the necessary</p>



	<p>documentation) for one was accepted meaning they were able to have a car and park it in the local area. After this change, some people who did not previously have a car may have gone and bought one (myself included) as it was now possible to keep a car close to home at all times of the day. If the permits are now revoked for the property there will be multiple residents who have a car left with absolutely nowhere close to the property to park it. Furthermore, the road on which these cars are mainly parked (Knolls Road) is a dead-end where the residents who live on that particular road all have off-road parking meaning they should not be inconvenienced with the additional cars of 242a Barns Road parking on the road there. Despite the fact that 242a Barns Road was initially given planning permission as a car-free development, how likely does one believe it is that not one resident will be the owner of a car for long distance travel especially with the disruption to the rail networks in Oxford throughout this summer and almost the entirety of 2024? I would strongly advise against the revoking of the parking permits for 242a Barns Road simply as it does not cause any inconvenience to the other local residents, it provides a safe and legal place for people in the building to park a car and finally provides additional revenue for Oxfordshire County Council.</p>
<p>(18) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - <b>Object</b></p> <p>I understand excluding No. 242A Barns Road from eligibility to apply for resident's parking permits, but how do you get a workman to come and o work on your flat if you can't supply them with a visitor parking permit? There is 0 parking on site. Also please note that the only disabled parking space available is attributed for sole use by The Venue @ Cowley, therefore when visitors with mobility issues visit, where do we put them? Please remember that there is a difference between no parking and not being able to get visitors (trade or private).</p> <p>My objection is in two parts: 1- Visitor Parking permit: Whilst I understand the concept with regard to residents' parking, I need to ask how residents are supposed to get tradesmen in when necessary for the maintenance of their properties? Or are we not eligible as human being and therefore deemed to live in unmaintained properties irrelevant the state of them? Let me phrase this otherwise: HOW DO WE GET TRADESMEN IN IF WE DON'T HAVE VISITOR PARKING PERMITS? 2- Reduced mobility visitor access: My second point is that 242A Barns Road has no provision for access by disabled or reduced mobility visitors. If on top of this it is not possible to get such guests parked nearby with a visitor parking, does that mean that less able people should not visit Oxford?</p>
<p>(19) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - <b>Object</b></p>

	<p>I am an owner occupier in one of the flat at No. 242a Barns Road. This consultation affects me and my loved ones, potentially also devalue the property.</p> <p>I am an owner occupier at 242a Barns Road. I just bought the flat last year and moved in July 2022. I knew that this was a car-free development and I do not own a car. My partner, who drives, is disabled and uses a wheelchair, visits me often on weekdays and weekends. It would be very difficult for her to come visit me if she cannot find somewhere to park that is not far and not cost a lot on parking fees. She has chronic fatigue sundrome brought about due to covid-19. She is not able to do much physical activities even in a wheelchair. Any activities that is longer than 30 minutes tires her out for the rest of her day. So, she needs to be able to park close to my building and she cannot afford to pay the parking fees of a private car park as she is on disability benefits.</p> <p>There is a new development on Between Towns Road, they have at least 2 disabled parking bays allocated, we have none. I can see they also have enough spaces for 2 visitors' cars. There is none for 242a residents generally apart from for 2 flats which are both privately owned. The only disabled parking bay is only for the use of Ark T who occupies one of the commercial spaces on the ground floor. I learned that there used to be 2 visitors parking spaces but it was sold to the developer next door to us. So, we have lost that avenue for our visitors. The only option left is the council's visitors permits. If nothing else, this is surely against the law with regards to the access for disabled persons.</p> <p>Also, when this car free development planning permission was granted in 2013, there was no parking restrictions then like now. At present, the bus services are now less frequent and more expensive. The Co-Wheels car club as an alternative is not the best solution either because it's not always available when I need it and can be more expensive than owning a car. Hiyacar's nearest car is quite a distance, more than 10 minutes walk away.</p> <p>More importantly, trades people who need to come to my home to do some repair or maintenance work have nowhere to park and this causes a lot of problems for us.</p> <p>A couple of residents at 242a Barns Road were thinking of getting electric cars. There is an EV charging point where the Co-Wheels car is parked but it has been broken for a year. Hence nobody could go ahead and buy yet. Surely electric cars would help with Net Zero ambitions.</p> <p>A suggestion for the council, if the car park by Temple Cowley Shopping Centre, which is opposite 242a Barns Road have a monthly special rate for residents of 242a Barns Road which is pitched at the right price would be a good solution. If it has EV charging points installed, even better.</p>
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	<p>So, please take this into consideration. I understand why the council wants to exclude 242a from residents permit but surely not visitors permits too, for the reasons I have just made above.</p> <p>Additionally, it will likely de-value all the flats at 242s Barns Road and all residents will find it more difficult to sell later on. Not without disabled parking space and not without visitors parking space options for residents. If you add no visitors permits, it's would have been triple whammy. Perhaps a new solution where you allow visitors permits but reduce the number of permits instead.</p>
<p>(20) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - <b>Object</b></p> <p>Thanks for reaching out for consultation about withdrawal of permit eligibility for 242a Barns Road, Oxford.</p> <p>You mentioned in your letter sent to us that the development was approved as a car-free development in 2013. A car-free development is defined as one where there is not dedicated parking spaces for the building. In 2013, the area surrounding this development was not parking restricted so car-free development would have made sense but the whole neighbourhood is now defined by parking restriction zones which removes the ability for residents to park within any reasonable distance of their property (after the fact).</p> <p>I feel as such withdrawing the permit eligibility now is a retrospective application of law which is a particularly punitive measure to take against those who have in good faith rented property and purchased vehicles in the interim time. This takes place in a wider situation where others who can afford to live in houses in the neighbourhood are eligible to apply for two parking permits (alongside the parking space represented by driveways common on streets adjoining this building). Given this, such action purveys the image that the council's aim here is to provide convenience to those who can afford to buy a house through penalties against those in less financially secure conditions.</p> <p>I am a single household with my partner living outside the city of Oxford. I signed my rental agreement with no information regarding this situation due to the supposed error you freely admit in your last letter and now an inability to have visitors (as they will not be able to park nearby), puts me under considerable anxiety as a person who has migrated to this country to provide needed expertise to a key industry. As you know the public transport cost has gone up and service availability has decreased which makes it unaffordable and inconvenient to use. I feel restricting people whilst failing to invest in public transport infrastructure is only adding pressure on the residents whilst providing no ecological benefit.</p> <p>It would be helpful to understand the reason behind this proposal as I feel withdrawing permits will just add pressure</p>

CMDHM19

	to residents and lead to us being forced to rent private parking instead of paying for the permits to council.
(21) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>Unable having space for trades people 50 park for the flats is hugely problematic. Completely unable to service property etc.</p> <p>Understand eco building however (her3 were spaces available when first buying property- due to change very difficult. Thefts of bikes makes it Almost impossible to keep bikes x</p>
(22) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>As a resident of the building, I'm writing to object to this proposal of removing eligibility for 242a Barns Place to apply for residential and visitor car permits as this will have a significant negative impact on myself and my fellow residents. I have listed reasons for your consideration to support why withdrawing our ability to have permits will have adverse effects on our living circumstances.</p> <p>Inability to have my elderly parents or family members with young children to visit as they will be unable to park near by Inability to have any friends (especially with young families) to visit me from outside of Oxford; as they are unable to drive and park close by. There are no park and ride facilities that come directly into Temple Cowley for any visitors to use if they are mobile Inability to have any tradespeople/ utilities providers to the flats to complete any repair work or safety checks as they are unable to park sufficiently close (resulting in illegal parking). This impacts 40 households that won't have access to contractors that can park safely. The surrounding area (Temple Cowley/Florence park) are able to have two parking permits if they own a house (some which have drives) on the local streets-penalising those living in flats in the area. There is limited affordable housing in Oxford and this can impact social equality (links to key workers) Public key workers unable to go to work without the use of a car as they are required to travel to visit patients/hospitals/teach Bus services have increased in price and services have decreased, 24 hour buses reduced</p>

	<p>Co-wheels are expensive and limited options are available Residents may have chronic illness that requires regular visits to the hospital so having access to a car or friends and family that can park nearby when needed will be taken away. Owners and occupiers of the flats are invested in the area -supporting to develop the area. If access to permits are removed, it might lead to residents leaving the building/area. I cycle to the John Radcliffe and the city centre for work and there is limited cycling infrastructure on Between Town Roads and Holloway Road making it challenging in places. All areas of Cowley (and beyond) are now subject to parking restrictions which didn't exist in 2013 when the original development permission was given. To support the drive to reduce carbon emissions in Oxford, accessible charging points would encourage people to purchase electric cars To support the drive to reduce emission around Oxford, more buses could be electric, many of the buses seem to be run on petrol/diesel.</p> <p>A potential suggestion Multi-story car parks (Barns Road car park) could be utilised for resident parking, and if charging points are put in it may encourage electric cars usage.</p>
(23) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>While supporting the Oxford County Council's priorities to reduce car use and associated negative externalities (e.g., air pollution), our opposition is based upon two key points: 1. That the specific contexts of Barns Place, including the precedent set by providing permits for at least 2 years, means that an exception should be made for this residence, and 2. That the growth in apartment living in Oxford, if coupled with such parking permit exclusions, is unfair and unjust, particularly in the context of the housing affordability crisis in Oxford, on the basis of the availability of parking and permits for houses but not apartment blocks, the latter which tend to be more affordable. We will now expand upon these points.</p> <p>Point One</p> <p>We recognise that Barns Place was established as a residence to encourage active and public transport use. Yet it must be conceded that some provision is required for car use by residents, their guests and tradespeople servicing the flats. The issue for the Barns Place community is thus twofold relating to guest permits and to resident permits. The number of residents with vehicles is very small, but – as we go on to show – it would be disastrous for these residents to lose their permits. More residents rely upon guest parking permits because of the lack of 24-hour parking in this area, and no services from the park and ride locations.</p>

	<p>Since purchasing this apartment in 2019, there have been a number of events which have altered the context of parking surrounding the Barns Place development:</p> <p>1a. Initially two parking spaces were bookable by Barns Place residences for guests and services (e.g., tradespeople). These were sold by GreenSquare with the building next door to be developed. We have had no spaces for guests or tradespeople for at least 12 months;</p> <p>1b. The bus service to and from Barns Road has declined in the regularity and reliability (it is no longer a 24-hour service) and increased in price decreasing its affordability;</p> <p>1c. Our 'secure' bike parking has proven to be anything but, with regular break-ins and little action on the part of the freeholder or police.</p> <p>1d. Changing of the local roads from free access parking to permitted parking.</p> <p>In addition to these change trends, Barns Place has no disability parking available to residents, with the disability parking bay proximate to the back entrance of the block reserved by the freeholder for users of The Venue, but not available to Barns Place.</p> <p>Barns Place therefore has: no disability parking and no parking for tradespeople – removing our access to guest parking permits will be disastrous for not only residents, but is likely to further exacerbate the parking issues nearby (e.g., on Between Towns Road) and traffic as tradespeople look to find parking and block roads to drop off heavy items.</p> <p>As an affordable housing building, many residents in Barns Place work in care and health services (e.g., the NHS) requiring a private car for their job. Our close proximity to the ring road means that these journeys take them outside of the city, therefore not adding to urban traffic issues. This makes the location of Barns Place an important factor in considering permit availability and the need for private cars. It is unrealistic to think car clubs – as mentioned in the letter we received (6th April 2023) – could be used daily for these essential workers.</p> <p>Many people purchased their apartments under the understanding that they could purchase a resident's parking permit for the nearby area; without this they will be unable to remain in their home. This would have a disastrous effect on their lives – and the community of Templar Square which so desperately needs permanent residents to build a healthy and happy environment. It is our contention that by providing permits for at least two-years, it is imperative that an exception is made for the Barns Place community which has evolved on that basis.</p> <p>Point two</p> <p>Our second point is a more general consideration for the Council; that parking permits should only be made available to homes – many of which already have off-road parking and garages – is only further entrenching inequities in the city of Oxford. This means that some homes are able to have multiple vehicles, while others are not able to have one.</p> <p>Responding to the climate crisis demands considerations of social justice and equity; this policy is not one which will substantially reduce car numbers in the city, but one which means that those already privileged can continue to drive while others are prohibited with implications for employment and educational opportunities, along with mental and</p>
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	<p>physical health.</p> <p>In is incumbent on the Oxford County Council to support all of its residents and to honour the commitments it (inadvertently) made when it started issuing the permits to Barns Place residents for a period of no less than 2 years. But we also ask that the council consider a) the inequalities they are reproducing through these parking policies, and b) a more nuanced policy that reflects the inner city and those residences closer to the ring road such as Barns Place. That OX2 (Jericho) housing is – in this same consultation – being assessed for eligibility, while apartment blocks in low income areas are excluded speaks volumes, and warrants serious deliberation.</p> <p>Thank you for considering our position on this matter. It really is such an important topic, and has caused a great deal of upset for residents of Barns Place, whose lives will be massively and detrimentally effected should the council decide to withdraw permit eligibility. With the building's first residents moving in while the area was free from restricted parking, and then receiving resident and/or guest parking, withdrawal of parking permit eligibility would be hugely disruptive to resident's lives, and have little impact on local travel volumes.</p>
(24) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>I am objecting to the proposal to exclude No.242a Barns Road from eligibility to apply for resident's parking permits &amp; residents' visitors' parking permits for the following reasons:</p> <ul style="list-style-type: none"> <li>- No.242a Barns Road is a block of 40 flats with not a single bookable parking space for contractors or visitors. It is unimaginable to leave in a place where a contractor/decorator/service provider is not able to park for a few hours to do the job.</li> <li>- When buying a property in Barns Place, I was aware of the fact that there are no allocated parking spaces for this property, but at the time of buying the whole area was not a controlled parking zone. My purchase decision was based on those circumstances, which meant that the visitors and contractors could easily park in the surrounding area. I would not purchase this property if I was aware of these circumstances.</li> <li>- Properties may lose value and become less attractive to sell</li> <li>- Lack of visitor parking permits will have a negative effect on the mental health of residents, feeling isolated from friends and family who no longer be able to occasionally visit.</li> <li>- Lack of residents' parking permits limits job opportunities in further areas.</li> <li>- No disabled parking places are available to the residents</li> </ul>
(25) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>I strongly object revoking parking eligibility for residents of 242a Barns Road, for the following reasons:</p>

	<ul style="list-style-type: none"> <li>- Discrimination of people living at this address: remove permits from all or no one. what is the reason for treating other residents more favourably?</li> <li>- Proportionality: based on which information are you concluding that people who live in 242a Barns Road cause parking issues? How many vehicles per household in 242a Barns Road have a residents parking permit as compared to other residents in the area?</li> <li>- Fairness: how is it fair to remove permission to park from people who live in one building while people living in another building are still allowed to park? The problem is caused by everyone living in the area, regardless of which building they live in. Everyone should be part of the solution. Households who own more cars should contribute more to the solution. Households who have a driveway should not be allowed additional resident permits. It's hard to justify why to give those who already have and take away from those who don't have.</li> <li>- Practicality: it is almost impossible to get tradesmen servicing the building as there is no parking. No visitors will come any more. Communities will be destroyed.</li> <li>- Alternatives: consider more appropriate alternatives such as reducing parking space combined with better enforcement, rather than removing eligibility from some people but not others</li> </ul>
(26) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>The objection reason is that we all need access to a parking spot at some point. Not all residents have jobs in Oxford and they need to travel outside of the city.</p> <p>As a Barns Place 242A resident and not owning a car a Visitor Parking Permit is very important in case of EMERGENCIES, for trades men because the flats needs to be mentained and visiting family (which I can't force them to take the public transport).</p> <p>It is not fare that the houses from neighbouring streets have access to two parking permits plus visitors parking permit and some of them have also parking in front of the house.</p> <p>We should all share because we are paying the same taxes, therefore a viable solution should be found for all of us.</p>



(27) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - <b>Object</b></p> <p>I have been living at 242a barns road for the last 7 years. I don't see the reason why you would exclude us from residential parking. There are always plenty of spaces along Knolles road and Boswell road. I need a car as I am working part time and studying full time. I'm starting an adult nursing degree in September, which will require me to travel to placements, which unfortunately can't be done by public transport. Taking the residence parking permit would have a huge effect on my daily life and could mean I can't do the degree course after I have been working very hard to get to this point in my life. My partner and I are the owners of our flat and we like living here. It would be unreasonable and devastating if we had to move out from this area. Please consider our request. There are mainly professional adults that live in this building , some of us must have a vehicle for work. Thank you for your time reading this.</p>
(28) Local Resident, (Oxford, Cowley)	<p>No.242a Barns Road - <b>Object</b>  No.3 Grove Street - <b>Support</b>  No.1 Canal Street - <b>Support</b>  No.37 Templar Road - <b>Object</b>  No.4 Bladon Close- <b>Object</b></p> <p>Some people needs their car for commuting to work. Some people have friends or family who visit them from outside of the city and use a car to travel long distances.</p>
(29) Local Resident, (Oxford, Sunningwell Road)	<p>No.242a Barns Road - <b>Object</b>  No.3 Grove Street - <b>Support</b>  No.1 Canal Street - <b>Support</b>  No.37 Templar Road - <b>Object</b>  No.4 Bladon Close- <b>Object</b></p> <p>This affects a good fiend of mine who already lives and works in Oxford who relies on driving to do an important job.</p>
(30) Local Resident, (North Hinksey, Abingdon Road)	<p>No.242a Barns Road - <b>Object</b></p>

	<p>I am writing to express my concerns about the parking situation for the residents of 242a Barns Road. I don't live there myself, but my partner does and I visit her during the week and on weekends. I have long Covid which gives me chronic fatigue and forces me to use a wheelchair because walking is now too much energy for me. Even using an electric wheelchair is exhausting, so I can't go a long distance in it. It's really important that I can park close to her development and not go too far in the wheelchair to get to her flat which is right at the end of a long corridor in itself. Parking in the multistorey is too far away and too hard for me. I can only visit her if I can park at a distance of about three houses max away from her development. I do understand that this is a car free development and I do support those ideals, but they need to be practical too. There are no disabled bays available for the residents who live there, and no place for tradespeople to park when they visit. I understand why you have not provided parking bays for the residents, but surely you don't expect them to never have visitors? There is also a legal obligation to ensure that disabled people can access the building and in my case that is only possible if I can park near to her building. It's impossible and very unsafe for me to use public transport to get to her. If no disabled parking bays are provided for visitors to Barns place, then I will just never get to see her - unless she comes to me but she doesn't have a car because it's a car-less development. Because of the expense of hiring the co-wheels car, she can only make a flying visit to me on rare occasions because she can only afford to pay for the car for one hour, and it takes 20 minutes to get to me and 20 minutes to return. She can't leave the car at my place and then return in it a day later or it would cost more than she earns so it's not actually very helpful except for emergency flying visits, and that's if someone else hasn't booked it out already. So please bear in mind the concerns of the friends and family who want to visit the residents of Barns place - especially people like me who can only do it if they can park close to the building.</p>
<p>(31) Member of public, (Abingdon, East Saint Helen Street)</p>	<p>No.242a Barns Road - <b>Object</b></p> <p>I own a flat in Barns Place which is currently leased to 2 nurses from the John Radcliffe, though I may live in it myself in the future. I was shocked to hear about this proposal. When I bought the flat it had a good bus service, 2 bookable visitor parking spaces, and a co-wheels space. But in all these respects, things have got significantly worse. This makes the flat much less attractive as a place to live. I queried the block's limited parking when I bought the flat - I would not have bought it if these much worse conditions had prevailed at the time. If I was living there myself, at my age and state of health, it would be impossible to function under these conditions. As a landlord, I am particularly concerned about the reduction in transport options for young public sector worker tenants between the block and their workplace, often at short notice and at anti-social hours. I am also concerned at the way their chances to have family and friends visit are limited by this proposal. What about parking for tradesmen working in the block eg building contractors? And it seems grossly inequitable to penalise people who live in a flat, rather than a house, when more of us will have to live in flats in future.</p>

