



Delegated Decisions by Cabinet Member for Transport Management

Thursday, 20 June 2024 at 10.00 am

Room 2&3 - County Hall, New Road, Oxford OX1 1ND

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 27 June 2024 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 2024

Committee Officer: **Democratic Services**
email: committeesdemocraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 18 July 2024

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

See guidance below.

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

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 from the Previous Meeting (Pages 1 - 14)

To confirm the minutes of the meeting held on 23 May 2024 to be signed by the Chair as a correct record.

5. Goring Parking Review 2024 (Pages 15 - 188)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/133

Contact: Mike Horton, Senior Officer – Parking Schemes
(Mike.Horton@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT5**).

The Cabinet Member is RECOMMENDED to:

Approve the following as advertised:

- a) New 'No Waiting at Any Time' (double yellow lines) restrictions, on sections of Glebe Ride, Lockstile Mead, Lockstile Way, Station Road, Valley Close and Wallingford Road, as advertised.**
- b) New 'No Waiting Mondays to Fridays 10am - 11am' (single yellow lines) restrictions on sections of the north and north-west sides Lockstile Way, as advertised.**
- c) New 'No Waiting Mondays to Fridays 3pm – 4pm' (single yellow lines) restrictions on sections of the south and south-east sides Lockstile Way, as advertised.**
- d) In Cleeve Road, east side, downgrade the existing 'No Waiting at Any Time' (double yellow lines) to 'No Waiting Mondays to Fridays 10am - 11am' (single yellow line), as advertised.**
- e) In Grange Close, sections of both sides, confirm the existing single yellow lines as a 'No Waiting Mondays to Fridays 10am - 11am' restriction, as advertised.**
- f) New time-limited parking spaces, for up to 2 hours, no return within 1 hour, on Mondays to Fridays 8am – 6pm, and associated removal of 'No Waiting at Any Time' on sections of Croft Road, Manor Road and Thames Road, as advertised.**
- g) New time-limited parking spaces, for up to 2 hours, no return within 1 hour, on Mondays to Fridays 10am – 3.30pm, and associated removal of 'No Waiting at Any Time' on sections of Cleeve Road, as advertised.**
- h) In Cleeve Road, downgrade the existing time-limited parking spaces, for up to 2 hours, no return within 1 hour, from 8am – 6pm to change to 10am – 3.30pm, still on Mondays to Fridays, as advertised.**
- i) In Glebe Ride, north side, the proposed time-limit for both the existing unrestricted spaces and the newly proposed spaces should be abandoned. However, the proposed removal of two sections of 'No Waiting at Any Time' (double yellow lines) towards either end, should proceed as advertised.**
- j) In Thames Road, east side, the short section of parking in the layby, should be corrected within the new Traffic Regulation Order (TRO) maps to show it as unrestricted, as marked and signed on site.**

6. Additional £5m Investment in Highway Maintenance (Pages 189 - 192)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/138

Contact: Matt Archer, Portfolio Manager – Central Programme Delivery
(Matt.Archer@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT6**)

The Cabinet Member is RECOMMENDED to:

- a) **Support the allocation of an additional £5m for Highway Maintenance into the Highway Asset Management Plan (HAMP) capital programme.**
- b) **Support the distribution of that £5m across the various programmes of the HAMP as set out in this paper.**

7. Garsington Road, Oxford Active Travel Scheme (Pages 193 - 244)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/203

Contact: Tayo Akinyosade, Project Manager (Tayo.Akinyosade@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT7**).

The Cabinet Member is RECOMMENDED to:

Approve the following highway improvement measures, as advertised:

- a) **Flat Top Road Humps located at the John Smith Drive, Oxford Business Park, Phipps Road, Napier Road and St. Lukes Road junctions with the B480 Garsington Road,**
- b) **Toucan crossing on the B480 Garsington Road, located approx 74 metres southeast of the centre line of Phipps Road,**
- c) **Shared-Use Foot & Cycleways:**
 - i. **on the south side, from east of the central island on John Smith Drive, to a point northwest with its junction with St. Luke's Road,**
 - ii. **on the north side, from southeast of the central island to Oxford Business Park, to a point southeast of its junction with Phipps Road.**

8. CPZ Parking Permit Eligibility (Various Locations, Oxford) (March 2024) (Pages 245 - 262)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/136

Contact: James Whiting, Parking and Traffic Orders Team Leader
(James.Whiting@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT8**).

The Cabinet Member is RECOMMENDED to:

Approve the following proposals in respect of eligibility for parking permits within various Controlled Parking Zones (CPZs) within Oxford, as advertised:

- a) Cowley Central East – i) exclude No.31 Bailey Road from eligibility for resident's parking permits and residents' visitors' parking permits, and ii) allow eligible properties in Lockheart Crescent to apply for two residents permits per property as per others within the zone,
- b) Cowley Central West – exclude No.6 Bartholomew Road from eligibility for resident's parking permits and residents' visitors' parking permits,
- c) Florence Park – exclude i) No.26 Clive Road, and ii) No.7 Cornwallis Close from eligibility for resident's parking permits and residents' visitors' parking permits,
- d) Headington West – exclude i) No.59 Grays Road, ii) No.64 Valentia Road, and iii) No.25 Gipsy Lane from eligibility for resident's parking permits and residents' visitors' parking permits,
- e) Jericho – exclude No.77A (Basement Flat) Walton Street from eligibility for resident's parking permits and residents' visitors' parking permits,
- f) Wood Farm – exclude No.17 Pauling Road from eligibility for resident's parking permits and residents' visitors' parking permits,
- g) Upper Wolvercote – allow all boats at the 'Agenda 21' residential moorings to be eligible to apply for resident's parking permits and residents' visitors' parking permits.