(32) Member of public, (London, Hoxton Street)	<p>No.242a Barns Road - <b>Object</b>  No.3 Grove Street - <b>Object</b>  No.1 Canal Street - <b>Object</b>  No.37 Templar Road - <b>Object</b>  No.4 Bladon Close- <b>Object</b></p> <p>Visiting and supporting the mental health of my family and friends living in these streets will be considerably more difficult and costly.</p>
(33) Member of public, (London, Millverton)	<p>No.242a Barns Road - <b>Object</b></p> <p>I have a friend living there and when I visit you want to be bale to park close to the property</p>
(34) Member of public, (West Hanney, School Road)	<p>No.242a Barns Road - <b>Object</b>  No.3 Grove Street - <b>Object</b>  No.1 Canal Street - <b>Object</b>  No.37 Templar Road - <b>Object</b>  No.4 Bladon Close- <b>Concerns</b></p> <p>key workers who need their cars for work live at some of these addresses. when they moved to Oxford, they bought/rented on understanding they could park. it is unfair to take this away. If these key workers can't work in Oxford, they will be forced to move out of the area.</p>
(35) Member of public, (Email response)	<p>No.242a Barns Road - <b>Object</b></p> <p>I am emailing in relation to the abhorrent decision by the local council to remove parking rights for residents of Barns Place Road. Can you please provide a rationale for this decision as it will severely impact residents' quality of life through additional commute time and increased parking expenses?</p> <p>The road in question is a low-traffic, low-speed limit road that is bookended by a block of flats with no parking. To say that removing the parking rights will be inconvenient is a massive understatement. Aside from residents' concerns,</p>

	<p>the council ought to consider the broader implications of the ongoing assault on city parking rights. This policy is concentrating traffic and parking in the city's few remaining free-to-park locations, likely increasing safety concerns, pollution along the main arterial roads, and illegal parking. Granted, an increase in illegal parking might be considered a net benefit to a council hoping to fill its coffers with the proletariat's meagre means.</p> <p>Oxfordshire County Council's decisions on transportation and transportation infrastructure are diametrically opposed to the policies needed to support a growing metropolitan area. The council seems to be moving too far ahead of society's ability to absorb these changes. The car is and will remain fundamental to economic and social enfranchisement for individuals across the country, not just in Oxford. A long-term carrot-and-stick approach needs to be taken to encourage behaviour change. The current policy offers plenty of stick but lacks the carrot. This decision reinforces a view that the council is staffed by political agitators engaged in trial-and-error governance by throwing the electorate down the catwalk in the latest policy fashions to see what sticks.</p>
<p>(36) Member of public, (Email response)</p>	<p>No.242a Barns Road - <b>Concerns</b></p> <p>I don't live there myself, but my partner does and I visit her during the week and on weekends. I have long Covid which gives me chronic fatigue and forces me to use a wheelchair because walking is now too much energy for me. Even using an electric wheelchair is exhausting, so I can't go a long distance in it. It's really important that I can park close to her development and not go too far in the wheelchair to get to her flat which is right at the end of a long corridor in itself. Parking in the multistorey is too far away and too hard for me. I can only visit her if I can park at a distance of about three houses max away from her development. I do understand that this is a car free development and I do support those ideals, but they need to be practical too. There are no disabled bays available for the residents who live there, and no place for tradespeople to park when they visit. I understand why you have not provided parking bays for the residents, but surely you don't expect them to never have visitors? There is also a legal obligation to ensure that disabled people can access the building and in my case that is only possible if I can park near to her building. It's impossible and very unsafe for me to use public transport to get to her. If no disabled parking bays are provided for visitors to Barns place, then I will just never get to see her - unless she comes to me but she doesn't have a car because it's a car-less development. Because of the expense of hiring the co-wheels car, she can only make a flying visit to me on rare occasions because she can only afford to pay for the car for one hour, and it takes 20 minutes to get to me and 20 minutes to return. She can't leave the car at my place and then return in it a day later or it would cost more than she earns so it's not actually very helpful except for emergency flying visits, and that's if someone else hasn't booked it out already. So please bear in mind the concerns of the friends and family who want to visit the residents of Barns place - especially people like me who can only do it if they can park close to the building.</p>

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(37) Local Resident, (Oxford, Bailey Road)	No.242a Barns Road - <b>Support</b>  Parking is already an issue. And if these flats are car free then that should be enforced.
(38) Local Resident, (Oxford, Botley Road)	No.242a Barns Road - <b>Support</b> No.3 Grove Street - <b>Support</b> No.1 Canal Street - <b>Support</b> No.37 Templar Road - <b>Support</b> No.4 Bladon Close- <b>Support</b>  support for restrictions on parking
(39) Local Resident, (Oxford, Bullingdon)	No.242a Barns Road - <b>Support</b> No.3 Grove Street - <b>Support</b> No.1 Canal Street - <b>Support</b> No.37 Templar Road - <b>Support</b> No.4 Bladon Close- <b>Support</b>  Sensible limits
(40) Local Resident, (Oxford, Cutteslowe)	No.242a Barns Road - <b>Support</b> No.3 Grove Street - <b>Support</b> No.1 Canal Street - <b>Support</b> No.37 Templar Road - <b>Support</b> No.4 Bladon Close- <b>Object</b>  No comments
(41) Local Resident, (Oxford, Marston Street)	No.242a Barns Road - <b>Support</b>

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	<p>No.3 Grove Street - <b>Support</b>  No.1 Canal Street - <b>Support</b>  No.37 Templar Road - <b>Support</b>  No.4 Bladon Close- <b>Support</b></p> <p>I feel there are already too many cars in these areas. I live in East Oxford and I work in Jericho. Walking around is more pleasant with fewer parked cars.</p>
<p>(42) Local Resident,  (Oxford, Little Clarendon Street)</p>	<p>No.3 Grove Street - <b>Object</b>  No.1 Canal Street - <b>Support</b>  No.37 Templar Road - <b>Support</b>  No.4 Bladon Close- <b>Object</b></p> <p>New homes must allow the new residents to be able to park vehicles as they need.</p>

Divisions affected: *St Clement's & Cowley Marsh, Headington & Quarry, Churchill & Lye Valley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **OXFORD: A420 ST CLEMENTS AREA: EXPERIMENTAL BUS LANE & SUPPORTING MEASURES**

Report by Director of Transport and Infrastructure

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following:
  - a. The introduction of an experimental bus lane for westbound buses on St Clements Street, London Place and Headington Hill along with necessary supplementary measures, including:
    - i. removal of the on-street parking bay between Caroline Street and Boulter Street,
    - ii. conversion of parts of the existing eastbound cycle lane from 'mandatory' (solid white road marking) to 'advisory' (dotted white road marking),
    - iii. removal of a short section of eastbound cycle lane between Boulter Street and Bath Street, and
    - iv. extension of existing cycle lanes in both directions at the signalled crossing west of Caroline Street by relocating the crossing zig zag markings.

#### **Executive summary**

2. This report sets out the proposal to introduce an experimental bus lane for westbound buses, with pedal cyclists, e-scooters, taxis and licensed private hire vehicles also permitted. A plan summarising the proposals is at Annex 1. The main aim of this project is to reduce the delays for buses in this area.

#### **Financial implications**

3. The current budget estimate is £75,000 to be funded from the Bus Journey Time Reliability Fund (BJTRF). The approved capital programme includes £1m in total for the BJTRF 2023/24. There are no staffing implications.
4. If elements of the scheme are made permanent, additional funding may need to be sought to make further changes to the scheme.

## **Equality implications**

5. An Equalities Impact Assessment is at Annex 2. The proposal is not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.
6. The Equality Impact Assessment will be reviewed as part of the detailed design, and will be monitored as part of the six-month consultation.

## **Legal implications**

7. The scheme will be introduced using an Experimental Traffic Regulation Order (ETRO) in accordance with the powers and duties set out in the Road Traffic Regulation Act 1984. Some or all of the changes may be made permanent following the experimental phase, subject to the six-month consultation, monitoring of the scheme's impacts and consideration of the effects of the Oxford trial traffic filters.

## **Sustainability implications**

8. 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.

## **Pre-ETRO consultation**

9. Consultation was carried out with stakeholder representatives between 21 April and 26 May 2023. An email was sent to statutory consultees and key stakeholders, including: Oxfordshire County Council councillors (portfolio holders, division councillor and county councillors in the city area), Oxford City Council councillors (cabinet members and city ward councillors), Oxfordshire County Council officers, Oxford City Council officers, bus operators, emergency services, Oxford Preservation Trust, Historic England, Oxford Colleges, local interest and advocacy groups and local businesses.
10. Letters were sent directly to approximately 345 premises immediately adjacent to the proposed amendments to give advanced notice that the scheme is being developed on: Alan Bullock Close, Bath Street, Boulter Street, Caroline Street, Cave Street, Cherwell Street, Cowley Road, Glebe Street, Headington Road, Jeune Street, London Place, Morrell Avenue, Person's Gardens, Rectory Road, St Clement's Street, The Plain, and York Place.
11. Twenty-seven responses were received during the informal consultation, comprising a mixture of residents, businesses and local groups/organisations.

## **Consultation feedback and officer responses**



*Concerns about the impact on pedestrians and cyclists*

12. Although the scheme removes westbound cycle lanes to provide the bus lane, cyclists will be able to use the bus lane. For some cyclists this may represent an improvement, but others may see it as a worsening. The removal of the parking bays and short extensions to the cycle lanes in both directions near Caroline Street are modest improvements for cyclists.
13. Further opportunities to incorporate improvements for pedestrians and cyclists will be considered during the design process.
14. The need for the bus lane will be reviewed once the trial traffic filters have been implemented.

*Concerns about Low Traffic Neighbourhoods*

15. Low Traffic Neighbourhoods (LTNs) in the area are subject to a separate legal process and consultation. A decision on the LTNs is due to be made at a future date, after the consultation and monitoring have been analysed.

*Concerns about loss of car parking*

16. The affected parking bay is approximately 50 metres long and provides parking for up to approximately eight cars at the following times only:
  - Before 7.30 am and after 6.30 pm Monday – Saturday, with no time limit
  - Between 9.30 am and 4 pm, with a 30-minute time limit
  - Anytime on Sunday, with no time limit.
17. The nearby St Clements car park offers parking for 80 cars. The number of spaces affected is small, and the bus lanes will provide wider benefits for access to the area by Park & Ride and local buses.

*Support for the proposals (but in some cases only as a temporary measure)*

18. The need for the bus lane will be reviewed once the trial traffic filters have been implemented.

*Concerns about increased congestion/pollution*

19. Based on traffic modelling, officers recommend the Headington Hill bus lane terminates approximately 50m east of the Marston Road junction to prevent increased congestion. The London Place and St Clements bus lanes are not expected to increase congestion, but the effects will be monitored during the experimental period. Air quality will also be monitored (but is not expected to be materially affected).

*Concerns the proposed bus lane is not necessary with the Oxford trial traffic filters in place*

20. The need for the bus lane will be reviewed once the trial traffic filters have been implemented.

*Questions/concerns about the monitoring and evaluation process*

21. The aim of the scheme is to reduce delays to westbound buses, improve (where possible) cycling and walking facilities, and minimise any other negative effects (e.g. congestion, safety, air quality). The scheme's positive and negative effects (if any) will be monitored.
22. The scheme's effects will be significantly altered by the introduction of the trial traffic filters; the need for the bus lane will be reviewed once the trial traffic filters have been implemented and a decision made as to which parts of the bus lane scheme should be retained (if any).

## Next steps

23. If the recommendation is approved, officers will develop the design (incorporating consultation feedback where possible) and arrange implementation – currently planned for early autumn 2023. As noted above, traffic modelling indicates the bus lane on Headington Hill should terminate approximately 50m east of the junction with Marston Road.
24. Following scheme implementation, stakeholders and members of the public will then have a minimum six-month statutory consultation period to comment on the experiment. Within this period, the scheme can be modified to take account of any issues or alterations required.
25. Within the 18-month period of the ETRO, a decision on whether to make some or all of the scheme permanent will be taken in light of responses to the statutory consultation, funding available, monitoring and evaluation of the scheme and consideration of the effects of other schemes (including the trial traffic filters).

Owen Jenkins  
Director of Transport and Infrastructure

Annexes	Annex 1: Plan showing proposed changes Annex 2: Equality Impact Assessment
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Contact Officers: Martin Kraftl  
Anthony Kirkwood

June 2023

## A420 St Clement's - London Place - Headington Road, Oxford

### Proposed experimental bus lane and associated traffic management changes



June 2023



# **Oxfordshire County Council**

## **Equalities Impact Assessment**

**A420 St Clements Area experimental bus lane & supporting measures**

June 2023

Contents

Section 1: Summary details ..... 8

Section 2: Detail of proposal ..... 9

Section 3: Impact Assessment - Protected Characteristics ..... 11

Section 3: Impact Assessment - Additional Community Impacts ..... 15

Section 3: Impact Assessment - Additional Wider Impacts ..... 16

Section 4: Review ..... 17

## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment and Place
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	A proposal to introduce a westbound bus lane along the St Clements, London Place and Headington Hill corridor and which, if approved, will initially be introduced as an experiment. Should the experiment be approved, this Equality Impact Assessment (EIA) will be updated as part of the detailed design, and with impacts to be monitored as part of the six-month Experimental Traffic Regulation Order consultation.
<b>Is this a new or existing function or policy?</b>	The bus lane proposal is a new scheme. Delivering bus priority measures along key inter-urban bus routes in the Oxford area fully aligns with the county council's transport strategy, as set out in the Central Oxfordshire Travel Plan. The proposal also supports 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.
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	The proposal is not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community. Removal of the parking bay may have an impact on those who are more reliant upon private car, however, use of the parking bay is restricted to 30mins on most days Monday to Saturday and would only impact length space that could accommodate approximately 8 vehicles. Furthermore, alternative public car parking is provided at the St Clements car park a short distance away and which provides 80 car parking spaces including 4 disabled bays and with Blue Badge holder concessions. Blue Badge Holders can also park without restrictions in nearby streets (even though these are Controlled Parking Zones). The new bus lanes will provide benefits for access to the immediate area and as well as through journeys to the city centre, including by Park & Ride and local buses which carry hundreds of passengers on a daily basis.
<b>Completed By</b>	Stewart Wilson
<b>Authorised By</b>	
<b>Date of Assessment</b>	7 <sup>th</sup> June 2023

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Delivering bus priority measures along key inter-urban bus routes in the Oxford area fully aligns with the county council's transport strategy, as set out in the Central Oxfordshire Travel Plan.</p> <p>The scheme will be introduced using an Experimental Traffic Regulation Order. Some or all parts of the scheme may be made permanent following the experimental phase, subject to the six-month consultation, monitoring of the scheme's impacts and consideration of the effects of the Oxford trial traffic filters.</p> <p>The decision whether to approve the experiment will be made at a Cabinet Member Decisions meeting in June 2023.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The scheme incorporates an experimental bus lane for westbound buses on the A420 at St Clements Street, London Place and Headington Hill, with the following supplementary measures</p> <ul style="list-style-type: none"> <li>a) Removal of the on-street parking bay between Caroline Street and Boulter Street,</li> <li>b) conversion of parts of the existing eastbound cycle lane from 'mandatory' (solid white road marking) to 'advisory' (dotted white road marking),</li> <li>c) removal of a short section of eastbound cycle lane between Boulter Street and Bath Street, and</li> <li>d) creation of cycle lanes in both directions at the signalled crossing west of Caroline Street by relocating the crossing zig zag markings.</li> </ul>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>To inform the scheme design, preliminary engagement with statutory consultees and key stakeholder took place between 21<sup>st</sup> April and 26<sup>th</sup> May 2023, which involved emailing councillors at Oxfordshire County and Oxford City Councils, county and city officers, bus operators, emergency services, Oxford Preservation Trust, Historic England, University of Oxford Colleges, local interest and advocacy groups and local businesses. Letters were also sent directly to approximately 345 premises immediately adjacent to the proposed amendments to give advanced notice that the scheme is being developed.</p> <p>Twenty-seven responses were received during the informal consultation, comprising a mixture of residents, businesses and local groups/organisations. Feedback received primarily included concerns about the impact on pedestrians and cyclists; Low Traffic Neighbourhoods; loss of car parking; increased congestion/pollution and the monitoring and evaluation process. Officer responses to these concerns are set out in the Cabinet Member Decision's report.</p> <p>As it is intended to introduce the scheme as an experiment, proposals will also be subject to a consultation as part of the Experimental Traffic Regulation Order process.</p>

<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Alternative bus lane options were considered but these were forecast to have an impact on junction capacity and would have potentially required more complex signal design requirements and may have had road safety implications. The scheme, if approved, will be implemented as an experiment so the impacts can be monitored and changes to the scheme can be made if necessary.</p>
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### Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their age. Older people are often more reliant on bus travel and access it provides to the city centre, community centres and GP surgeries, for example. Improved bus journey times and bus reliability will help provide better access to these and other services.	Improved bus journey times and bus reliability. The nearby St Clements car park offers parking for 80 cars.	OCC Project Team	Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved

<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>People are unlikely to be disproportionately impacted by the scheme based on their disability.</p> <p>People with some disabilities can be more reliant on public transport. Therefore, improved bus journey times and bus reliability will help them access services with ease.</p> <p>Removal of the on-street parking bay between Caroline Street and Boulter Street, may impact on those who might be more reliant on a car including those with some disabilities.</p> <p>There is no GP surgery or similar service on St Clements that might require public car parking nearby, and alternative car parking is provided at the St Clements car park; this has 80 car parking spaces including 4 disabled bays and with Blue Badge holder concessions.</p> <p>Blue Badge Holders can also park without restrictions in nearby streets (even though these are Controlled Parking Zones).</p>	<p>Improved bus journey times and bus reliability.</p> <p>The nearby St Clements car park offers parking for 80 cars.</p>	OCC Project Team	Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.

<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pregnant people and parents with infants/young children are unlikely to be disproportionately impacted by the scheme. These groups may have a heightened need to use private cars for certain journey so might be affected by the removal of the car parking bay, but there is no GP surgery or similar service on St Clements that might require public car parking nearby, and alternative car parking is provided at the St Clements car park; this has 80 car parking spaces. More reliable bus services will improve safety (perceived and actual) especially for parents of young children and young children themselves.	Improved bus journey times and bus reliability. The nearby St Clements car park offers parking for 80 cars.	OCC Project Team	Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their race.	Not applicable	Not applicable.	Not applicable.
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their sex.		Not applicable.	Not applicable.
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their sexual orientation.	Not applicable	Not applicable.	Not applicable.

Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People are unlikely to be disproportionately impacted by the scheme based on their religion or belief.</p> <p>The Oxford Mosque Society building is located just off St Clements on Bath Street, so those who access the Mosque by car may be affected by the removal of the parking bay on St Clements, however, the parking bay on St Clements can only accommodate around 8 vehicles with parking limited to 30 mins at certain times of the day.</p> <p>Alternative car parking is also provided at the St Clements car park; this has 80 car parking spaces including 4 disabled bays and with Blue Badge holder concessions.</p>	<p>Improved bus journey times and bus reliability.</p> <p>The nearby St Clements car park offers parking for 80 cars.</p>	OCC Project Team	<p>Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved</p>
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## Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Rural communities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People who live in rural areas are unlikely to be disproportionately impacted by the scheme. Bus passengers including those travelling from outside Oxford, e.g. using the 280 bus service (Aylesbury to Oxford rail station), or the Park & Ride bus, will benefit from the expected improved bus journey time and reliability.	Not applicable	OCC Project Team	Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Armed forces are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
<b>Carers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Carers are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
<b>Areas of deprivation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People who live in areas of deprivation are unlikely to be disproportionately impacted by the scheme. Bus passengers including those travelling from Barton, an area that experiences multiple levels of deprivation, will benefit from the expected improved bus journey time and reliability (the Barton bus service 8 travels through St Clements to the city centre).	Not applicable	OCC Project Team	Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved

## Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Staff</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Council staff are unlikely to be disproportionately impacted by the scheme. Staff commuting to work by Park & Ride and local buses through St Clements will benefit from improved bus journey times and reliability.	Not applicable	OCC Project Team	Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other council services are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	OCC providers are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Whilst the car parking bay will be lost, the number of spaces affected is small, and the bus lanes will provide wider benefits for access to the area by Park & Ride and local buses.	Improved bus journey times and bus reliability. The nearby St Clements car park offers parking for 80 cars.	OCC Project Team	Monitoring during the experiment (ETRO) period expected to start from September 2023, if the scheme is approved

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

## Section 4: Review

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

<b>Review Date</b>	If the proposals if approved, this Equality Impact Assessment will be updated as part of the detailed design, and with impacts to be monitored as part of the six-month Experimental Traffic Regulation Order consultation.
<b>Person Responsible for Review</b>	<b>OCC Project Team</b>
<b>Authorised By</b>	

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Divisions affected: *Abingdon North, Abingdon East, Shrivenham, Berinsfield and Garsington, Goring, Didcot West, Faringdon, Henley-on-Thames, Sonning Common, Thame & Chinnor, Wallingford*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **SOUTH & VALE DISTRICTS: VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
  - a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Brasenose Road (Didcot), Canada Lane (Faringdon), Westbrook (Faringdon), Gainsborough Crescent (Henley-on-Thames), Luker Avenue (Henley-on-Thames), Thameside (Henley-on-Thames), Trust Corner (Henley-on-Thames), Chinnor Road (Thame), Simmons Way (Thame), Radnor Road (Wallingford) and St. Nicholas Road (Wallingford),
  - b) The proposed removal of DPPP's at: Pound Piece (Ashbury), High Street (Dorchester-on-Thames),
  - c) The proposed formalisation of the DPPP at Wey Road (Berinsfield),
  - d) to defer approval of the proposals at the following locations: Appleford Drive (Abingdon), Hadland Road (Abingdon), Sherwood Avenue (Abingdon), Emmens Close (Checkendon), Ashford Avenue (Sonning Common) and
  - e) to defer approval of the proposals to remove two DPPP's at: New Street (Henley-on-Thames).

#### **Executive summary**

2. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public, Councillors or following observations made by officers. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones. Together with a view to make the most efficient use of space while reducing sign clutter

## Financial Implications

3. Funding for the proposed changes has been provided from the County Council's revenue budget.

## Equalities and Inclusion Implications

4. The provision of disabled persons parking places assists those with a mobility impairment

## Sustainability implications

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

## Introduction

6. This report presents comments 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 and Vale districts of Oxfordshire.

## Background

7. The above proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annex 1** to **Annex 20** provide plans of the locations for which responses have been received or concerns raised.

## Formal consultation

8. The formal consultation on the proposals for South and Vale Areas, was carried out between 29 March and 28 April 2023. A notice was placed in the local newspapers and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South and Vale District Council and the local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.
9. Thames Valley Police, Thame Town Council, Sutton Courtenay Parish Council, Henley and District Housing Trust and Unlimited Oxfordshire responded expressing no objections. Dorchester-on-Thames Parish Council objected to the removal of the disabled parking due to lack of disabled parking in

Dorchester-on-Thames however, if there could be a proposal to provide disabled parking outside the Coop then they would agree to the removal. The local councillors for Faringdon and for Wantage were in support of the disabled bay proposals in their respective areas.

10.40 responses were received from members of the public during the course of the consultation, and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Abingdon	Appleford Drive	-	2	-
	Hadland Road	-	-	1
	Sherwood Avenue	-	4	-
Ashbury	Pound Piece (removal)	1	1	-
Berinsfield	Wey Road (formalisation)	1	-	-
Checkendon	Emmens Close	-	3	-
Didcot	Brasenose Road	-	-	1
Dorchester-on-Thames	High Street (removal)	2	-	-
Faringdon	Canada Lane	1	-	-
	Westbrook	-	1	-
Henley-on-Thames	Gainsborough Crescent	-	2	-
	Luker Avenue	-	1	1
	New Street (removal)	1	6	-
	Thameside	1	-	-
	Trust Corner	-	1	-
Sonning Common	Ashford Avenue	-	2	-
Thame	Chinnor Road	1	-	2
Thame	Simmons Way	-	-	1
Wallingford	Radnor Road	1	-	1
Wallingford	St. Nicholas Road	-	-	1

11. The responses are recorded in **Annex 21**, and copies of the full responses are available for inspection by County Councillors

### Officer response to objections/concerns

12. Comments and recommendations are provided in response to the concerns and objections as given in Annex 21 in respect of each of the proposed site in the following paragraphs.

Abingdon – Appleford Drive – proposed new DPPP:

13. Two objections were raised; during the consultation we were informed that sadly the applicant has passed away: It is recommended that this proposal is deferred.

Abingdon – Hadland Road – proposed new DPPP:

14. One expression of concern was raised; the proposed DPPP is not in the most suitable location for the applicant, the applicant confirmed that she would prefer the location to be on a level surface in a different location. It is recommended that this proposal is deferred, pending further investigation on a more suitable location.

Abingdon – Sherwood Avenue – proposed new DPPP:

15. Four objections were raised; with concerns over the proposed location, the applicant would benefit from a location nearer to their property: the preferred location would be in a privately owned parking area, it is recommended that this proposal is deferred.

Ashbury – Pound Piece – proposed removal of DPPP:

16. One expressions of support and one objection to the removal was raised; there are no DPPP's at this end of the close: the applicant has sadly passed away, it is recommended to approve the removal of the DPPP.

Berinsfield – Wey Road – proposed formalisation of DPPP:

17. One expression of support was raised; very happy with the proposal: It is recommended that this proposal is approved.

Checkendon – Emmens Close – proposed new DPPP:

18. Three objections were raised; concerns over proposed location due to the restricted width of carriageway: It is recommended that this proposal is deferred.

Didcot – Brasenose Road – proposed new DPPP:

19. One expression of concern was raised; concerns over monitoring the use of the DPPP: the DPPP will be monitored every other day, it is recommended to approve this proposal.

Dorchester-on-Thames – High Street – proposed removal of DPPP:

20. Two expressions of support were raised; It is recommended to approve the removal of the DPPP.

Faringdon – Canada Lane - proposed new DPPP:

21. One expression of support was raised; however, could the location of the DPPP be on the other side of the cemetery entrance: It is recommended to approve this proposal taking into consideration the correct siting of the DPPP to prevent any obstruction to accessways.

Faringdon – Westbrook - proposed new DPPP:

22. One objection was raised; there is no need for a DPPP outside our property: correct siting of the DPPP to be considered, it is recommended to approve this proposal.

Henley-on-Thames – Gainsborough Crescent - proposed new DPPP:

23. Two objections were raised; concerns over available parking for the residents of the Crescent, there are three existing DPPP's with one regularly in use: It is recommended to approve this proposal and carry out further investigations on the existing DPPP's.

Henley-on-Thames – Luker Avenue – proposed new DPPP:

24. One objection and one expression of concern was raised; loss of unrestricted parking due to an increase of DPPP's in Luker Avenue and concerns over the location: It is recommended that this proposal is approved, the applicant already parks in the proposed location.

Henley-on-Thames – New Street – proposed removal of two DPPP's:

25. Six objections and one expression of support was raised; the DPPP's are still used by residents and blue badge holder visitors to the Theatre: It is recommended that this proposal to remove the two DPPP's is deferred.

Henley-on-Thames – Thameside – proposed new DPPP:

26. One expression of support was raised; only if an additional parking space is to be created for the DPPP otherwise I would object: an additional space is being created, it is recommended that this proposal is approved.

Henley-on-Thames – Trust Corner – proposed new DPPP:

27. One objection was raised; there will be a loss of parking places and it is not apparent that there are any residents with a walking disability: the applicant, a blue badge holder, already parks in Trust Corner at the proposed location, therefore there would not be a loss of parking, it is recommended that this proposal is approved.

Sonning Common – Ashford Avenue – proposed new DPPP:

28. Two objections were raised; parking is an issue and the DPPP would only be used on an occasional basis: It is recommended that this proposal is deferred.

Thame – Chinnor Road – proposed new DPPP:

29. Two expressions of concern and one in support were raised; concerns over the loss of a parking space: It is recommended that this proposal is approved.

Thame – Simmons Way – proposed new DPPP:

30. One expression of concern was raised; applicant has allocated parking a short distance away and the proposed location needs to be considered: The applicant is unable to use the allocated parking, it is recommended to approve this proposal with consideration on the correct siting of the DPPP, so that a parking space is not lost.

Wallingford – Radnor Road – proposed new DPPP:

31. One expression of support and one concern was raised; could the DPPP's be allocated to the applicants: DPPP's are for any blue badge holder to use and cannot be allocated, it is recommended to approve this proposal.

Wallingford – St. Nicholas Road – proposed new DPPP:

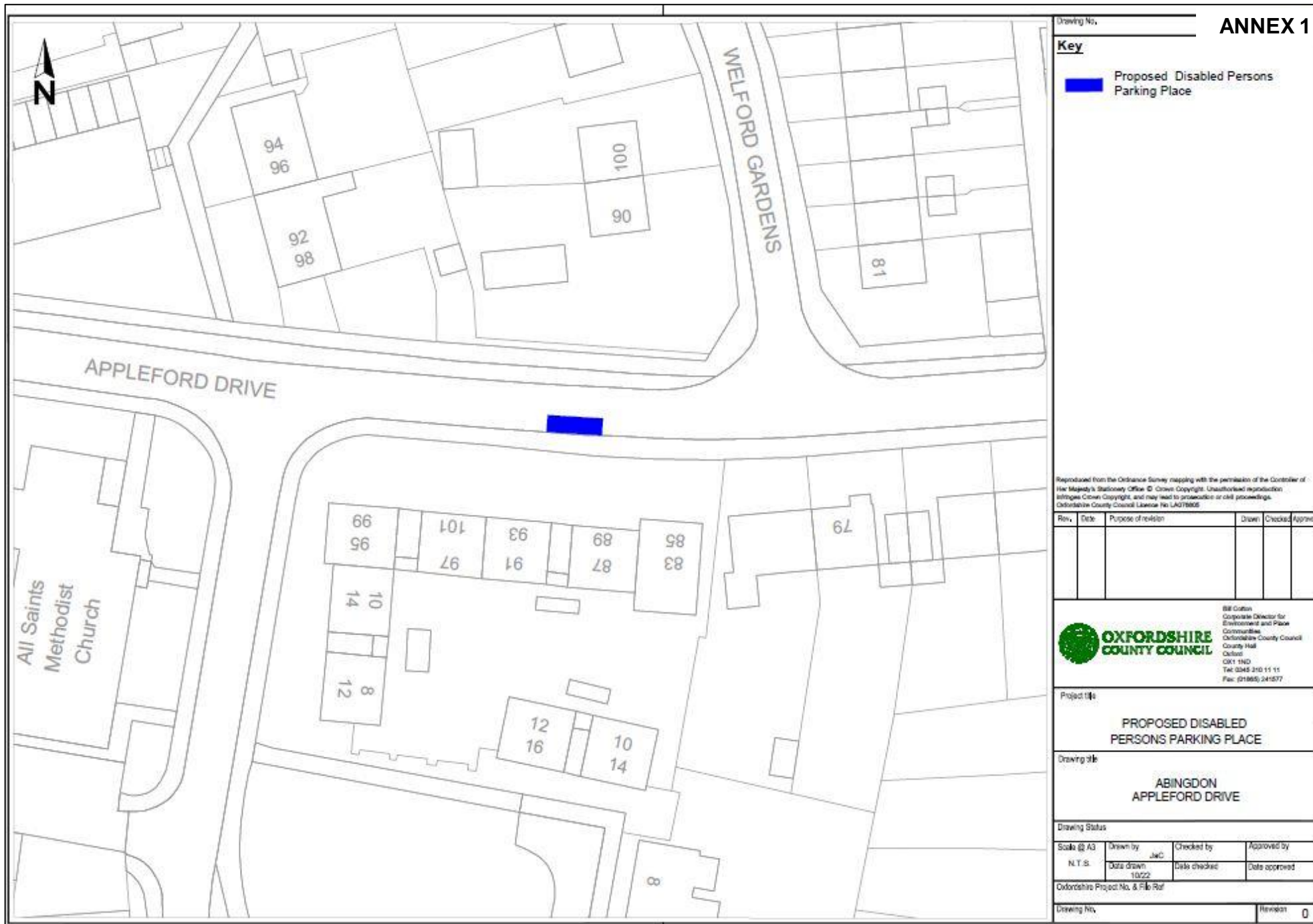
32. One expression of concern was raised; concerns over the location of the proposed DPPP and reducing the Zig Zag lines outside the school; the applicant currently parks at the proposed location and the zig zag lines will not be affected, it is recommended to approve this proposal.

Bill Cotton  
Corporate Director, Environment and Place

Annexes:                      Annex 1-20: Plans of proposed disabled persons parking places to be removed or provided where an objection or concern on the proposal has been received.  
                                        Annex 21: Consultation responses

Contact Officers:            Tim Shickle 07920 591545  
                                        Jane Clark 07718 657180

June 2023



Drawing No.
ANNEX 1

**Key**

Proposed Disabled Persons Parking Place

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Fax: 01865 241577

Project title  

PROPOSED DISABLED  
PERSONS PARKING PLACE

Drawing title  

ABINGDON  
APPLEFORD DRIVE

Drawing Status  


Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JwC		
	Date drawn 10/22	Date checked 	Date approved 

Oxfordshire Project No. & File Ref  

Drawing No.	Revision
	0

Drawing No.

**Key**

 Proposed Disabled Persons Parking Place

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**Project title**

PROPOSED DISABLED  
PERSONS PARKING PLACE

**Drawing title**

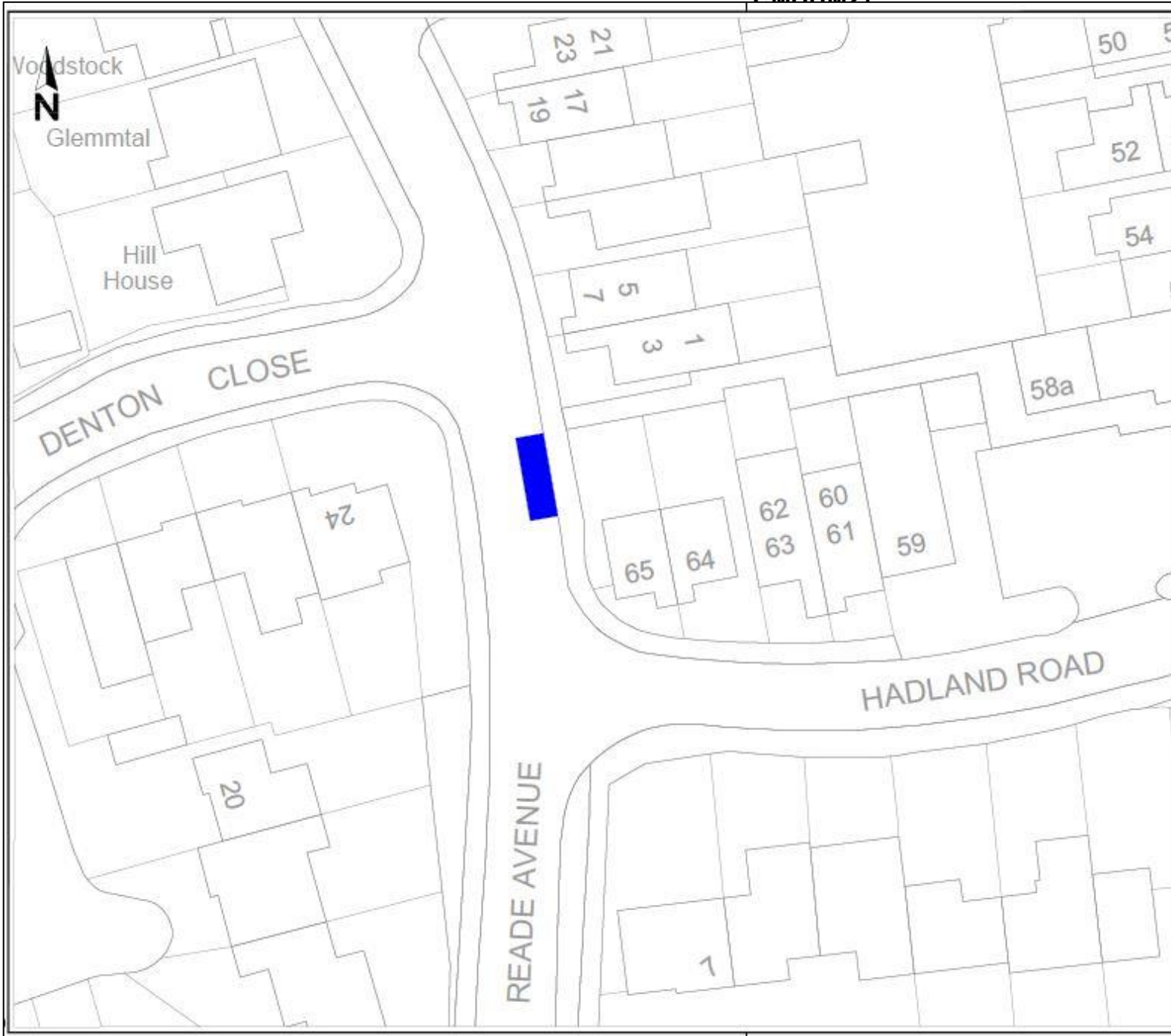
ABINGDON  
HADLAND ROAD

**Drawing Status**

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JwC		
Date drawn 03/23	Date checked	Date approved	


Oxfordshire Project No. & File Ref

Drawing no.	Revision
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 Proposed Disabled Persons Parking Place

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**Project title**

PROPOSED DISABLED  
PERSONS PARKING PLACE

**Drawing title**

ABINGDON  
SHERWOOD AVENUE

**Drawing Status**

Scale	Drawn by	Checked by	Approved by
N.T.S.	JWC		
	Date drawn 03/23	Date checked 	Date approved 


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Drawing No.