9. Cherwell and West Oxon Districts - Various Locations: Proposed New and Deleted Disabled Persons Parking Places (Pages 263 - 330)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/057

Contact: James Whiting, Parking Schemes and Traffic Orders Team Leader
(James.Whiting@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT9**).

The Cabinet Member is RECOMMENDED to

Approve the following:

- a) the proposed provision of Disabled Persons Parking Places (DPPP) at: Abbey Road, Banbury; Middleton Road, Banbury; Portway, Banbury; Westbeech Court, Banbury; Western Crescent, Banbury; Woodgreen Avenue, Banbury; Lancaster Close, Bicester; Mallards Way (outside No's 72 & 74), Bicester; Cherry Tree Way, Carterton; Dovetrees, Carterton; The Slade, Charlbury; Walterbush Road, Chipping Norton; Knott Oaks, Combe; Horse Fair, Deddington; The Elms (outside No. 29), Langford; Kent Banks, Long Hanborough; Corn Street, Witney; New Road, Woodstock.
- b) the proposed removal of Disabled Persons Parking Places (DPPP) at: Landells, Bampton; Villiers Road, Bicester; Kestrel Close, Carterton.
- c) defer approval of the proposals at the following locations pending further investigations: Mallards Way (opposite No 91), Bicester; Kytes Place, Kirtlington; The Elms (outside No. 20) Langford; The Village Close, Upper Arncott and Bourton Close, Witney.
- d) defer approval of the removal of DPPP at the following locations: Hudson Street, Deddington.

10. North Leigh: Village 20mph Limit & A4095 40mph Limit Proposals (Pages 331 - 388)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/031

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT10**).

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of 20mph & 40mph speed limits in North Leigh as advertised.

11. Yarnton: Amended Speed Limit Proposals (Pages 389 - 396)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/076

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT11**).

The Cabinet Member is RECOMMENDED to:

- a) Approve the extension of the existing 20mph speed limit on Cassington Road in Yarnton as advertised.

12. Charlton-on-Otmoor: Proposed 20 Mph Speed Limits (Pages 397 - 402)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/081

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT12**).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the introduction of 20mph speed limits in Charlton-on-Otmoor as advertised.**

13. Chesterton: 20 Mph Speed Limit Proposals (Pages 403 - 412)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/049

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT13**).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the introduction of 20mph & 40mph speed limits in Chesterton as advertised.**

14. Cottisford: 20 Mph Speed Limit Proposals (Pages 413 - 420)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/086

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT14**).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the introduction of 20mph speed limits in Cottisford as advertised.**

15. Middle Aston: 20mph Speed Limit Proposals (Pages 421 - 430)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/103

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT15**).

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of 20mph speed limits in Middle Aston as advertised.

16. Over Norton: 20mph Speed Limit Proposals (Pages 431 - 440)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/092

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place **(CMDTMT16)**.

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of 20mph speed limits in Over Norton 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.

Agenda Item 4

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 23 May 2024 commencing at 10.00 am and finishing at 12.45 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Roz Smith (Agenda Item 5)
Councillor Tim Bearder (Agenda Item 7)
Councillor David Bartholomew (Agenda Item 12)

Officers:

Whole of meeting: Jack Ahier (Democratic Services Officer), Paul Fermer (Director of Highways and Operations).

Part of meeting:

Agenda Item	Officer Attending
5	Vicki Neville (Senior Officer – TRO and Schemes).
6	
7	Mike Horton (Senior Officer – South).
8	Craig Rossington (Technical Lead – Transport Planning).
9	Rosie Wood (Senior Engineer)
10	
11	Jon Beale (Senior Officer: Traffic and Road Safety).
12	
13-23	Anthony Kirkwood (Vision Zero Team Leader).

The Cabinet Member for Transport Management considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [, together with a schedule of addenda tabled at the meeting/the following additional documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.

35/24 DECLARATIONS OF INTEREST

(Agenda No. 1)

There were none.

36/24 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none.

37/24 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

There were 5 registered speakers.

Proposed Amendments to Headington Quarry CPZ Parking Scheme 2024:

- **Cllr Roz Smith**

Wheatley Waiting Restriction Review 2023/24:

- **Cllr Tim Bearder**
- **Mr Simon Carr**

Proposed 30mph Extension – A4155, Shiplake:

- **Cllr David Bartholomew**

Broadwell: 20mph Speed Limit Proposals:

- **Mr Kevan Ball**

38/24 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 25 April 2024 were signed by the Chair as a correct record.

39/24 PROPOSED AMENDMENTS TO HEADINGTON QUARRY CPZ PARKING SCHEME 2024

(Agenda No. 5)

The Chair welcomed everyone to the meeting and apologised for slight delay at the start of the meeting.

The Chair introduced the item, invited speakers to address the meeting and responded to their points in turn.

Officers noted that the scheme was a package of changes, but in specific areas of the CPZ, including the extension of operational hours for some bays, the removal of one bay and the installation of additional yellow lining.

The Chair noted the importance of striking a balance between road users, residents and pedestrians.

The Chair stated that the report highlighted how changes were brought forward due to some dangerous and obstructive parking, to ensure safety.

The Chair noted, as with every scheme, that the scheme would be monitored in practice.

The Chair thanked the speaker and officers for their contributions and approved the recommendations in the report.