Revision 0

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**Key**

 Proposed REMOVAL of a Disabled Persons Parking Place

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Project title

PROPOSED REMOVAL OF DISABLED  
PERSONS PARKING PLACE

Drawing title

ASHBURY  
POUND PIECE

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		
Date drawn	Date checked	Date approved	
10/02			

Oxfordshire Project No. & File Ref

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Revision 0



Drawing No. \_\_\_\_\_

**Key**

- Informal Disabled Persons Parking Place to be made formal
- Extended dropped kerb
- Access protection marking

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Project title  
**INFORMAL DISABLED PERSONS  
 PARKING PLACE TO BE MADE FORMAL**

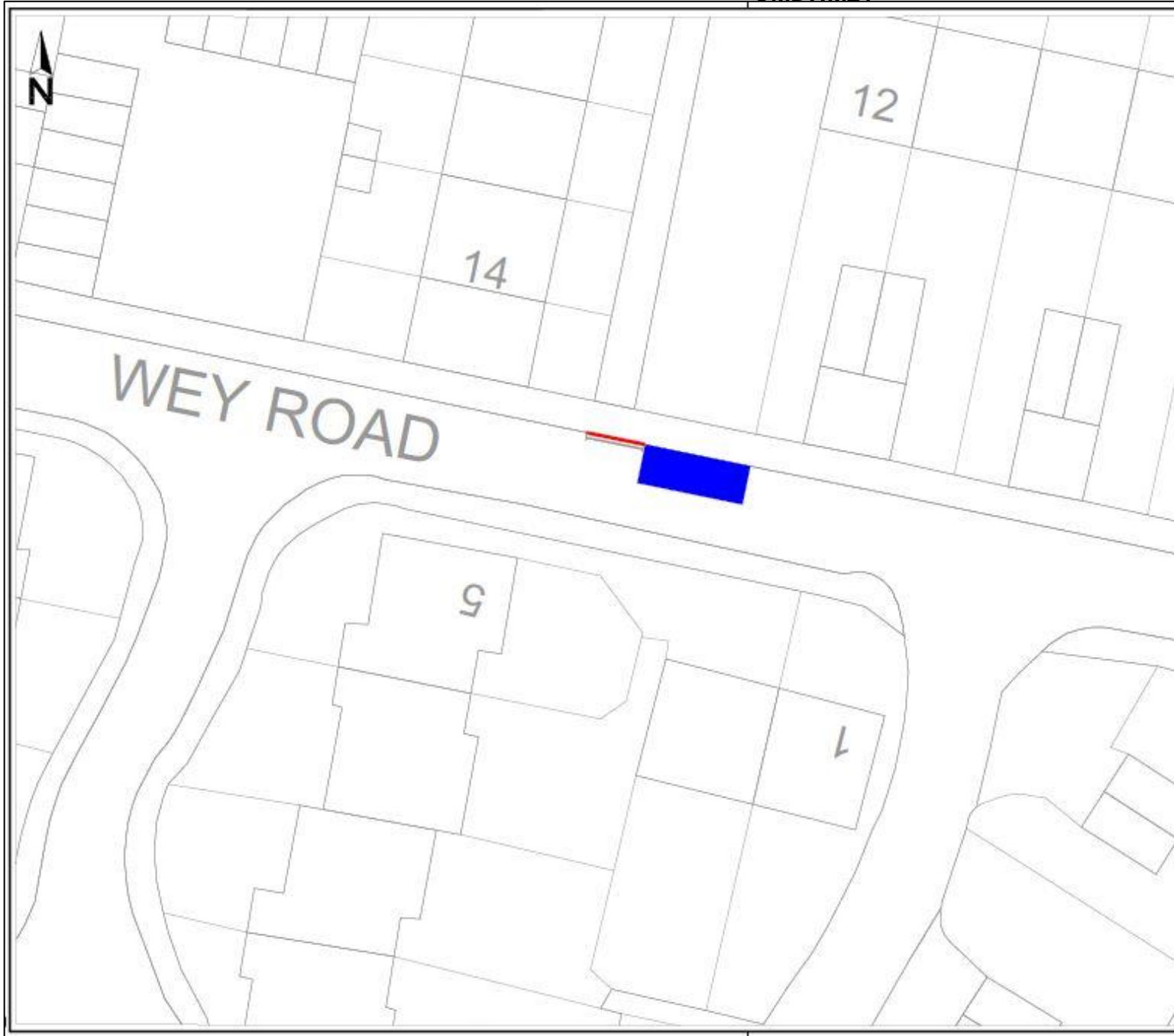
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 WEY ROAD**

Drawing Status



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N.T.S.	JWC		
	Date drawn 10/02	Date checked 	Date approved 

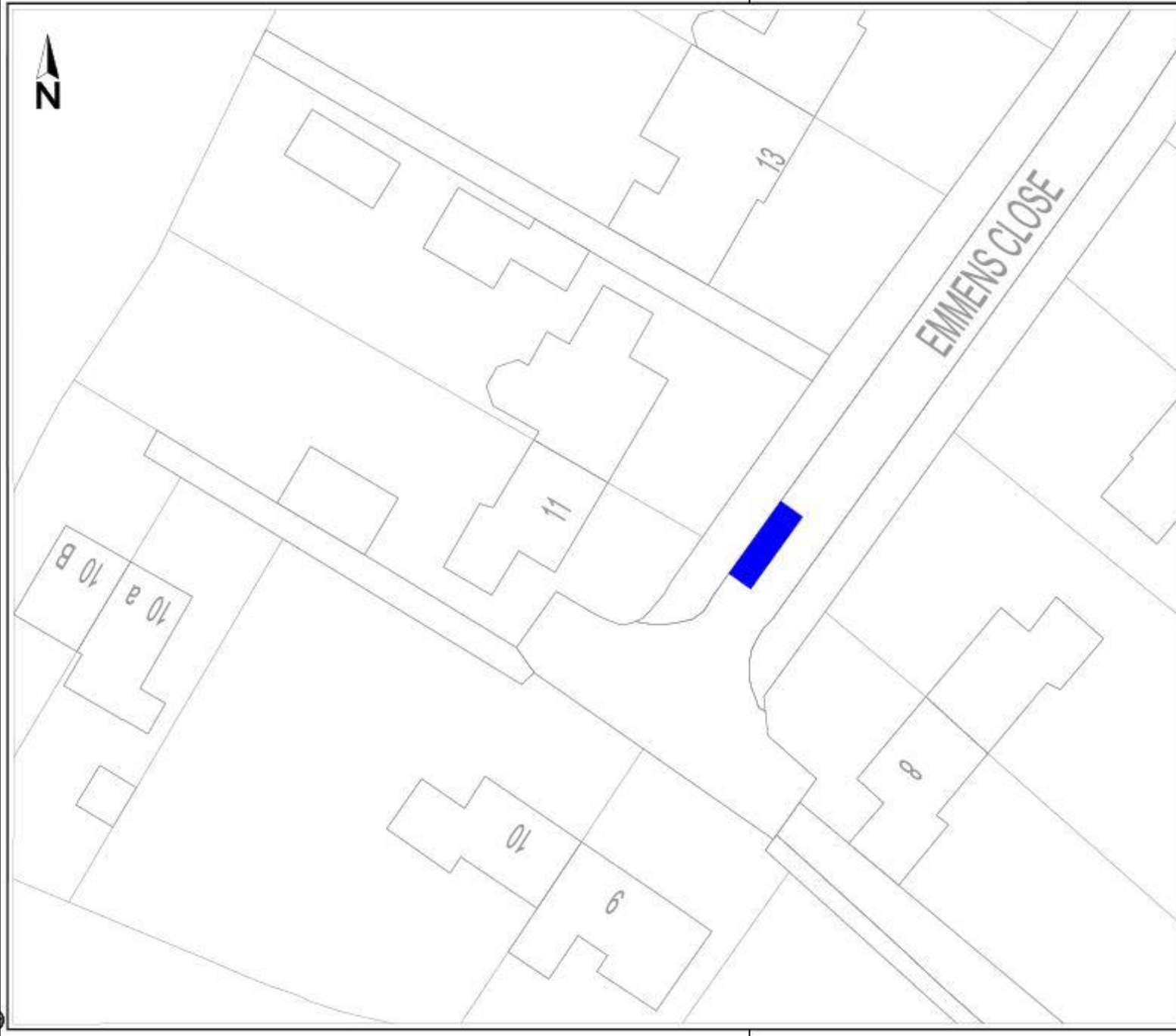
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 <div>             BB Cotton              Corporate Director for              Environment and Place              Communities              Oxfordshire County Council              County Hall              Oxford              OX1 1ND              Tel: 01845 213 11 11              Fax: 01845 241577           </div>			
Project title			
<p align="center"><b>PROPOSED DISABLED PERSONS PARKING PLACE</b></p>			
Drawing title			
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Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JwC		
Date drawn	Date checked	Date approved	
03/23			
Oxfordshire Project No. & File Ref			
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			0



## Key

 Proposed Disabled Persons Parking Place

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## Project title

PROPOSED DISABLED  
PERSONS PARKING PLACE

## Drawing title

DIDCOT  
BRASENOSE ROAD

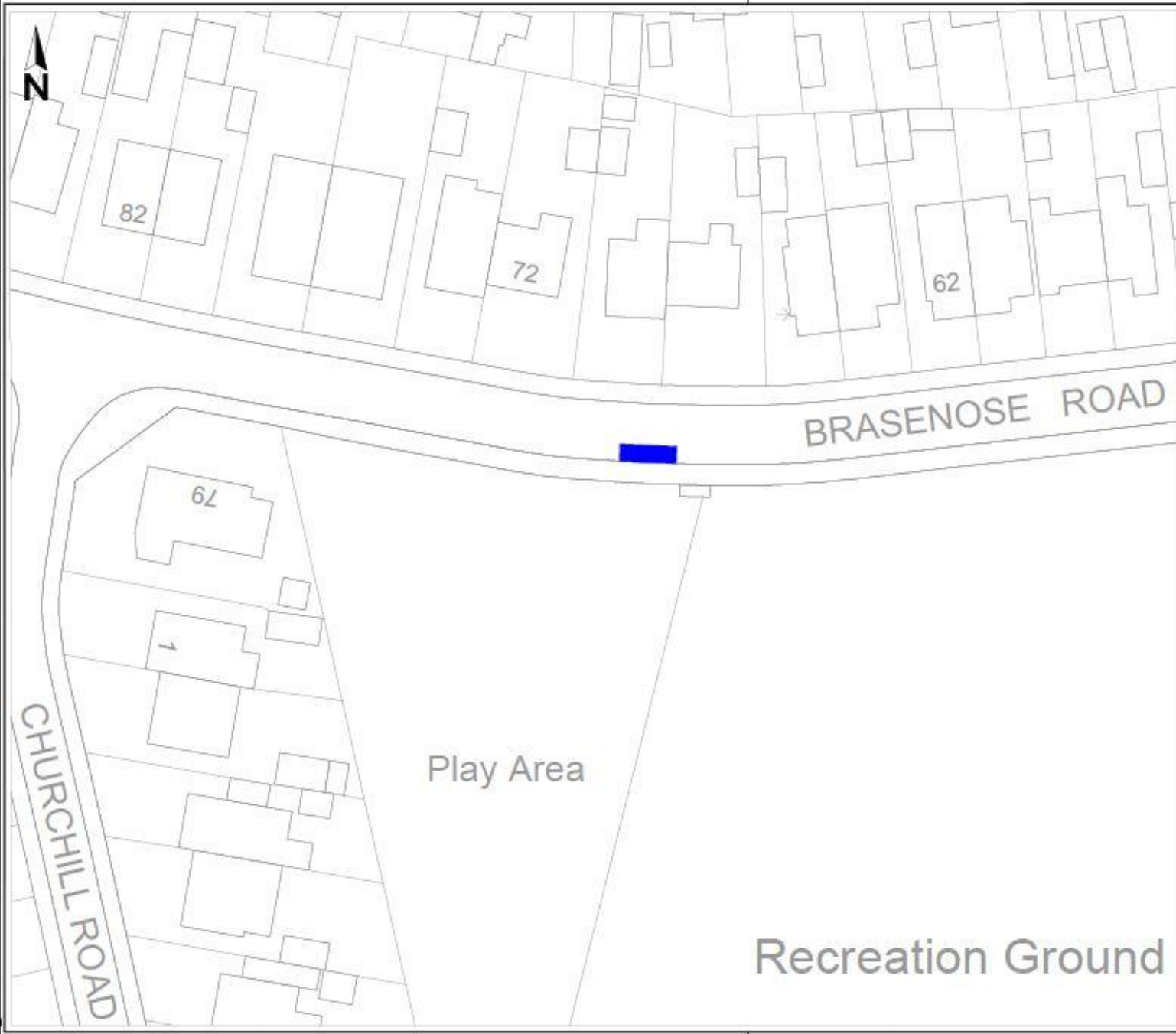
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N.T.S.	JieC	JieC	JieC
Date drawn	Date checked	Date approved	
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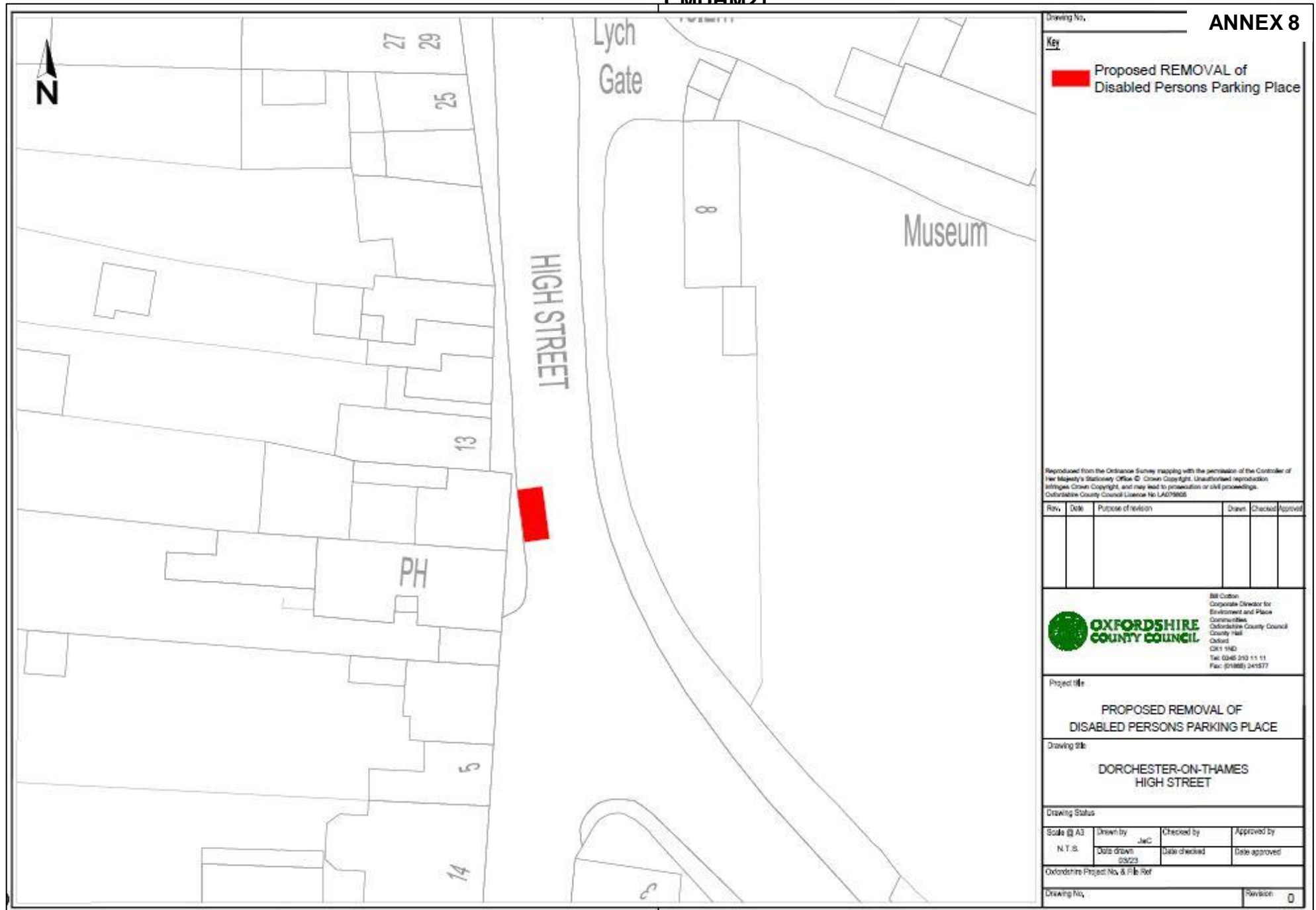
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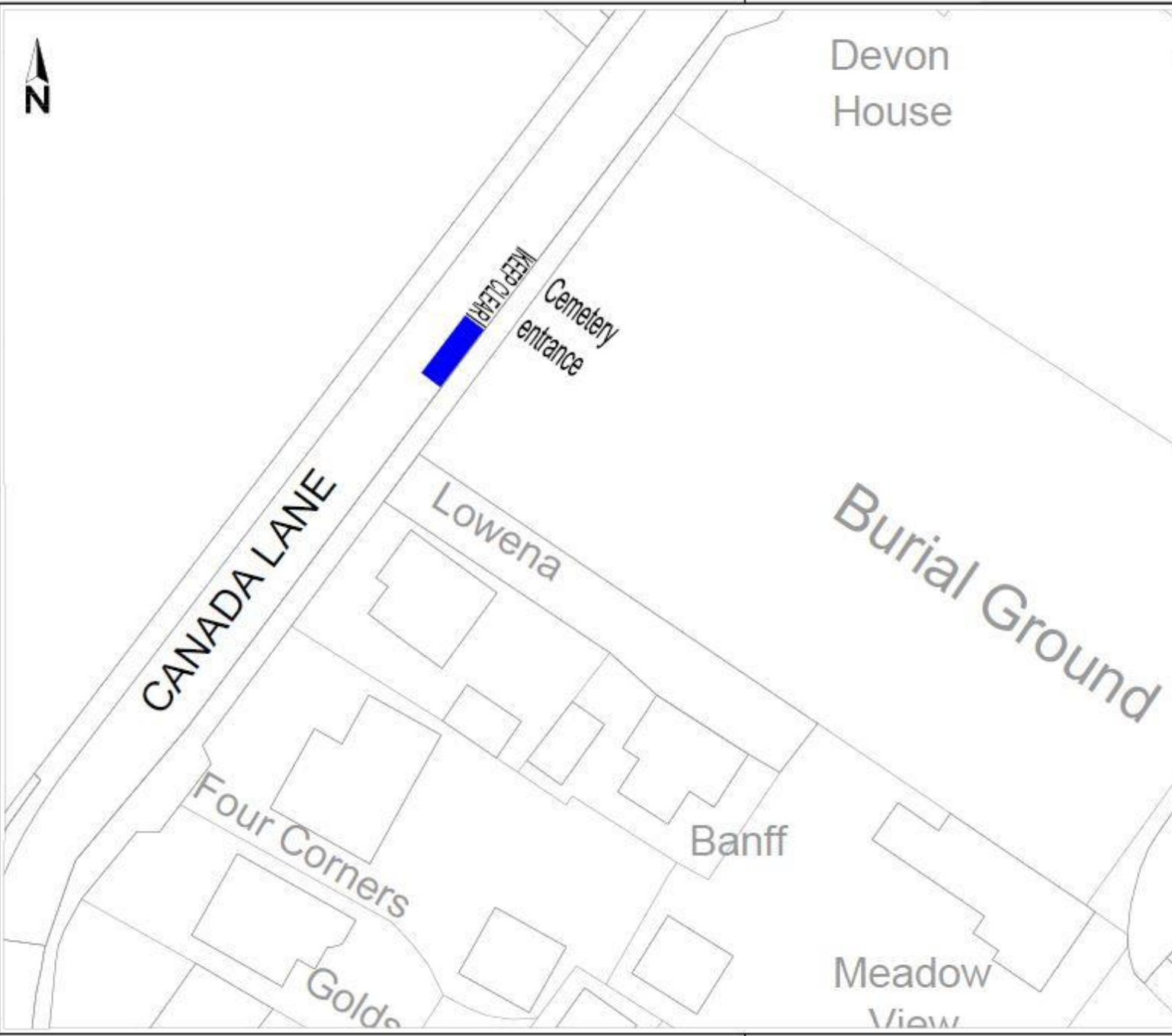
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Revision: 0



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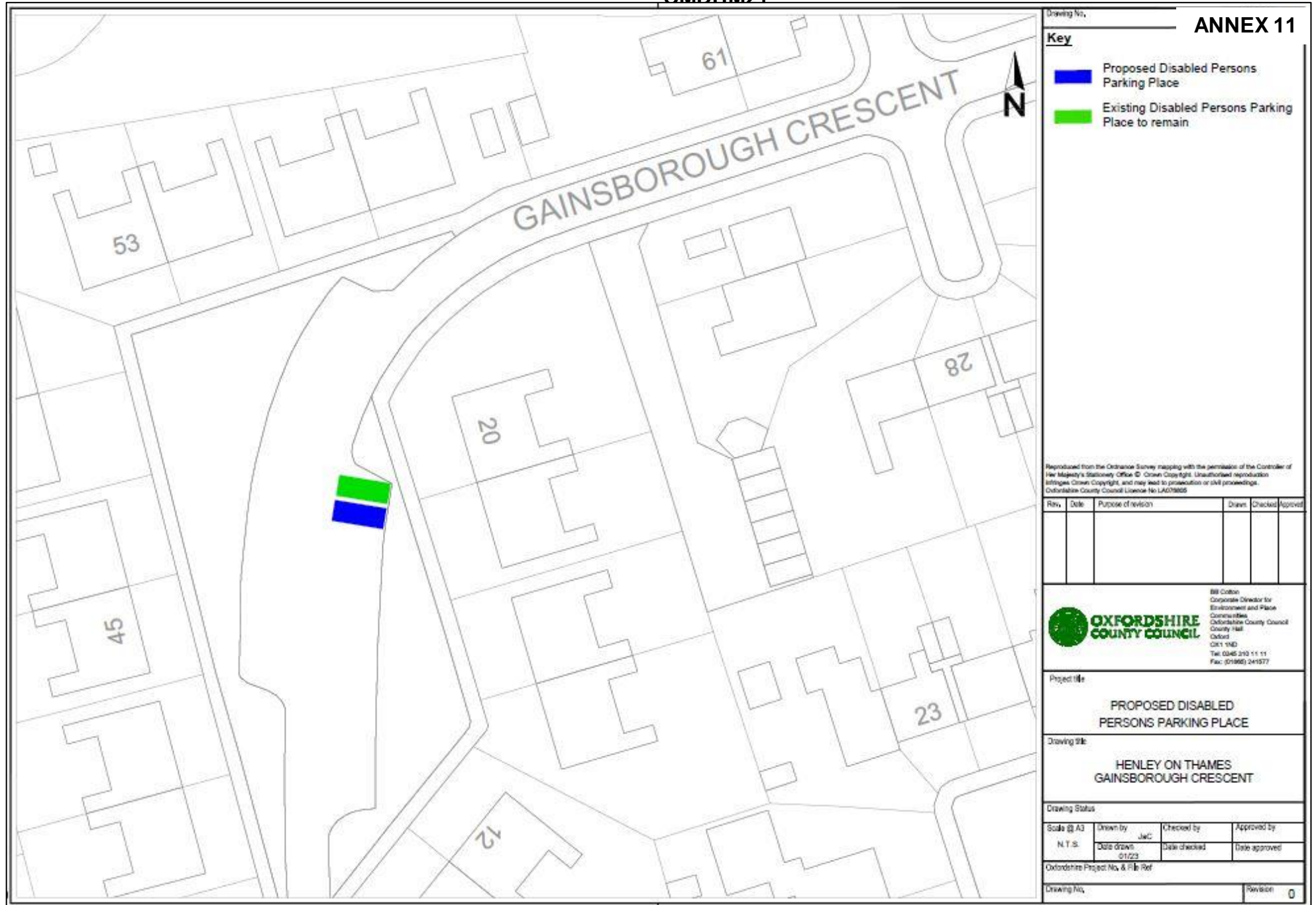
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Key		 Proposed Disabled Persons Parking Place	
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
FARINGDON CANADA LANE			
Drawing Status			
Scale (1: A3)	Drawn by	Checked by	Approved by
N.T.S.	JWC		
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	03/23		
Oxfordshire Project No. & File Ref			
Drawing No.			Revision: 0

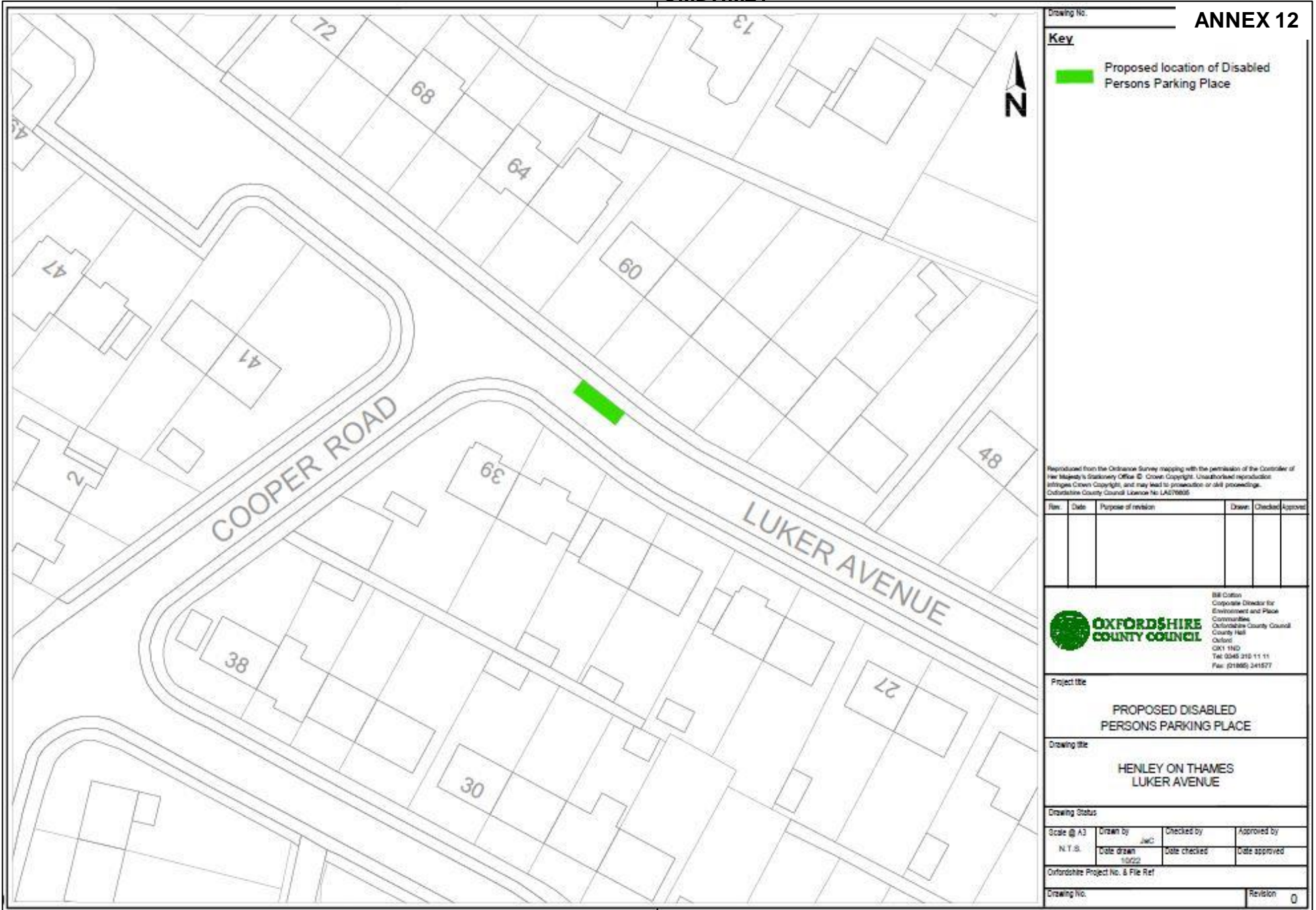




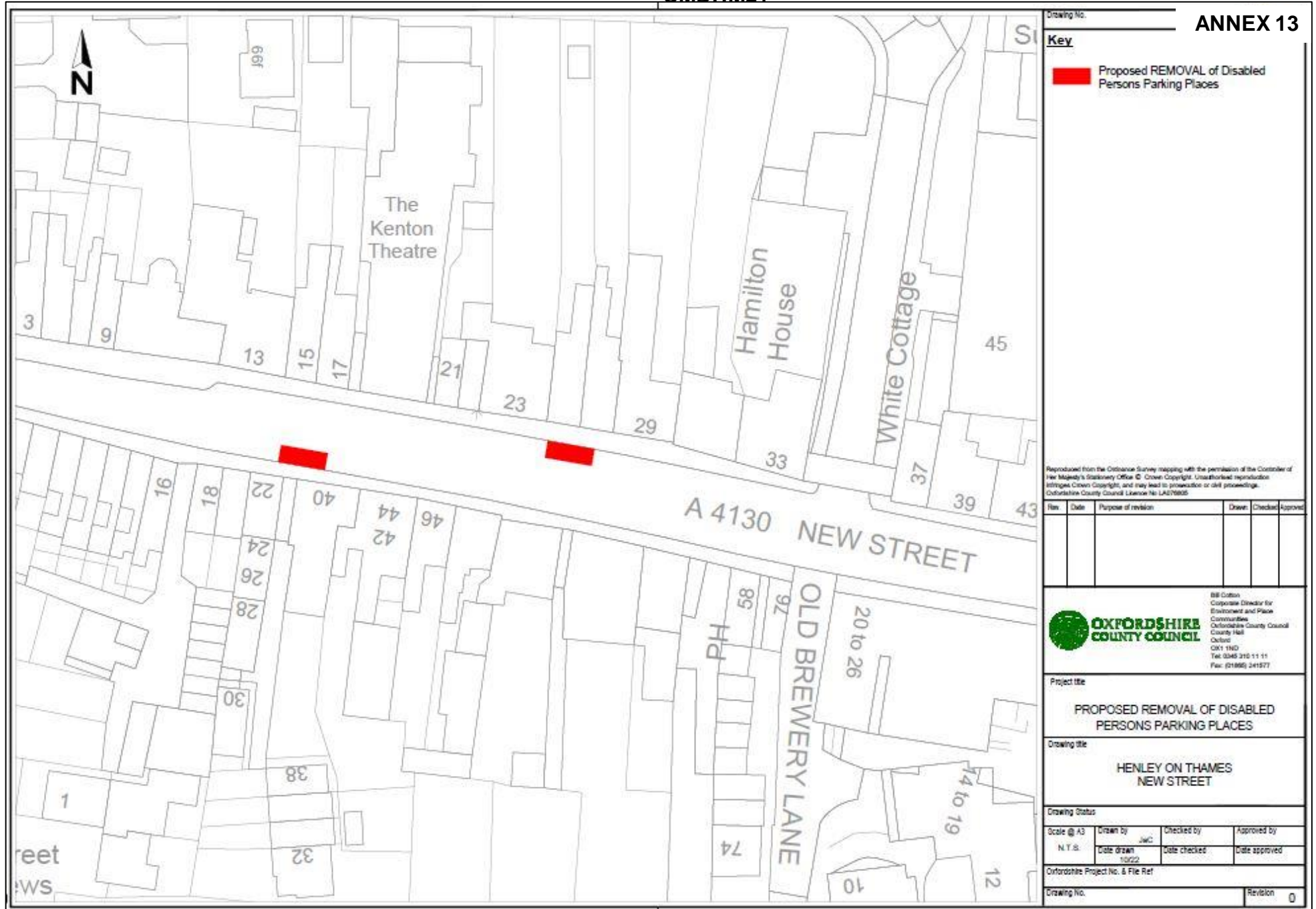
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
FARINGDON WESTBROOK			
Drawing Status			
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N.T.S.	JwC		
Date drawn	Date checked	Date approved	
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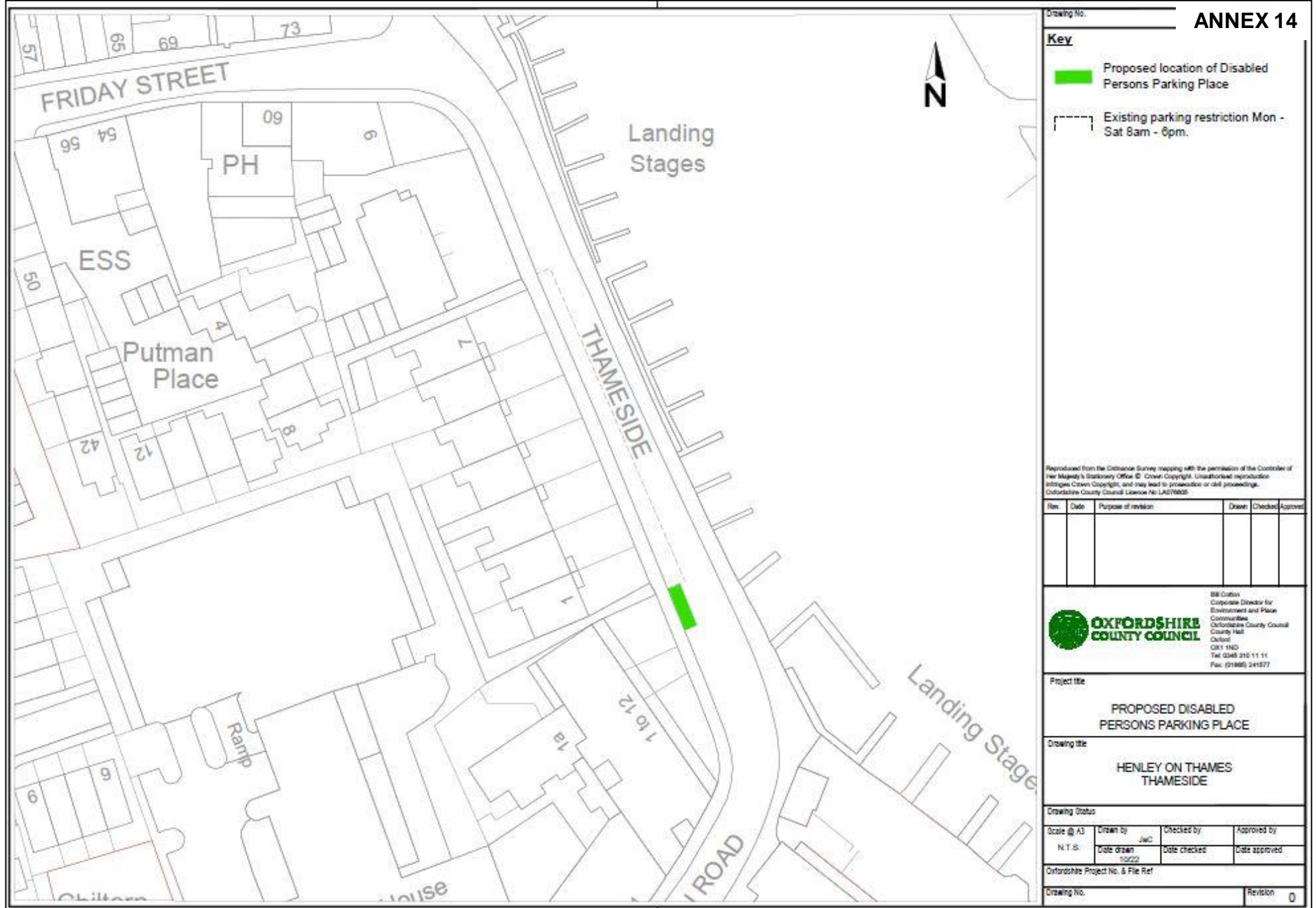


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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
HENLEY ON THAMES LUKER AVENUE			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		
Date drawn	Date checked	Date approved	
10/02/22			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
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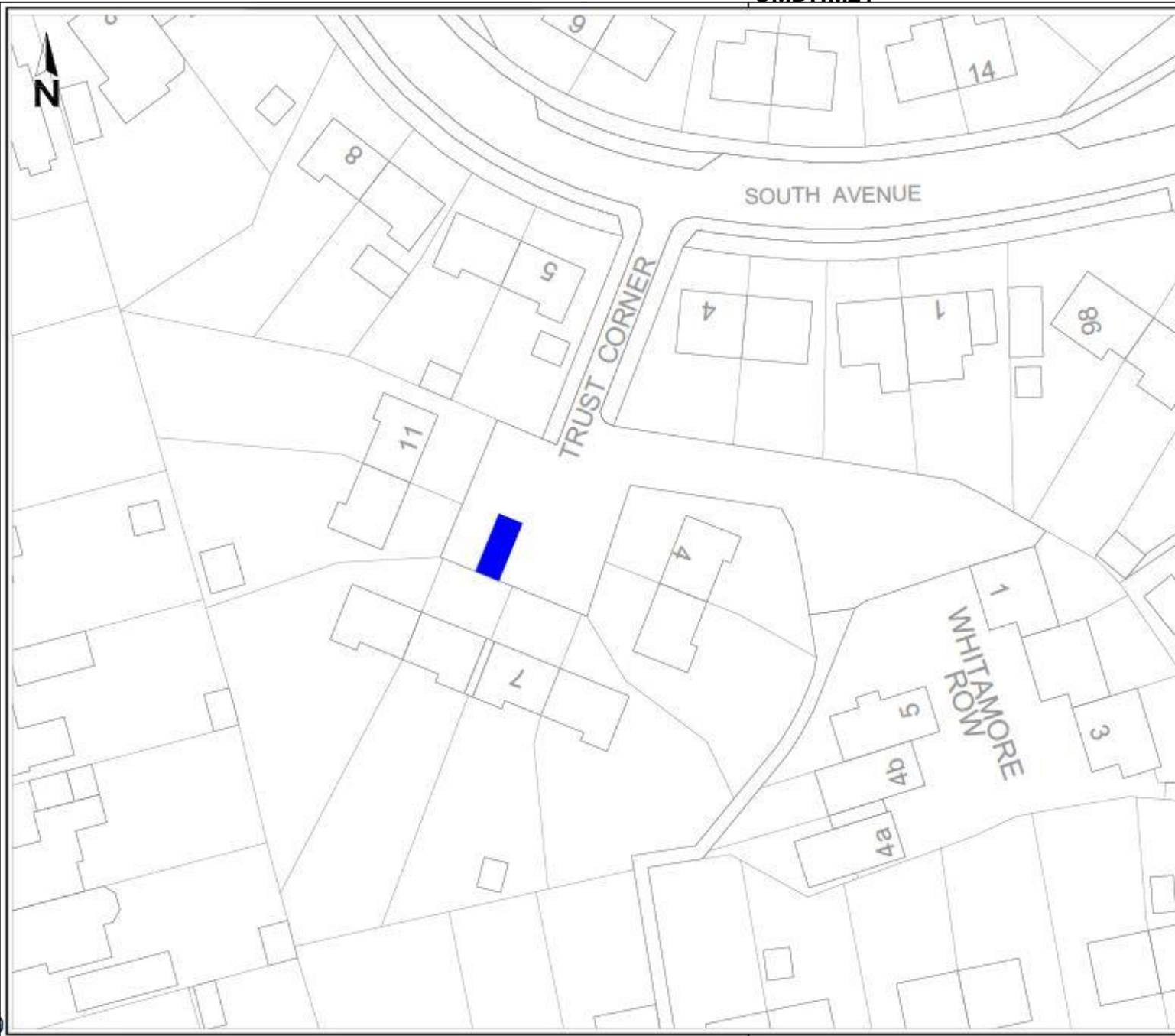


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Project title			
PROPOSED REMOVAL OF DISABLED PERSONS PARKING PLACES			
Drawing title			
HENLEY ON THAMES NEW STREET			
Drawing Status			
Scale @ 1:1000	Drawn by JWC	Checked by	Approved by
N.T.S.	Date drawn 10/12	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	






Drawing No.		<b>ANNEX 14</b>			
<b>Key</b>					
		Proposed location of Disabled Persons Parking Place			
		Existing parking restriction Mon - Sat 8am - 6pm.			
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
HENLEY ON THAMES THAMESIDE					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn 15/12/22	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.					Revision 0



Drawing No.		<b>ANNEX 15</b>			
<b>Key</b>					
		Proposed Disabled Persons Parking Place			
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Rev	Date	Purpose of revision	Drawn	Checked	Approved
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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
HENLEY ON THAMES TRUST CORNER					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	JWC				
	Date drawn	Date checked	Date approved		
	11/02				
Oxfordshire Project No. & File Ref					
Drawing No.					Revision
					0

Drawing No.