RESOLVED to:

a) Two new limited waiting parking bays ‘Permit Holders or 3 Hours No Return Within 3 Hours Mon-Fri 9am-5pm’ on the western side of Green Road,

b) Change of restriction from 2 Hours to ‘Permit Holders or 3 Hours No Return Within 3 Hours Mon-Fri 9am-5pm’ of the existing parking bays on the western side of Green Road, and the western side of Trinity Road,

c) Removal of existing ‘Permit Holders or 2 Hours No Return Within 2 Hours’ parking bay on the eastern side of Pitts Road,

d) New ‘No Waiting at Any Time’ restrictions (double yellow lines) on Trinity Road.

40/24 OXFORD: PROPOSED RESIDENT & VISITOR PARKING PERMIT ELIGIBILITY AMENDMENTS
(Agenda No. 6)

The Chair introduced the item to the meeting.

The Chair noted that the changes advocated in the report were relatively minor.

The Chair noted that these changes were to seek to manage the number of cars parking on the public highways.

The Chair made clear that the changes represent no change for those residents who are already eligible for parking permits.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED to:

Approve the following proposals in respect of eligibility for parking permits, as advertised:

a) Cutteslowe & Five Mile Drive area – i) exclude the new property at No.10 Rotha Field Road, ii) No.37 Templar Road, and iii) Nos.36 & 36A Sunderland Avenue (north side) from eligibility for resident's parking permits and residents' visitors' parking permits,

b) East Oxford – exclude No.52A Cherwell Street from eligibility for resident's parking permits and residents' visitors' parking permits,

c) Florence Park – exclude i) No.46 Clive Road, and ii) No.135 Cornwallis Road from eligibility for resident's parking permits and residents' visitors' parking permits,

d) Marston South – exclude the eight new dwellings at Nos.5-7 Jack Straws Lane from eligibility for resident's parking permits and residents' visitors' parking permits.

41/24 WHEATLEY WAITING RESTRICTION REVIEW 2023/24

(Agenda No. 7)

The Chair invited speakers to address the meeting and responded to their points in turn.

The Chair noted comments of support from Oxford Bus Company for these proposals.

The Chair referenced consultation responses from local businesses surrounding staff parking. Officers responded that the proposals were not a holistic approach.

The Chair reflected upon the joined-up working between the County Council and South Oxfordshire District Council with regards to car-parking space being made available to permit holders.

The Chair noted responses about weddings and funeral arrangements and questioned whether they'd be affected by these changes. Officers stated that funerals and weddings were standard exemptions from yellow lines, and confirmed that they could put the Church in contact with the contractor if necessary.

The Chair thanked officers for listening to the consultation responses, and local County Councillor, so to be able to provide solutions to concerns.

The Chair agreed to the recommendations in the report.

RESOLVED to:

Approve the following:

a) New 'No Waiting at Any Time' (double yellow lines) restrictions, on sections of Westfield Road, Templars Close, Church Road, Station Road, Simon's Close, Farm Close Road, Howe Close, Ladder Hill, Kelham Hall Drive, Park Hill, London Road, A40 Overbridge, Morland Close, Holloway Road and Littleworth Road, as advertised.

b) Upgrade the existing advisory 'School Keep Clear' markings to enforceable 'No Stopping on school entrance markings Mondays to Fridays 8am-9am and 2.30pm-3.30pm' on Littleworth Road as advertised,

c) New permit holders only parking bay 'Mondays to Fridays 9am to 4pm' on Bell Lane as advertised,

d) In High Street, the time-limit for the new 'shared' parking spaces, operating on Mondays to Fridays between 9am and 4pm, should be relaxed to 2 hours – instead of the 1 hour as advertised.

42/24 A420 BOTLEY ROAD IN THE VICINTY OF RAIL STATION - HIGHWAY IMPROVEMENTS

(Agenda No. 8)

The Chair introduced the item to the meeting.

Officers explained that the full design of the entire project did not need approval, but that the elements in the report required decisions in this process.

The Chair noted that segregated cycleways and footways would be ideal, but that there is no space for that to go ahead.

The Chair stated that it was not legally possible to have a one-way cycle lane and officers confirmed this point. Officers pointed out that markings to encourage where the direction of travel for cyclists are not legally enforceable.

The Chair noted the detailed engagement from active travel stakeholder and partner groups on specific design issues, pointing out that this was for a later stage in the process.

The Chair raised the issue of who was responsible for the maintenance of lighting in the tunnel. Officers noted they would double-check this particular point.

The Chair and officers agreed that wheelchair users would be considered as part of the design process.

The Chair thanked officers for their work and for all of the responses to the consultations. The Chair agreed the recommendations in the report.

RESOLVED to:

To approve the following elements of the scheme design for pedestrian and cycle infrastructure improvements on the Botley Road between Abbey Road and Becket Street (the rail station junction) as advertised:

- a) Humped Toucan Crossing (a raised signalled crossing for use by pedestrians & pedal cyclists), approximately 10 metres west of the junction with Mill Street (speed table extends 25m east of Mill Street),
- b) Raised side road entry treatments across Abbey Road, Cripsey Road and Mill Street at their junctions with the A420 Botley Road,
- c) Conversion of the existing footways on both sides of the A420 Botley Road to shared use footway cycle-track between the junctions of Abbey Road & Frideswide Square,
- d) Raised uncontrolled pedestrian crossing points at the following locations:
 - i. minor relocation of the existing crossing point on Botley Road, immediately west of its junction with the rail station access,
 - ii. provision of a new raised crossing point of the rail station access at its junction with Frideswide Square,
 - iii. widening of the existing raised crossing point on Becket Street at its junction with Frideswide Square.
- e) Delegate officers to continue working with Network Rail to finalise the detailed design of the improvements to be submitted to the county council as part of the Section 278 highways approval process.

43/24 PROPOSED RAISED TABLE MINI-ROUNDBOUT - COXWELL ROAD, FARINGDON
(Agenda No. 9)

The Chair introduced the item to the meeting.

The Chair raised concerns arising from paragraph 13 of the report, relating to the scheme's approval at planning not improving cyclist provision.

Officers confirmed that they would look at this specific issue. The Director of Highways and Operations confirmed that a written report about the process surrounding planning developments would be undertaken and this feedback would be part of this process.

The Chair noted that the County Council, as the Highways Authority, adopts policies that are not always considered during the planning process, which is a cause for concern.

The Chair agreed to the recommendation in the report.

RESOLVED to:

- a) **Approve the construction of a new 'Flat Top Road Hump' at the existing mini roundabout junction of the A417 Station Road & B4019 Coxwell Road in Faringdon as advertised.**

44/24 SOUTH & VALE DISTRICTS VARIOUS LOCATIONS - PROPOSED NEW AND DELETED DISABLED PERSONS PARKING PLACES

(Agenda No. 10)

The Chair introduced the item in the meeting.

The Chair noted the balance struck in the report, through a mixture of approvals, removals and deferrals when required.

The Chair noted that the issues with churches, as raised in a previous item, was raised again.

The Chair thanked officers and agreed to the recommendations.

RESOLVED to:

Approve the following:

a) **The proposed provision of Disabled Persons Parking Places (DPPP) at: Coopers Lane, Abingdon; Fane Drive, Berinsfield; Elm Drive, Chinnor; Pages Orchard, Sonning Common; Van Diemens, Stanford-in-the-Vale; Radnor Road, Wallingford; Manor Road, Whitchurch-on-Thames.**

b) **The proposed removal of Disabled Persons Parking Places (DPPP) at: St. Marks Road, Henley-on-Thames; Chapel Lane, Letcombe Regis; Park Street, Thame.**

c) **But defer approval of the proposals at the following locations pending further investigations: Maberley Close, Abingdon; Cowleaze, Chinnor; Kynaston Road, Didcot; Gainsborough Crescent, Henley-on-Thames; Anvil Paddock, Letcombe Regis; Church Road, Radley; Ashford Avenue, Sonning Common.**

d) **Defer approval of the removal of DPPP at the following locations: Park Road, Henley-on-Thames.**

45/24 PROPOSED 30 & 40MPH LIMITS - LONG WITTENHAM

(Agenda No. 11)

The Chair introduced the item to the meeting.

Officers noted that the scheme was proposed by Long Wittenham Parish Council and was in addition to the 20mph speed limits scheme.

The Chair noted that there was no objection from the bus company.

The Chair thanked officers and approved the recommendations.

RESOLVED to:

- a) Extend the existing 30mph speed limit on Long Wittenham Road northwards,**
- b) Approve a new 30mph buffer speed limit on Little Wittenham Road, and**
- c) Approve a new 40mph speed limit on Long Wittenham Road in place of the existing 60mph National speed limit.**

46/24 PROPOSED 30MPH EXTENSION - A4155, SHIPLAKE

(Agenda No. 12)

The Chair invited public speakers to address the meeting and responded to their points in turn.

The Chair provided a timeline of events surrounding the planning stage of the proposal for the development of land as set out in paragraph 2.

The Chair stated that the purpose of increasing safety remains and that the planning officer believes the obligation serves that purpose. The Chair stated that to reject this recommendation would be to overrule the decision from the planning permission conditions, which was tested twice.

The Chair noted the relatively small nature of the proposed intervention.

The Chair thanked public speakers for their contributions and thanked officers for their work.

The Chair agreed to the recommendation.

RESOLVED to:

- a) Approve the extension to the existing 30mph speed limit on the A4155 Reading Road at Shiplake, as advertised.**

47/24 ARDLEY WITH FEWCOTT: 20MPH AND 30MPH SPEED LIMIT PROPOSALS

(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair made a series of general points relating to the County Council's 20mph speed limit policies, given that there were a number of proposals in the meeting.

The Chair noted that the 20mph speed limits were adopted County Council policies and that there was budget allocated for it.

The Chair noted that a key feature of the 20mph speed limit proposals was that the schemes were brought forward and asked for by local Parish or Town Councils, along with the local County Councillor.

The Chair noted that Oxfordshire's introduction of 20mph speed limits were different to the policies being put forward by the Welsh Government, as that had been noted in a number of previous responses.

The Chair noted that Thames Valley Police (TVP) provided a standard response to these schemes and that engagement with TVP and the Police and Crime Commissioner was useful and important.

The Chair noted the engagement with the bus companies was useful and engagement continued on the 20mph speed limits.

The Chair noted that the Council's 'Vision Zero Strategy' was passed by a meeting of the Council.

Moving onto the specific case of Ardley with Fewcott, the Chair noted that the scheme extended the 30mph speed limits on Ardley and Bucknell Road on safety grounds.

The Chair thanked officers for their wider support on these schemes, and thanked respondents for their responses to the consultations.

The Chair agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph and 30mph speed limits in Ardley with Fewcott, as advertised.**

48/24 ASTON TIRROLD/UPTHORPE: 20MPH SPEED LIMIT PROPOSALS

(Agenda No. 14)

The Chair introduced the item to the meeting.