**Key**

 Proposed location of Disabled Persons Parking Place

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Project title

PROPOSED DISABLED  
PERSONS PARKING PLACE

Drawing title

SONNING COMMON  
ASHFORD AVENUE

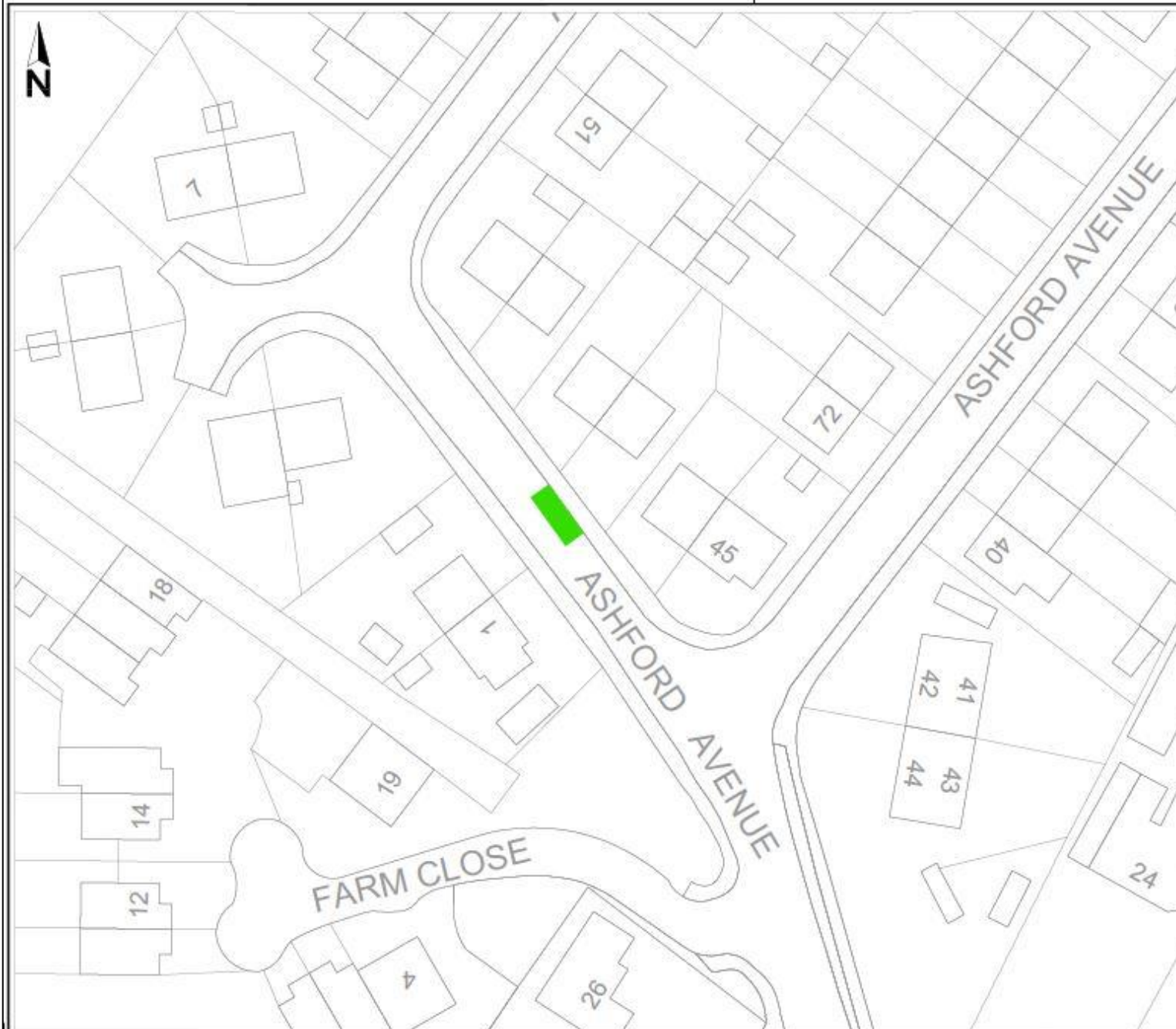
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		
Date drawn	Date checked	Date approved	
10/02			

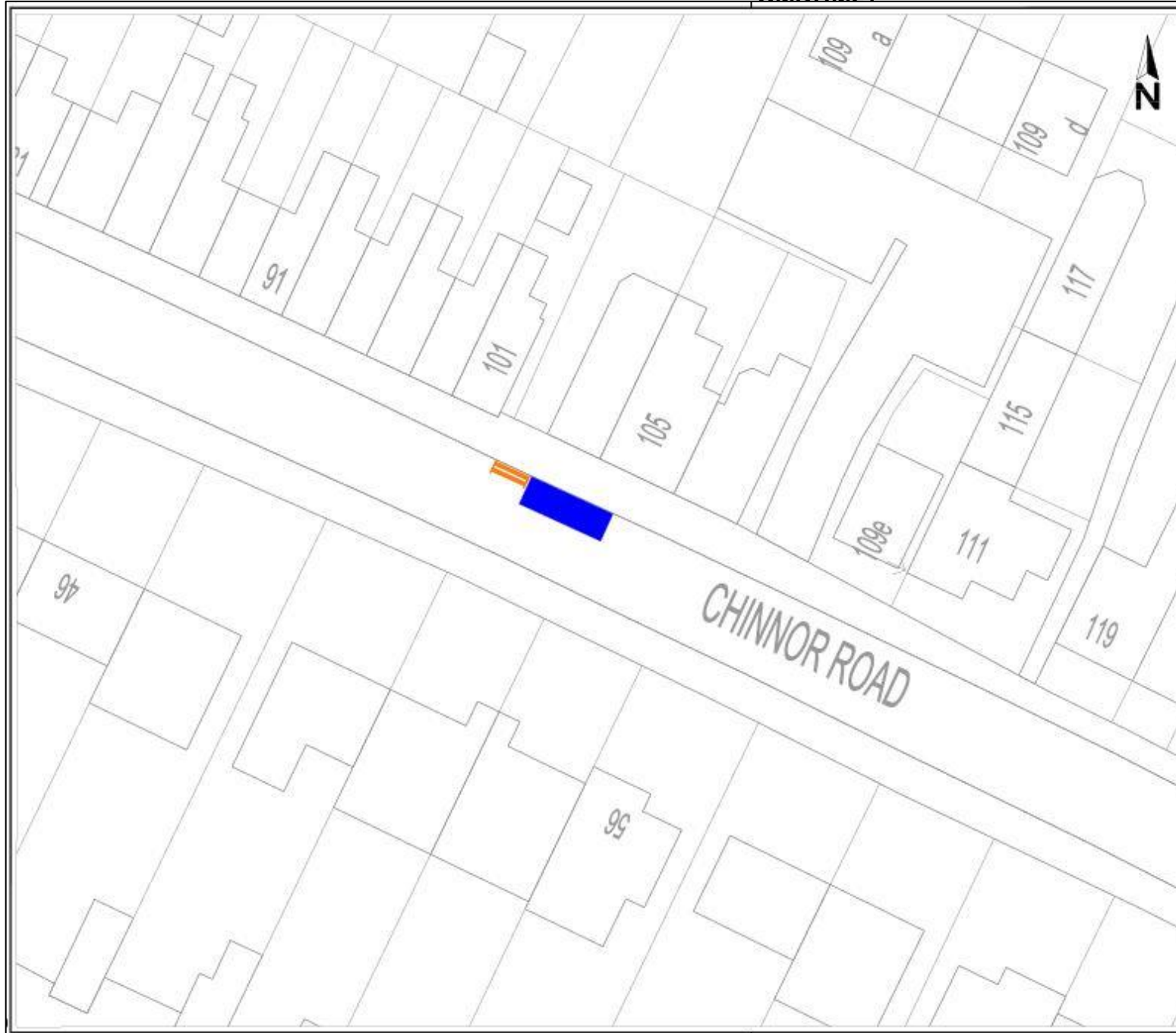
Oxfordshire Project No. &amp; File Ref

Drawing No.

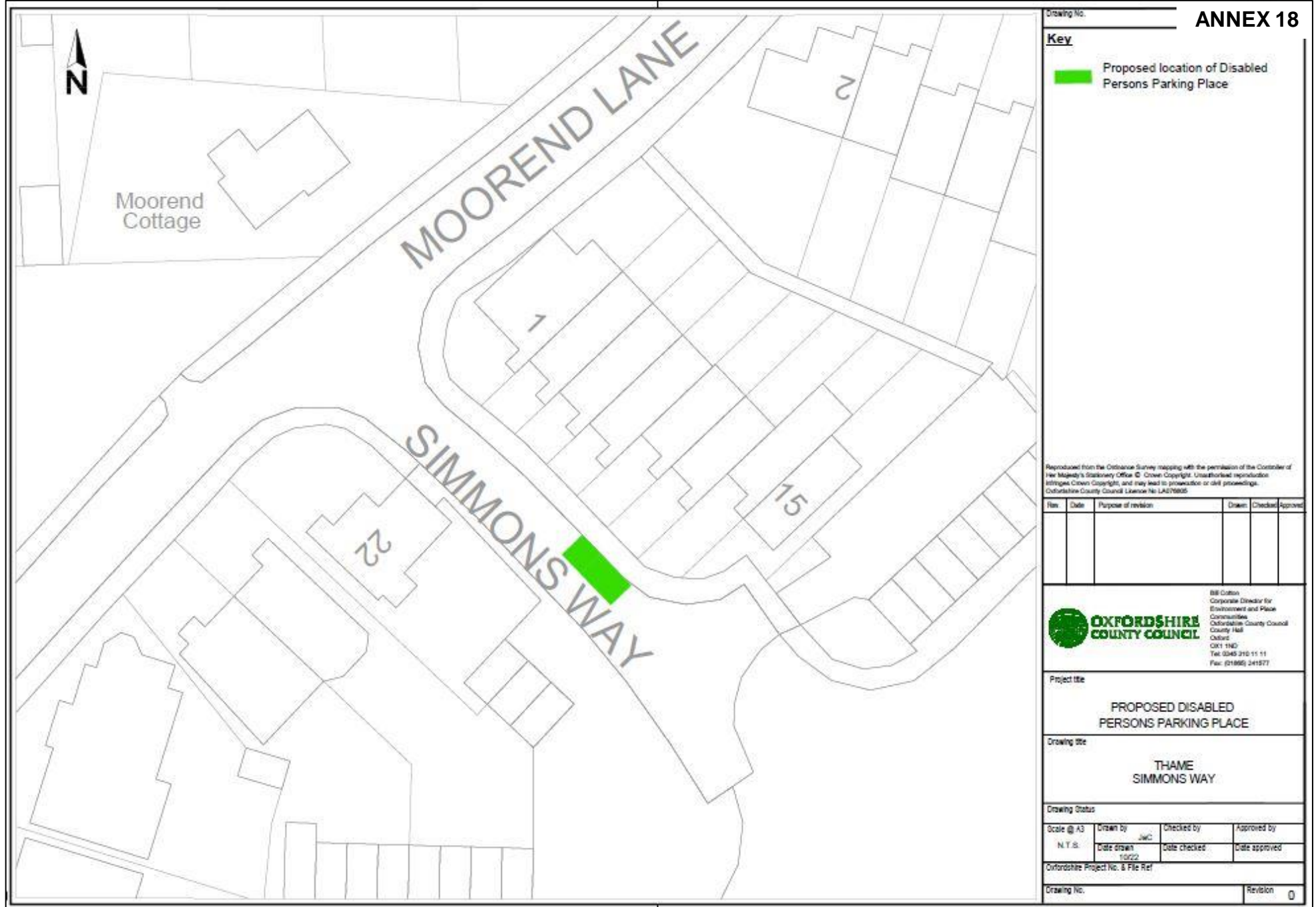
Revision 0







Drawing No.		<b>ANNEX 17</b>	
<b>Key</b> Proposed Disabled Persons Parking Place Existing 'No Waiting at Any Time' restriction to remain			
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<b>Project title</b> PROPOSED DISABLED PERSONS PARKING PLACE			
<b>Drawing title</b> THAME CHINNOR ROAD			
<b>Drawing Status</b>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JwC	JwC	JwC
<small>Date drawn: 05/23 Date checked:      Date approved:     </small>			
<small>Oxfordshire Project No. &amp; File Ref</small>			
Drawing No.			Revision 0





Drawing No.

**Key**

- Proposed location of Disabled Persons Parking Place
- Existing Disabled Persons Parking Places

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Project title

**PROPOSED DISABLED  
PERSONS PARKING PLACE**

Drawing title

**WALLINGFORD  
RADNOR ROAD**

Drawing Status

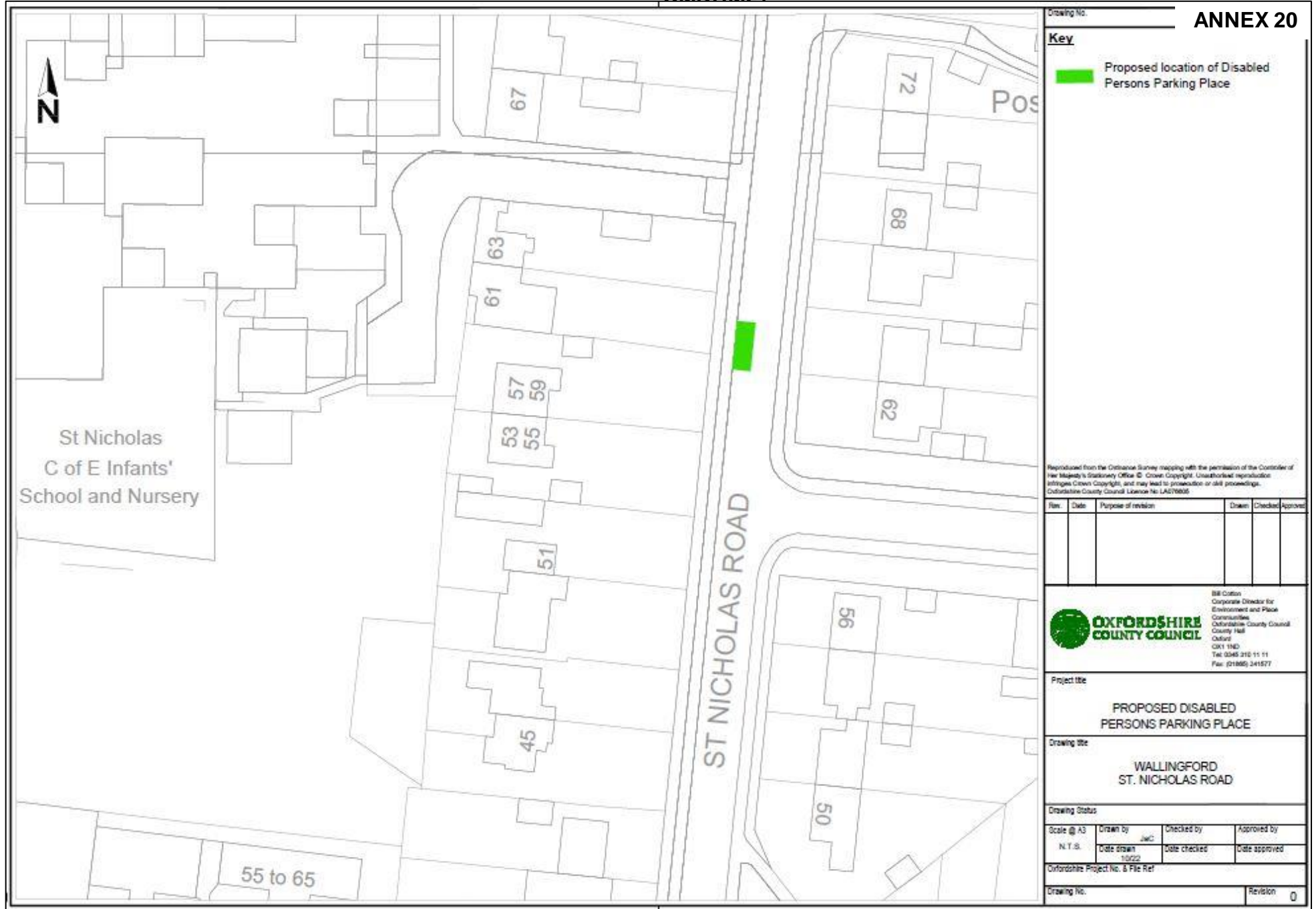
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		
Date drawn	Date checked	Date checked	Date approved
10/02			

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0





Drawing No. **ANNEX 20**

**Key**

Proposed location of Disabled Persons Parking Place

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title  
**PROPOSED DISABLED PERSONS PARKING PLACE**