The Chair noted that the bus company did not object to the introduction of 20mph speed limits in Aston Tirrold, as well as support from the Aston Tirrold and Upthorpe Parish Council.

The Chair thanked officers for their work and agreed to the recommendation in the report.

RESOLVED to:

- a) **Approve the extension of the existing 20mph speed limit on Moreton Road, as advertised.**

49/24 BAULKING: 20 MPH SPEED LIMIT PROPOSALS
(Agenda No. 15)

The Chair introduced the item to the meeting.

The Chair noted the support from Baulking Parish Council and stated that detail on local context and issues was important.

The Chair thanked officers for their work and agreed to the recommendation in the report.

RESOLVED to:

- a) **Approve the introduction of 20mph speed limits in Baulking as advertised.**

50/24 BARFORD ST JOHN & BARFORD ST MICHAEL: 20 MPH SPEED LIMIT PROPOSALS
(Agenda No. 16)

The Chair introduced the item to the meeting.

The Chair noted that there was no objection from the bus companies or Cherwell District Council, as the local planning authority.

The Chair thanked officers for their work and agreed to the recommendation in the report.

RESOLVED to:

- a) **Approve the introduction of 20mph speed limits in Barford St Michael and Barford St John, as well as lengths of 30mph speed limits on Bloxham Road, as advertised.**

51/24 BIX & ASSENDON: 20 MPH SPEED LIMIT PROPOSALS
(Agenda No. 17)

The Chair introduced the item to the meeting.

The Chair noted responses in the consultation surrounding large cyclist groups, who sometimes cycled above the 20mph speed limits. Officers stated that road users are all bound by the speed limits.

The Chair reflected that approval was needed by the police for cycling events, such as time trials. The Chair noted these issues had overall benefits, but acknowledged the difficulties.

The Chair encouraged dialogue to take place with Parish Councils in these instances.

The Chair thanked officers for their work, and for the considered responses of the respondents to the consultation. The Chair agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits at Bix Village, Lower Assendon and Middle Assendon, as advertised.**

52/24 BLACK BOURTON: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 18)

The Chair introduced the item to the meeting.

The Chair noted concerns from the bus companies surrounding the cumulative effect on productivity that speed limit reductions would have.

The Chair stated that these concerns were taken seriously.

The Chair referenced the support of Black Bourton Parish Council.

The Chair thanked officers for their work and agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the proposed introduction of the 20mph & 30mph speed limits in Black Bourton, as advertised.**

53/24 BROADWELL: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 19)

The Chair invited the speaker to address the meeting and responded to their points in turn.

The Chair noted concerns from the speaker about 60mph speed limit zones being in-between 20mph speed limit zones. The Chair thanked the public speaker for providing local context. The Chair and officers stated that the funding for the programme of introducing 20mph speed limits was for 20mph limits only, but agreed to look at the issues that were raised.

The Chair thanked the officers, for their report, as well as the public speaker for his contributions. The Chair agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the proposed introduction of 20mph speed limits in Broadwell, as advertised.**

54/24 FRINGFORD: 20 MPH SPEED LIMIT PROPOSALS
(Agenda No. 20)

The Chair introduced the item to the meeting.

The Chair noted the standard response from TVP surrounding 20mph speed limits, as well as the Oxford Bus Company having no objection to the proposal.

The Chair thanked officers and agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits in Fringford as advertised.**

55/24 GARFORD: 20 MPH SPEED LIMIT PROPOSALS
(Agenda No. 21)

The Chair introduced the item to the meeting.

The Chair appreciated the local context provided by residents in the consultation responses, particularly on blind bends.

The Chair asked officers about the issue of having more signage when moving from 30mph to 20mph speed limits. Officers responded that there tends to be slightly more signage when moving to 20mph speed limits.

The Chair thanked officers for their work and agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits in Garford as advertised.**

56/24 HETHE: 20MPH SPEED LIMIT PROPOSALS
(Agenda No. 22)

The Chair introduced the item to the meeting.

The Chair noted the standard response from TVP and support from local councillors.

The Chair thanked officers for their work on the report and agreed to the recommendation within it.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits in Hethe as advertised.**

57/24 KINGSTON BLOUNT: PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 23)

The Chair noted concerns in the responses from bus companies, which stated that the cumulative effect was to make bus services slower and that this concerned them. The Chair noted that the 20mph speed limits were being introduced in-line with County Council policies.

The Chair also referenced concerns from respondents about lots of changes in speed limits within short distances. The Chair noted these concerns, but pointed out that speed limits change as the environment around the road changes.

The Chair thanked officers for their work and agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits in Kingston Blount as advertised.**

..... in the Chair

Date of signing 20/06/2024

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Divisions affected: *Goring*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

GORING: VARIOUS LOCATIONS – PROPOSED PARKING RESTRICTIONS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following as advertised:

- a) New 'No Waiting at Any Time' (double yellow lines) restrictions, on sections of Glebe Ride, Lockstile Mead, Lockstile Way, Station Road, Valley Close and Wallingford Road, as advertised.
- b) New 'No Waiting Mondays to Fridays 10am - 11am' (single yellow lines) restrictions on sections of the north and north-west sides Lockstile Way, as advertised.
- c) New 'No Waiting Mondays to Fridays 3pm – 4pm' (single yellow lines) restrictions on sections of the south and south-east sides Lockstile Way, as advertised.
- d) In Cleeve Road, east side, downgrade the existing 'No Waiting at Any Time' (double yellow lines) to 'No Waiting Mondays to Fridays 10am - 11am' (single yellow line), as advertised.
- e) In Grange Close, sections of both sides, confirm the existing single yellow lines as a 'No Waiting Mondays to Fridays 10am - 11am' restriction, as advertised.
- f) New time-limited parking spaces, for up to 2 hours, no return within 1 hour, on Mondays to Fridays 8am – 6pm, and associated removal of 'No Waiting at Any Time' on sections of Croft Road, Manor Road and Thames Road, as advertised.
- g) New time-limited parking spaces, for up to 2 hours, no return within 1 hour, on Mondays to Fridays 10am – 3.30pm, and associated removal of 'No Waiting at Any Time' on sections of Cleeve Road, as advertised.
- h) In Cleeve Road, downgrade the existing time-limited parking spaces, for up to 2 hours, no return within 1 hour, from 8am –

6pm to change to 10am – 3.30pm, still on Mondays to Fridays, as advertised.

- i) In Glebe Ride, north side, the proposed time-limit for both the existing unrestricted spaces and the newly proposed spaces should be abandoned. However, the proposed removal of two sections of 'No Waiting at Any Time' (double yellow lines) towards either end, should proceed as advertised.**
- j) In Thames Road, east side, the short section of parking in the layby, should be corrected within the new Traffic Regulation Order (TRO) maps to show it as unrestricted, as marked and signed on site.**

Executive Summary

- 1. This report presents responses to the statutory consultation on the proposals to introduce new & amend existing parking measures in Goring, as shown in Annex 1.**
- 2. Following the County Council taking over Civil Parking Enforcement (CPE) from Thames Valley Police, in November 2021, officers have been contacted by Goring Parish Council to undertake a review of parking & waiting restrictions at various locations within the village.**
- 3. Some of the locations requested by the Parish Council are suffering from all-day parking by rail commuters, and officers worked with the Parish to formulate parking restrictions that would deter all-day parking but allow short-stay parking that would impact less on local residents. There were also other aspects to the proposals, which can be summarised as follows:**
 - i. In Lockstile Mead, Lockstile Way and Valley Close, it was proposed to protect junctions with new double yellow lines (No Waiting At any Time) and introduce '1-hour' single yellow lines, operating between 10-11am on the north side and 3-4pm on the south side. This would deter all-day parking but allow residents to continue to park – if they are able to move their vehicles between those hours.**
 - ii. In Cleeve Road, Croft Road, Glebe Ride, Manor Road and Thames Road, some sections of double yellow lines were agreed to be unnecessary on safety or congestion grounds and it was proposed to replace these with sections of short-stay parking – limited to 2 hours, operating on Mondays to Fridays, between 8am-6pm, except that, in Cleeve Road, the hours of operation would be shortened to 10am-3.30pm to facilitate activities on the nearby recreation ground.**
 - iii. In Station Road, the existing 4 short-stay parking spaces are proposed to be removed and replaced with double yellow lines (No Waiting At any Time) to facilitate a trial footway scheme.**

- iv. In Grange Close, the existing single yellow lines, which are present to deter all-day parking, have not been signed correctly, or included in the legal TRO maps, and so it was proposed to confirm the single yellow lines as a 'No Waiting Mondays to Fridays 10am - 11am' restriction.

Financial Implications

4. Funding for the consultation on the proposals has been provided by the Parish Council. The costs of implementing proposals, if approved, would come from the Community Infrastructure Levy budget for parking schemes, received via South Oxfordshire District Council, the local Planning Authority.

Legal Implications

5. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 cycling and the safe movement of traffic in the area.

Formal Consultation

8. A formal consultation was carried out between 20 March & 19 April 2024. A notice was published in the Oxfordshire Herald Series newspaper, and 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, South Oxfordshire District Council, local District Councillors, Goring Parish Council and the local County Councillor representing the Goring division.
9. A letter was also sent to approx. 440 properties in the area, and street notices were placed on site in the immediate vicinity of the proposals.
10. 128 responses were received via the online survey during the course of the formal consultation, and these are summarised in the various tables below:

Table1. Who responded

Capacity	Number	Percentage
Local resident	121	94%
Member of public	1	1%
Local Cllr (i.e. Town/Parish/District)	2	2%
As part of a group/organisation	1	1%
Other	3	2%
Total	128	100%

Table 2. General opinion of the proposals

Opinion	Number	Percentage
Support	41	32%
Partially support	41	32%
Object	35	27%
No objection	11	9%
Total	128	100%

Table 3. Opinion of the proposed 'No Waiting at Any Time' restrictions (double yellow lines, in various locations.

Road	Support	Partially support	Object	No objection	Total
Glebe Ride	33	10	38	47	128
Lockstile Mead	33	20	30	45	128
Lockstile Way	36	23	27	42	128
Station Road	52	12	33	31	128
Valley Close	31	16	29	52	128
Wallingford Road	39	12	26	51	128

Table 4. Opinion of the proposed 'No Waiting Mondays to Fridays 10am - 11am' restrictions (single yellow lines), in various locations.

Road	Support	Partially support	Object	No objection	Total
Cleeve Road	32	13	33	50	128
Grange Close	33	13	29	53	128
Lockstile Way	39	16	34	39	128

Table 5. Opinion of the proposed 'No Waiting Mondays to Fridays 3pm – 4pm' restrictions (single yellow lines) on Lockstile Way.