Drawing title  
**WALLINGFORD ST. NICHOLAS ROAD**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JAC		

Date drawn 10/22  
 Date checked  
 Date approved

Oxfordshire Project No. & File Ref

Drawing No. **ANNEX 20** Revision **0**

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Dorchester-on-Thames Parish Council	<b>Object</b> - Concerns over lack of disabled parking places, if proposals were made to provide a DPPP outside Coop then they would withdraw their objection: We are going to propose a DPPP outside Coop in 2024.
(3) Thame Town Council	<b>No objection</b>
(4) Sutton Courtenay Parish Council	<b>No objection</b>
(5) Cllr Bethia Thomas	<b>No objection</b>
(6) Cllr Jenny Hannaby	<b>No objection</b>
(7) Henley and District Housing Trust	<b>No objection</b>
(8) Unlimited Oxfordshire	<b>No objection</b>
<i>Appleford Drive (Abingdon) - Proposed new DPPP</i>	

## CMDHM21

<p>(1) Local Resident, (Abingdon)</p>	<p><b>Object</b> (Appleford Drive) – I strongly oppose your decision for a disabled parking space outside my home location. I have lived here for 25 years the spot you have chosen is in the front of a block of 12 flats with restricted parking anyway, with the majority of Appleford drive having dropped kerbs and off-road parking this proposal will take away a space from the occupants of the flats.</p> <p>To my knowledge there are no disabled people living in this proposed area that would require a priority parking space at the moment.</p> <p>All adjacent roads have similar parking arrangements which cause parking issues and would introduce friction between the drivers of adjacent roads who also have parking issues, therefore consideration should be taken for the occupiers of the flats as there is limited parking anyway with nowhere else to park.</p> <p>Also, a secondary issue is that the frontage where you propose the space is between two junctions of Dorchester crescent and Welford Gardens which are white lined with no parking because they are a turning point making the parking space available at the moment very difficult.</p> <p>I would like to discuss this matter further as parking and access issues seems to be getting more and more ridiculous, with no consideration for people that live here / car drivers</p>
<p>(2) Local Resident, (Abingdon)</p>	<p>The proposed area on Appleford drive I am against as no one in the flats on that area of road is disabled the only one who was classed as disabled passed away in November 2022 and we are limited in the flats for parking as it is and at times, we have to park further down the road trying to bring in shopping, so I am against the proposal.</p>
<p><i>Hadland Road (Abingdon) – Proposed new DPPP</i></p>	
<p>(3) Local Resident, (Abingdon)</p>	<p><b>Concerns</b> (Hadland Road) – currently I park where the proposed parking bay is, my neighbour has limited mobility and needs to park outside my house.</p> <p>She told me that she requested the spot, but also would not park in it if you installed it where you had planned, her reason being that she needs to get out of the car on flat ground, and Reade Avenue is on a hill.</p> <p>My concern is that if you install the space, then she doesn't use it, which would result in my not being able to park outside my house, or in the space I've been using around the corner to be considerate to my neighbour.</p> <p>I hope you can find an alternative space, potentially on Hadland Road as it's flatter.</p>

*Sherwood Avenue (Abingdon) - Proposed new DPPP*

(4) Local Resident, (Abingdon)	<p><b>Object</b> (Sherwood Avenue) - We are writing to object to the proposed disabled parking bay. We have lived in this property for over 40 years and whilst we appreciate the car park is communal, we normally are able to park in the bay at the bottom of our garden. We are both suffering from health conditions, my husband is in his mid-seventies and is Type 1 diabetic and requires close access to his vehicle and I have limited mobility due to issues with my knees, although I am not yet registered disabled. It is necessary for me to be able to park as close to my home as possible, especially when bringing home shopping etc as I am unable to walk far.</p> <p>I understand the people who require this disabled parking space would benefit from it being nearer to their property which would be on the opposite side of the car park as I understand they live between 101 to 99 on your map.</p>
(5) Local Resident, (Abingdon)	<p>There is already a disabled parking space outside number 83 Sherwood Ave. The existing spaces are used by residents who live on this cul de sac, with double parking and parking on the grass verges at weekends and evenings. However, if it helps, the parking space that backs on to 102 Sherwood Ave (side of property) is not so much used as the residents of 102 don't own a motor car. Another space would be the garden entrance at the back of 102 Sherwood Avenue. In conclusion vehicle parking for residents in the cul de sac are not allocated, there is not enough space for all the residents that currently live and use the parking spaces in the cul de sac.</p>
(6) Local Resident, (Abingdon)	<p>Whilst I don't have an objection to putting in disabled parking spaces, I have an issue with the positioning of this one. You are proposing putting in a disabled space that would only really benefit residents living at 91, 92, 93 94, 95 and possibly 96 Sherwood Avenue. As far as I am aware, no-one in those houses have an accessibility requirement. If a resident has requested this, I would propose the space is allocated nearer to their residential address, for them to get the maximum benefit from it.</p> <p>I would expect to see the space in regular use as this proposal will take out a parking space in an area that already has limited parking. Perhaps making more spaces in this area would be an idea!</p>
(7) Local Resident, (Abingdon)	<p>Whilst I do not have a problem with disabled parking spaces, I have an objection to the use of the Sherwood Avenue proposal. I would expect to see this parking space in regular use by nearby disabled badge holders (or visitors with Blue Badges). Parking spaces are already at a limit near the proposed disabled space, making it hard for the residents to park. Adding in an unnecessary disabled space, makes the parking situation even more difficult. If a resident has requested this space, I would expect it to be near their residential address. The positioning of this space only benefits residents at 91, 92, 93, 94 and 95.</p>

<i>Pound Piece (Ashbury) - Proposed removal of DPPP</i>	
(8) Local Resident (Ashbury)	<b>Object</b> (Pound Piece) – I have a disabled badge so I would disagree with the removal of it as this is the only disabled place at the end of this road so without it there would be no disabled space. I know a while back it was also used by a man who did pass away a few years back and then the man's partner who is not disabled still parked there until she had a ticket as she was using it when she is not disabled so I think she wanted to get it removed as she wants to park there but I personal don't think it's fair as I do have a disabled badge so think it's needed plus it gets used lots by other people who have a badge by other people's family.
(9) Local Resident (Ashbury)	<b>Support</b> (Pound Piece) – Thank you for finalising this. Yes, please accept this an approval for the removal of the parking space.
<i>Wey Road (Berinsfield) – Proposed formalisation of DPPP</i>	
(10) Local Resident (Berinsfield)	<b>Support</b> (Wey Road) - I have been thinking of contacting you, as I thought the proposal would have gone through by now and have been a bit concerned that a wheelchair user has had to use my driveway ramp, which I don't think is ideal from a health and safety point of view. So, getting the ramp extended as soon as possible will be a great idea. I am also very happy with the proposal to change the Disabled Parking space from an informal to a formal space, which can be used by all blue badge holders, which will be a great help to my brother also when he visits, as he has a blue badge. Hopefully the proposal will go through without a problem as soon as possible.
<i>Emmens Close (Checkendon) - Proposed new DPPP</i>	
(11) Local Resident (Checkendon)	<b>Object</b> (Emmens Close) – We would like to object to this due to the issue we already have with vehicles driving over our grass frontage due to the road being very tight when vehicles are parked on the opposite side of the road to our house

## CMDHM21

	<p>When no 9a &amp; 9b we're built the construction company sent a letter apologising for the damage to our grass verge outside and promised to make good and re-turf the verge when building work was completed, this was because the road was too narrow for the size of the vehicles. The building company were true to their word and re done the verge, within a day the verge was ruined again! Due to it being tight when a car is parked on the opposite side</p> <p>The rubbish collection lorry had to mount the verge due to a car being parked there at the time the bins were due to be collected and churned the grass up.</p> <p>At present there is hardly a car parked their as everyone has their own drive and cars are only their when people may have the odd visitor. To have a car parked most of the time would mean our grass verge will be constantly driven over as it makes it so tight which would become an eyesore on our street and outside our house.</p> <p>Additionally, when a car is parked on the opposite side where the disabled bay would be and would be permanently parked my daughter's car has been hit we were not in at time they have mounted the pavement to get passed a vehicle and scuffed and dented her car which is on our drive next to the verge please can this be put forward towards our objection.</p>
(12) Local Resident (Checkendon)	<p><b>Object</b> (Emmens Close) - I object to the proposed Disabled Person Parking Place for the following reasons:</p> <p>Primary</p> <ul style="list-style-type: none"> <li>• 12 Emmens Close is privately owned and a disabled bay may impact planning permission for a dropped curb and possibly mean planning permission would be refused.</li> <li>• The impact of the above may impact the value of No. 12.</li> <li>• When No 9a &amp; 9b were being built the construction company sent a letter apologising for the destruction of the verge outside No 7 &amp; 8 and promised to make good and re-turf when building work was complete. This was because the road was too narrow for the size of vehicles. The building company honoured and made good the verge. Soon after the verge outside No 7 &amp; 8 was ruined by vehicles, for example the rubbish collection truck that has to have access for the bins and turn outside No 9 &amp; 10. If there was a car parked in a disabled bay outside No. 11 &amp; 12 this would become an ongoing issue as large trucks/vans would not have room on the road for access and turning and impact road safety.</li> </ul> <p>Secondary</p> <ul style="list-style-type: none"> <li>• All properties in Emmens Close have private driveways for parking with the exception of No. 10 a &amp; 10 b.</li> </ul>

## CMDHM21

	<ul style="list-style-type: none"> <li>Currently neither of the residents in No 10a &amp; 10b park outside No 11 &amp; 12 and find other alternative parking that is <u>closer</u> to their properties.</li> <li>The council could consider the option to provide access and disabled parking outside No 10a &amp; 10b as they did on the opposite side for access to 8a &amp; 8b.</li> <li>Very few cars park on the road of Emmens Close and quite often through the day and night there are no cars parked on the road.</li> <li>From my research a disabled parking place indicates to drivers not to park there but I understand it's not mandatory.</li> </ul>
(13) Local Resident (Checkendon)	<b>Object</b> (Emmens Close) - As i feel the proposed space will take the value of the houses down especially 11 and 12
<i>Brasenose Road (Didcot) - Proposed new DPPP</i>	
(14) Local Resident (Didcot)	<p><b>Concerns</b> (Brasenose Road) –</p> <ol style="list-style-type: none"> <li>1. Will this be monitored by parking attendants on a daily basis?</li> <li>2. How many spaces will be put in place?</li> <li>3. Will these spaces be directly in front of my driveway?</li> <li>4. Why is parking not being enforced on football days for parents to use correct parking options?</li> </ol> <p>At present I struggle with getting on and off of my driveway at weekends when football is being played, Didcot Girls school is not being used for parking which I have been told they are meant to use, people are parking over my drop kerb slightly and when a car is opposite, I cannot get on to my drive.</p> <p>I am happy for there to be disabled bays as long as they will be monitored daily, there are so many people that use the park I believe that they will be misused if not monitored.</p>
<i>High Street (Dorchester-on-Thames) - Proposed removal of DPPP</i>	



## CMDHM21

(15) Local Resident (Dorchester-on-Thames)	<p><b>Support</b> (High Street) - In reference to the removal of the disabled parking bay outside 11 High Street, Dorchester on Thames, we would have no objection to its removal.</p> <p>I believe it was put there because a previous owner, who was disabled, requested it.</p> <p>It is rarely used, with so little parking for residents along our street it means that we often have to park 100's of yards from our houses.</p>
(16) Local Resident (Dorchester-on-Thames)	<p><b>Support</b> (High Street) - As a near neighbour I have no objection to this.</p>
<p><i>Canada Lane (Faringdon) - Proposed new DPPP</i></p>	
(17) Local Resident (Kidlington)	<p><b>Support</b> (Canada Lane) - I think it's a good idea to have a disabled parking space, but I would like you to consider having the disabled space on the other side of the cemetery entrance.</p> <p>I suspect your current proposal is more likely to cause people to park over the shared driveway of Meadow View and Banff. This can already be a problem, with people parking very close to the entrance making access tricky at times. Sometimes people extend over the drive which means that emergency vehicles would not get access.</p> <p>I believe that if you position the new disabled space the other side of the cemetery entrance then that will reduce the likelihood of people blocking the driveway.</p>
<p><i>Westbrook (Faringdon) - Proposed removal of DPPP</i></p>	
(18) Local Resident (Faringdon)	<p><b>Object</b> (Westbrook) - I object to this as the proposed position is where my partner and I park. There is visitor parking opposite that is never used due to the majority of residents in Westbrook not owning vehicles.</p> <p>There is also a number of spaces behind Westbrook that are also always completely empty. These would be a much more ideal location.</p> <p>I also question the need for disabled parking in this street.</p> <p>I am aware a number of residents on Westbrook claim disability allowance and housing from the council that are quite clearly not disabled and also, do not own a vehicle.</p>

## CMDHM21

	<p>For example, the lady that is blind but walks every day, does her own shopping, gardening and doesn't appear to be blind at all. The gentlemen who is deaf who therefore cannot work but sits outside and has conversations with neighbours all day every day and into the night.</p> <p>The other gentlemen who harasses other neighbours and has to have other residents call the police a number of times a week due to his behaviour.</p> <p>I see no reason why there needs to be a disabled place at all, let alone where there are other spaces available outside properties which don't own cars. Please consider an alternative position.</p>
<p><i>Gainsborough Crescent (Henley-on-Thames) - Proposed new DPPP</i></p>	
<p>(19) Local Resident (Henley-on-Thames)</p>	<p><b>Object</b> (Gainsborough Crescent) - I do have an objection to this parking space.</p> <p>Firstly, I have had ongoing communication with South Oxfordshire Housing Association regarding the parking at Gainsborough crescent - there are not enough parking spaces for all the households on the crescent, and residents that return home after 6pm cannot park - the Housing association have sent out letters to residents reminding them that this is residents parking only and not for visitors and to please try and park considerately. However, the parking situation has not improved and often people park inconsiderately and to the point that if there was an emergency in the crescent and the need for a Fire Engine to attend - there would be no way it would be able to enter the crescent. If yet another disabled space was put in place (we already have 3) - it would cause more of a problem.</p> <p>Secondly as I have already mentioned - we currently have 3 disabled spaces on the crescent and only one is used regularly, the other two ( I have marked their location on the map you provided and enclosed with this email ) , are not being used ? no one parks in them on a day to day basis and when the disabled residents are collected in the morning via a disabled taxi - they do not use the parking space either - they sit in the middle of the car park.</p> <p>Can I question why one of the unused disabled spaces cannot be given to the resident in need rather than another space being put in place in an car park that is already not fit for purpose?</p> <p>I often arrive home after 6pm due to my work commitments and upon arrival in the crescent I cannot park and end up driving back out to Greys Road and park there and have to walk back to the crescent. When I pay a service charge for my parking space this is unacceptable and putting yet another disabled space in the crescent when we have 3 and only 1 being used seems very unfair on the residents.</p>

**CMDHM21**

	The two spaces that are unused can be accessed via a flat path all the way around the crescent, so access from either side of the crescent is no problem for this person in need. I suffer with arthritis in both knees and struggle walking but as I say I often have to park outside of the crescent due to parking issues.
(20) Local Resident (Henley-on-Thames)	<b>Object</b> (Gainsborough Crescent) - I am objecting to the current proposals based on the fact that Gainsborough Crescent is way short of parking spaces as it is and to add another restricted space will only add to the misery and force people to park on the highway causing access issues (as there are no parking restrictions such as yellow lines).
<i>Luker Avenue (Henley-on-Thames) - Proposed new DPPP</i>	
(21) Local Resident (Henley-on-Thames)	<p><b>Object</b> (Luker Avenue) – I wish to make the following comments which may also be read as objections. I am the homeowner of 7 years in Luker Avenue.</p> <ol style="list-style-type: none"> <li>1. During this time, there has been an increasing amount of lost unrestricted parking on the road due to being given over to disabled parking. This in turn has meant that visitors, deliveries etc throughout the road have become hampered at times especially in bad weather.</li> <li>2. The situation is further complicated by the fact that, for example, No. 58 neighbouring the proposed space has a continuous white line painted across the entire width of its plot. I am led to believe that this gives the homeowner exclusive use of this parking area in front of their property or at least to any nominated person. In this case the homeowner is verbally abusive and physically threatening to anyone that happens to stop on that white line. If you have visited the subject area you will have noticed that while the line extends the width of the plot, it does in fact have a single car driveway opening only, as a brick wall prevents access onto the rest of its plot. I would be interested to know how SODC came to paint the line the while width when road parking on some of that white line would not prevent at all entrance or agree from that house onto Luker Avenue?</li> <li>3. By affording a disabled space outside no 58 Luker Avenue, there would then be a continuous restricted on road parking spanning two properties.</li> <li>4. Being fortunate to have a driveway for one vehicle, I nonetheless have a disabled taxi bring my elderly mother to visit. She is wheelchair bound and really, especially in inclement weather, needs to be able to pull up and be unloaded close to my Home. Given the above, this will no longer be possible, in fact could well present a danger as its likely she will have to be manoeuvred along the road or pavements, crossing Cooper Road in doing so. Note cars and vans 'race' down the hill of Cooper Avenue and take the bend from Luker Avenue into Cooper very fast.</li> </ol>

## CMDHM21

	Finally, I would like to know if this proposal is in response to an individual's application for a disabled space, or just Policy which deems requiring another space, and if so why that particular location has been chosen?
(22) Local Resident (Henley-on-Thames)	<p><b>Concerns</b> (Luker Avenue) - Whilst I am in support of more disabled parking spaces, I feel that the proposed place for one is not the best. The area it would cover is very busy with a lot of cars vying to park there. As it is, space outside those houses is premium with people frequently parking on the no parking lines, putting traffic cones in the spaces when they go out etc.</p> <p>I think the disabled space could go a few houses down, towards the flats on Luker Avenue. There is a lot more space there.</p>
<i>New Street (Henley-on-Thames) - Proposed removal of two DPPP's</i>	
(23) Local Resident (Henley-on-Thames)	<p><b>Object</b> (New Street) – I was amazed to receive the letter dated 29th March telling me of the above proposal. At a time when disabled people are struggling to live as normal a life as possible, the proposal seems so short sighted. It is only a short time ago that the two parking places were extended so that it was possible to use the rear of the vehicle to offload a wheelchair or other equipment.</p> <p>I understand residents' frustration when they cannot find a parking bay free but no doubt, they have no experience of the problems experienced by the disabled and their family members. In many cases the disabled person is elderly and very infirm, it is their elderly exhausted and frail spouse who is trying to support them. I trust that the proposal will be refused.</p>
(24) Local Resident (Henley-on-Thames)	<p><b>Object</b> (New Street) - I live in Oxford and hold a Blue Disabled Person's Badge as I am unable to walk because of acute pain in both knees and lower back together with many other medical conditions. My daughter and family live on New Street. Fortunately, I am able to drive very easily so can visit my family several times a week and stay overnight too. Without these Disabled Places I would never be able to visit. The vast majority of properties in New St. are residential. Also, the Solicitors Practice will have disabled spaces. I strongly object to the removal of these disabled spaces. There is also a problem in Henley by Traffic Wardens not penalising those who park in Disabled spaces without displaying a Blue Badge.</p> <p>Please could you record my objection and take it into consideration. I know I am 80 but should not be discriminated against by reason of age or disability, which removal of these special spaces would do.</p>

## CMDHM21

(25) Local Resident (Henley-on-Thames)	<p><b>Object</b> (New Street) - My mother is a blue badge holder and lives in New Street near the first disabled bay which is very helpful for her as she is 97 and not very mobile. Obviously, the blue badge can be used to park on the double yellow lines further up the road but, if you know Henley at all, you will be aware that no-one seems to take any notice of these double yellows and it's often impossible to park due to numerous vans and cars that people have parked on both sides of the road. This makes it quite a long walk for my mother to get to her house. The illegally parked vehicles also make it quite dangerous for crossing such a busy road if one is not very agile. Therefore, we would be very grateful if the disabled bay could remain in place.</p>
(26) Local Resident (Henley-on-Thames)	<p><b>Object</b> (New Street) - My Mum's conditions have deteriorated including her walking. The use of her car and disabled parking is imperative to her life. The disabled space outside the property 25/27 New Street is imperative. My Mum is registered disabled and she and we require the space for her use. We were assured when the road was being resurfaced and the bay marked disabled the post would be re installed.</p> <p>I attach photos of the parking bay showing a resident who persists in parking in it and is not a blue badge holder, the resident is using it wrongly and <u>there are other spaces on the road for residents to park in.</u></p> <p>I would ask that the disabled space is retained and should you remove it I will make an application for a new space. I attach an application if you need one for a disabled person's parking space. I would much prefer then that is here is retained and simply has a post and sign erected.</p> <p><u>It is one of only 2 spaces close to the Theatre and the only resident that seems to park in it is the resident with no blue badge whose car was again parked in the bay last night and this morning despite other spaces being available. The resident said that there is there is no post and disabled sign which I was informed by Highways during the re surfacing works it would have a new post erected and a disabled sign, please can this be attended to and put back. The bay is road marked DISABLED in new white lettering.</u></p>
(27) Local Resident (Henley-on-Thames)	<p><b>Object</b> (New Street) - The Disabled parking places are extremely useful and valued by blue badge holders, either residents or visitors, especially to the Kenton Theatre. There is very limited parking on double yellow lines at the top of New Street (the traffic can be very busy at this corner). I think the need for Disabled parking will only increase. If only one was retained, I would favour retaining the parking place opposite the Kenton Theatre. Both were recently repainted and enlarged for the benefit of disabled users. Unfortunately, they are sometimes abused, but more often than not they are used by blue badge holders. I pass the Disabled parking place outside 40 New Street most days.</p> <p>I think the number of Resident scheme parking places (particularly Resident-only parking places) in New Street could be increased by removing some of the double yellow lines at the bottom of New Street (opposite Hotel du Vin, from 37</p>

CMDHM21

	New Street down towards the river). Unfortunately, Hotel du Vin applied for planning permission with the provision of a free car park for their visitors but, planning permission obtained, their car park soon became a paid-for option (now £15). I hope you will consider this objection, but I do wonder why I never received any notification.
(28) Local Resident (Henley-on-Thames)	<b>Object</b> (New Street) - The disabled parking space located outside of my business, and the other space located further down the road, are in my personal opinion essential, with a blue badge you can park free of charge: in disabled bays for an unlimited time, people use these spaces who stay at Hotel Du Vin, or come into my office, use Mercers Solicitors for example, Hotel Du Vin has limited parking anyway, and you cannot expect someone with a disability or mobility issues to park at the train station (nearest long term parking) and walk that distance, parking on yellow lines as you will be aware has a maximum stay of 3 hours, I see little sense in removing these 2 spaces from New Street.
(29) Local Resident (Henley-on-Thames)	<b>Support</b> (New Street) - The disabled space outside no.22 New Street is rarely used, especially overnight, and I am led to believe that it was originally created for someone who lived at 26 New Street who is no longer there. Furthermore, the parking spaces on the even side of New Street were redrawn after the resurfacing resulting in a ridiculous arrangement of a resident space for one and a half cars, followed by a disabled space for one and a half cars, followed by a resident space for one small car. The space would be much better utilised if it was all for residents parking.
<i>Thameside (Henley-on-Thames) - Proposed new DPPP</i>	
(30) Local Resident (Henley-on-Thames)	<b>Support</b> (Thameside) – Providing an additional space is created, I have no objection. If an existing parking space is allocated to become a DPPP, then I do object on the following grounds: a). There are insufficient roadside parking spaces at present. b). There is a Blue Badge scheme that is perfectly adequate. C). This is not a costless proposal.
<i>Trust Corner (Henley-on-Thames) - Proposed new DPPP</i>	
(31) Local Resident (Henley-on-Thames)	<b>Object</b> (Trust Corner) - I've received your letter this morning about a proposed 'Disabled Person Parking Place' in Trust Corner and I wanted to let you know that I strongly object to the proposal.  I understand that not everyone has a visible disability, but in terms of walking a distance (which this is about), everyone in our area can walk - so therefore why is the disabled parking space needed?

## CMDHM21

	As mentioned, I'm more confused as to why this is needed than anything else. If this goes ahead, it means we will lose a parking place, that will really create a problem with parking (which we've never had in all the time I've lived here - 15 years). I would understand (and would be completely supportive) if anyone had problems walking, but this isn't the case in this instance.
<i>Ashford Avenue (Sonning Common) - Proposed new DPPP</i>	
(32) Local Resident (Sonning Common)	<p><b>Object</b> (Ashford Avenue) - I think this is ridiculous the lady it is for is 95 years old and doesn't even own a car. It would be totally unnecessary, parking is a problem along this road as it is, and to have a disabled space that not going to be used only when her family visit maybe once a week if that. Total waste of resources.</p> <p>Unfortunately, I know it will go ahead and my opinion won't matter</p>
(33) Local Resident (Sonning Common)	<p><b>Object</b> (Ashford Avenue) - the application has been made to assist the collection by her daughter/son-in-law when she goes to them for meals at the weekends. Ashford Avenue is already suffering with extreme congestion due to the volume of residential parking in the road. As a 75year old lady I often have to park some distance from my home, sometimes having to carry heavy shopping and I know that my other neighbours experience similar problems including those with small children.</p> <p>The parking bay would for the majority of the week be empty as my neighbour no longer has a car. I feel I must raise an objection to the application for the reasons given.</p>
<i>Chinnor Road (Thame) - Proposed new DPPP</i>	
(34) Local Resident (Thame)	<p><b>Concerns</b> (Chinnor Road) - We understand the need for 105 Chinnor Road to have a disabled parking place, however we would like to ensure that this single space is restricted to in front of their house (105) Currently, 3 cars are able to park outside numbers 103,105 &amp; 107, and it would be a shame if the disabled space reduced parking capacity.</p> <p>Another way to help this problem would be to change the existing double yellow "no waiting at any time" in front of our driveway to a single white line. This would allow us to park in front of our own drive without reducing on-street parking capacity in the road.</p>

## CMDHM21

(35) Local Resident (Thame)	<b>Concerns</b> (Chinnor Road) - 'The Parking on Chinnor Road is a problem, as there are less spaces than needed for all the cars. The Disabled Person Parking Place will take up much more space than one normal parking space. At the moment there are three spaces outside 103, 105 and 107, which works well. If you put the disabled parking space there, it will cut it down to two spaces, exacerbating the existing parking problems in the road. I feel it would be better if you put the parking space outside 109a, as there is a long run of parking spaces and might not take away one complete space. We live on the other side of the road and have parking on our front garden so it will not affect us parking but feel it's sad to take one space away for others to use.'
(36) Local Resident (Thame)	<b>Support</b> (Chinnor Road) - As it happens, we are supportive of an application for a disabled parking space in Chinnor Road but clearly our opinions, like those who may have a differing view cannot be taken into account because the councils administration is not as robust as we would all wish.
<i>Simmons Way (Thame) - Proposed new DPPP</i>	
(37) Local Resident (Thame)	<b>Concerns</b> (Simmons Way) - I don't have any objections, however I question why it's needed they have an allocated parking spot only 10 feet away from proposed parking bay  If it does go ahead, please can you move it 1.5m up road so it starts at their boundary otherwise the road will lose the space for an additional car to be parked. Moving it up the road will move it to where they naturally park and doesn't impact others.
<i>Radnor Road (Wallingford) - Proposed new DPPP</i>	
(38) Local Resident (Wallingford)	<b>Concerns</b> (Radnor Road) - I use one of the disabled bays, it was originally put in for my father in 1989, when it had the number of the property in the bay, which was later removed causing problems allowing anyone to park. It was then used for my mother and now myself, these problems still arise when I have come home from hospital after treatment to find someone parked in the bay, I have had to park a distance away . The addition of a 3rd bay would not stop cars parking there without a blue badge, as in the past someone not living in the area parked in the disabled bay for 3 weeks to go on holiday with people that lived in station road. Although the 3rd bay could benefit somebody on the road, it would be good if there was a way that the people who live here are looked after and maybe go back to a numbered bay system.



## CMDHM21

(39) Local Resident (Wallingford)	<b>Support</b> (Radnor Road) - another disabled parking space would be amazing as I have a son with ASD and he has a blue badge. I think the extra space would definitely help not just me but others as parking on Radnor Road is tedious at the best of times. I don't use the current spaces due to the elderly using them but would make life easier for me knowing I had a space I could use for my son safely, rather than hoping to find a suitable space to park with him in mind.
<i>St. Nicholas Road (Wallingford) - Proposed new DPPP</i>	
(40) Local Resident (Wallingford)	<p><b>Concerns</b> (St. Nicholas Road) - The proposed parking space outside No 61 is entirely in the wrong place for the following reasons.</p> <ol style="list-style-type: none"> <li>1. The properties on the west side of St Nicholas Rd are predominantly Victorian/Edwardian with narrow frontages relative to the modern housing estates of the sixties on the east side. These older properties have verdant hedges and long drives and exiting onto the road with other parked cars on their frontages is a considerable danger due to lack of visibility.</li> <li>2. As far as I am aware No. 61 has two vehicles, one of which is parked in their drive, the other, a camper van which is parked outside their frontage, where the disabled space is proposed.</li> <li>3. There are zigzag lines outside No. 63 extending to No. 61, to prevent school parking/drop-offs/deliveries that, were they reduced to accommodate your plan, would be a real visibility danger to my exit onto the road with cars and children etc arriving/leaving the school. (No. 61 frequently abuses this road signage and is already a nuisance to me.)</li> <li>4. The congestion caused by parking around the school gates and any further permanent parking facility on the same side of the road as the school entrance/exit as you propose will reduce visibility to all and potentially a threat to life.</li> <li>5. As most, if not all houses on the east side have low front walls and hedges, better visibility, wider drives, away from the school entrance, this would make more sense and perhaps less legal ramifications.</li> </ol> <p>Might I suggest a visit to the site on a school day between 8 am to 9.15, and 2.30pm to 5.00 when teachers' cars leave.</p>

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Divisions affected: *Grove & Wantage*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023**

### **WANTAGE: A417 READING ROAD – PROPOSED 40MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of the extended 40mph speed limit east of the new roundabout junction on the A417 Reading Road as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on a proposal to introduce a 40mph speed limit on the A417 as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation on the proposals and their implementation - if approved - has been provided by the developers.

#### **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 within the vicinity of the new junction.

#### **Formal Consultation**

6. Formal consultation was carried out between 10 May and 2 June 2023. 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, Wantage Town Council, Ardington & Lockinge Parish Council, and the local County Councillors representing the Grove & Wantage division.

7. Eight responses were received during the course of the formal consultation, comprising of: one objection, five in support, and two non-objections.
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**

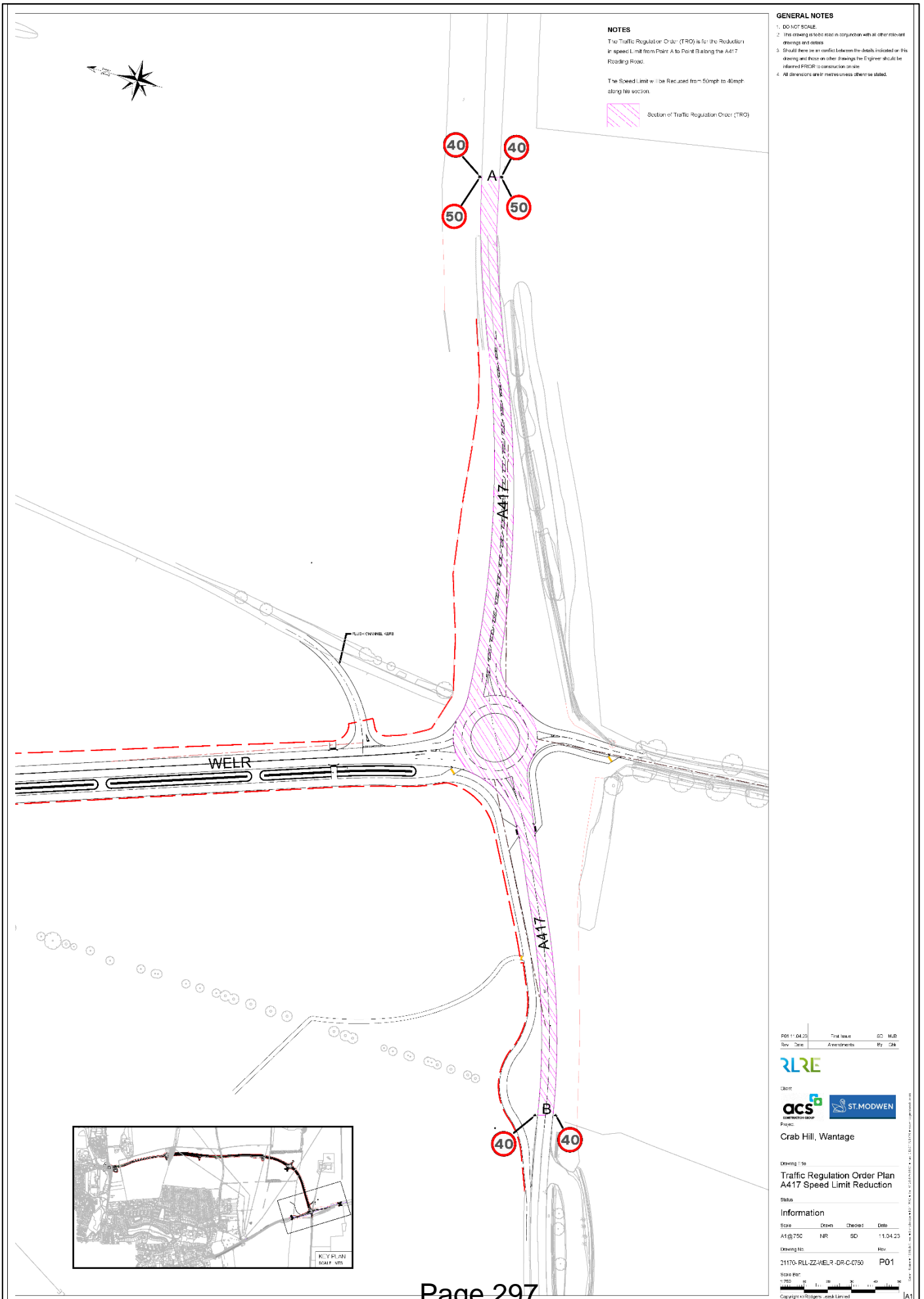
9. Thames Valley Police & Oxford Bus Company expressed no objection to the proposals, with Oxford Bus Company suggesting the introduction of the roundabout would help reduce speeds in the vicinity.
10. The one objection received felt that the lower speed would result in motorists continue to travel at speed regardless. The speed limit reduction was first recommended in the Stage 3 Road Safety Audit for the eastern end of the Wantage Eastern Link Road (WELR1), in which concerns were raised about the approach speeds of vehicles on the eastern arm of the roundabout. As a result if this, the developer submitted the speed limit proposals along with the introduction of additional warning signing which was subsequently approved by the Road Safety Audit Team.
11. Separately, the proposals were also suggested by 'HARBUG' the local cycling group, who were supportive given the number of uncontrolled pedestrian/cycling crossing points in the vicinity of the roundabout.
12. Officers are therefore of the view that the lower speed limit will not only help improve safety at the roundabout and its approaches, but will also ensure that traffic is navigating the junction at a more appropriate speed, with the junction having been designed to accommodate the specific limit.
13. Additionally, it is felt that the proposals help contribute to the Councils responsibility to consider the provision of safe and convenient movement of motor vehicles and other traffic, whilst also ensuring that danger to road users is minimised.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation Plan  
                                    Annex 2: Consultation responses

Contact Officers:          Tim Shickle                  07920 591545  
                                    Steve Blackmore

June 2023



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Business Development & Partnership Manager, (Oxford Bus Company)	<p><b>No objection</b> – This section of road is served up to every 30 minutes by Thames Travel service X32 and also by peak time only Oxford Bus Company service 34. The road is additionally served on school days only by the Thames Travel BB4 service.</p> <p>We believe that the new roundabout will mean that speeds along the section of road where it is proposed to introduce a new lower speed limit will be reduced anyway. We therefore do not object to the introduction of the 40-mph speed limit on Reading Road as proposed.</p>
(3) Local County Cllr, (Grove & Wantage division)	<b>Support</b> – I support the proposal. Reducing speed in this area will help to eliminate speeding along this very busy road.
(4) Local group/organisation, (Unlimited Oxfordshire)	<b>Support</b> – This proposed extension of the existing 40mph speed limit is very sensible. It will reduce the risk of drivers braking too late as they approach the new roundabout. Therefore Unlimited Oxfordshire supports it.
(5) Local group/organisation, (Wantage & Grove Active Travel Group, and Harwell Campus Bicycle Users Group)	<p><b>Support</b> – Vulnerable non-motorised road-users (cyclists, pedestrians, mobility) need to cross A417 Reading Road to access minor road towards Lockinge and to Icknield Greenway (NCN 544). The Icknield Greenway is a strategic active travel route, forming 'Route 1' of the County Council's SVATN Active Travel Network. And housing growth at Kingsgrove will substantially increase demand to cross A417 here.</p> <p>The current road crossing just west of roundabout is hazardous. It is uncontrolled, and has no central refuge. Therefore we strongly support the speed limit reduction from 50mph to 40mph. But it's not enough - particularly for mobility. The crossing itself also needs improvement, something which should have been clearly foreseen from the outset of the Kingsgrove and WELR planning process.</p>

(6) Local resident, (Didcot, Buckingham Close)	<b>Object</b> – Slower than makes sense will just make people speed around it
(7) Local resident, (Wantage, Palmers)	<p><b>Support</b> – The draft order 2023 document 30mph speed limit; does not show Charlton Village Road or any mention of it in any of the documents apart from point g).</p> <p>There is concern of the speed of traffic along Charlton Village Road. Heavy lorries are thundering along this road and many cars exceed the speed limit. The small roundabout by the Lord Nelson Pub has had many near misses. There will be an accident.</p> <p>I am of the view the speed to be 20mph along Charlton Village Road and 30mph as you go past the Lord Nelson roundabout out of Wantage until you go past the Crab Hill roundabout. There are pavements along this section with pedestrians, which include children.</p>
(8) Member of public, (Didcot, Beddington Avenue)	<b>Support</b> – Happy for speed limit to be limited.

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