Opinion	Number	Percentage
Support	32	25%
Partially support	15	12%
Object	36	28%
No objection	45	35%
Total	128	100%

Table 6. Opinion of the proposed '2 hours, no return within 1 hour, on Mondays to Fridays 8am – 6pm' parking spaces, in various locations.

Road	Support	Partially support	Object	No objection	Total
Croft Road	41	15	32	40	128
Glebe Ride	35	16	35	42	128
Manor Road	42	14	33	39	128
Thames Road	39	14	36	39	128

Table 7. Opinion of the proposed '2 hours, no return within 1 hour, on Mondays to Fridays 10am – 3.30pm' parking spaces on Cleeve Road.

Opinion	Number	Percentage
Support	36	28%
Partially support	15	12%
Object	30	23%
No objection	47	37%
Total	128	100%

11. Additionally, a further 44 emails were received, comprising of: 18 objections, 19 raising concerns, six in support, and one non-objection.
12. The full responses are shown at **Annex 2** (email) and **Annex 3** (online), and copies of the original submissions are available for inspection by County Councillors.
13. A petition was also received, including 224 signatures, relating mainly to the proposals for Glebe Ride and Thames Road and is attached at **Annex 4**.

Officer Response to Objections/Concerns

14. Thames Valley Police raised no objection to the proposals.
15. The local member for Goring has responded that the proposed change to the parking in Glebe Ride, gives insufficient consideration to the needs of the residents of The Birches. Also, the fact that Goring as a larger village under the current local plan has a role and responsibility to allow access from the surrounding villages and hamlets for its shops and resources. The one public carpark (taking into account its role as a magnet for holiday and day trekkers)

is insufficient by itself to cope. The proposals have been put together just thinking of Goring residents and ignoring the needs of the surrounding areas that rely on Goring for its Doctors surgery (their car park is too small) the pharmacy and all the over shops and restaurants.

16. The petition covered several points, notably:

- i. The loss of unrestricted parking for residents, particularly those living in The Birches, and for businesses in the centre of Goring.
- ii. The combined impact of the loss of unrestricted parking in both these proposals and those approved for Thames Road at the Delegated Decisions by Cabinet Member for Transport Management meeting on 14th December 2023 (agenda item 8).
- iii. The lack of any preliminary consultation prior to the TRO advertisement and formal consultation.
- iv. Consideration of a residents parking scheme

17. In addition to the petition having made representations about residents parking concerns, many of the responses received online and by email made similar comments, including requests for a residents parking scheme to be considered. This particular aspect is covered in the below paragraph 23.

18. In regards to the impact upon businesses, the proposals do not seek to charge visitors to Goring for parking and do not entail widescale removal of parking spaces, in fact there are several locations close to the High Street where additional short-stay parking spaces are being provided. The previously approved proposal relates to a developer-funded restriction to protect access to new properties being constructed on the site of Stow House, which was part of the planning permission subject to a Highways condition.

19. Any preliminary (sometimes referred to as informal) consultation is not a legal requirement. Officers were aware that some 'soundings' had been taken by the Goring Parish Council but this had not included residents from The Birches generally. It is possible that, had this been done, the Parish Council would have amended their request for restrictions in this area.

20. The other 169 responses to the proposals cover many and varied aspects, which officers have analysed and offer comments to below. The specific sub-headings are in order of the most common issues raised, as listed at **Annex 5**. All items have been considered in recommending whether to proceed with the proposals.

a) Comments in support of the proposals: (either partially or wholly)

21. The majority of the comments in support relate to the prevention of parking by rail commuters and the removal of parking in Station Road as part of a trial footway improvement scheme.

b) The proposals don't help residents / suggestions to consider a residents parking scheme:

22. The proposals make no attempt to offer a residents parking scheme. There are already some '1-hour' single yellow lines in the village, particularly near the station, and in the main, the project was looking to extend that protection to other roads. In some locations, notably Cleeve Road, Glebe Ride and Thames Road, it was considered better to allow parking but for the spaces to be restricted to a 2-hour time limit – to encourage short-stay parking at any time but discourage all-day parking.
23. In the light of responses received, there are many residents concerned at the need for some form of prioritised parking for residents. However, that would require a different approach, with both a wider area (zone) being considered, and more discussion about the charge for permits, a restriction on their number and the control of visitors permits. These aspects have not been discussed with the Parish Council and it would take time to develop a proposal in detail. Currently, there is no scope to cater for this in the forward programme of the County Council's parking schemes.

c) Lack of enforcement currently or concerns about enforcing new proposals:

24. The County Council took over responsibility for enforcement of on-street parking restrictions, from Thames Valley Police, in November 2021. There is an online portal whereby anyone can log requests for enforcement, and the County's parking team works with its enforcement contractor to deploy resources as appropriate. In the calendar year to date, there have been 79 visits to Goring by enforcement officers, with 30 vehicle details being logged, resulting in 6 Penalty Charge Notices being issued so far.

d) The proposals will displace parking / will not help solve commuter parking:

25. The existing single yellow line parking restrictions, which are particularly focussed on roads near to the rail station, have been in place for many years. Prior to the County Council taking over enforcement from Thames Valley Police, in November 2021, there was no easy way of addressing the 'overspill' of commuter parking from the station, as the minimal enforcement that the police were able to offer was not conducive to extending parking controls further; so the 'overspill' increased over time. In part, this project is now aimed at addressing some of that, but it is true that this strategic approach to controlling commuter parking doesn't address the root cause i.e. the charge for the use of the rail station car park, and/or the lack of sufficient spaces. These are aspects that are beyond the County Council's control, as they lie with the rail operator.
26. However, the County Council, as Highway Authority, has a duty to safeguard the road network, and this needs a balanced approach to restricting unsafe or inappropriate parking near junctions or on busy main roads, whilst allowing some parking to take place. Whilst it is true that all traffic restrictions, especially those upon parking, will often redistribute the traffic problems to new areas, it is the worst areas that are often the Highway Authority's initial

focus, with the proviso that it will need to review the impact of that, with the option to extend controls further afield if severe issues arise. These current proposals, if approved, will be monitored and a future review of the need for amendments or further restrictions brought forward if considered necessary.

e) Manor Road – proposed parking bays are dangerous and may contribute to congestion:

27. The proposals are for two short sections of time-limited (2-hour) parking spaces, either side of Grange Close. Manor Road is a no through road that serves a wide residential area with several side roads running off of it. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided, albeit subject to a time-limit to encourage short-stay parking only. As part of that design assessment, consideration was given to proximity to corners and junctions, and whether any main road should still be kept clear of parking to facilitate traffic flow. In Manor Road, it is considered that the short sections of proposed parking spaces, to replace double yellow lines, do not impede traffic flow.

f) Removing parking increases vehicle speeds, or concerns over speeding generally:

28. The proposed parking restrictions do not remove parking holistically along a route, apart from Station Road. Rather, locations where more parking has been created, offer some assistance with keeping vehicle speeds low. In Station Road, the removal of 4 parking spaces is entwined with a trial footway scheme, sponsored by the Parish Council, and this will be monitored and other measures can be considered if vehicle speeds are causing road safety concerns.

g) Lockstile Way – change proposed single yellow lines to double / other concerns about parking:

29. The proposed parking restrictions are aimed at preventing parking near junctions, by means of double yellow lines, and deter all-day parking by commuters etc. in remaining sections. It is not intended to remove parking completely, and prevent residents from having some on-street parking facility, but the measures are considered a minimum required to deter all-day parking, which is the main objective.

h) Rail commuters need parking, review the station car park charges / increase number of spaces:

30. The County Council is not funded to provide parking for rail commuters. Many towns and villages with rail stations, both in Oxfordshire and elsewhere across the country, have on-street parking restrictions near rail stations to reduce the impact of commuter parking upon the local amenity. If the rail operator was prepared to consider some form of subsidised parking for rail travellers, this

would of course be of value to rail commuters, but alas the County Council has no means of facilitating that.

i) Cleeve Road – do not downgrade the double yellow lines to single:

31. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided. In the northern part of Cleeve Road, away from the village centre, it is considered this would best be achieved by allowing parking at night and weekends, i.e. a single yellow line. As part of that design assessment, consideration was given to proximity to corners and junctions, and whether any main road should still be kept clear of parking to facilitate traffic flow.

j) Lockstile Way – proposed single yellow lines are unnecessary:

32. In Lockstile Way, it is considered necessary to offer some protection against all-day parking for local residents. There are existing problems when non-residents park all-day close to junctions, which the proposals tackle with double yellow lines. If the remaining areas were not subject to some protections, then all-day parking would be concentrated and facilities for residents degraded further. Also, the proposals were subject to discussion with Goring Parish Council and, as the local elected body, offer an opportunity for local concerns about parking to be prioritised.

k) All proposed double yellow lines are unnecessary:

33. In several locations, there are existing problems when vehicles park close to junctions. In liaison with Goring Parish Council, these have been prioritised for protection to enhance road safety, protect turning movements and assist with through traffic on main roads.

l) Glebe Ride – proposed double yellow lines are unnecessary:

34. Glebe Ride is discussed in more detail in paragraph 49.

m) Lockstile Way – proposed double yellow lines are unnecessary:

35. The proposed double yellow lines are aimed at preventing parking near junctions, often due to all-day parking by commuters etc. These have been prioritised for protection to enhance road safety and protect turning movements.

n) Station Road – proposed double yellow lines are unnecessary:

36. The proposed removal of 4 parking spaces, and replaced by double yellow lines, is entwined with a trial footway scheme, sponsored by the Parish Council, and this will be monitored, and the parking reviewed if deemed appropriate.

o) Station Road – the parking bay (proposed for removal) is needed for businesses / customers:

37. The proposed removal of 4 parking spaces, and replaced by double yellow lines, is entwined with a trial footway scheme, sponsored by the Parish Council, and this will be monitored, and the parking reviewed if deemed appropriate.

p) Thames Road – proposed parking bays are dangerous and may contribute to congestion:

38. The proposals in Thames Road are to remove some existing double yellow lines, outside Oriel House, to create 4 more parking spaces; these would be subject to a time-limit of 2 hours, on Mondays to Fridays between 8am and 6pm. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided, albeit subject to a time-limit to encourage short-stay parking only. As part of that design assessment, consideration was given to proximity to corners and junctions. It is considered that the proposed parking spaces, in Thames Road, to replace double yellow lines, will not impede access.

q) Cleeve Road – proposed double yellow lines are unnecessary:

39. There are no additional double yellow lines in Cleeve Road as part of the proposals.

r) Cleeve Road – proposed parking bays are dangerous and may contribute to congestion:

40. The proposals in Cleeve Road are to create 3 more sections of parking subject to a 2-hour time limit, between 10am-3.30pm to facilitate activities on the nearby recreation ground. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided, albeit subject to a time-limit to encourage short-stay parking only. As part of that design assessment, consideration was given to proximity to corners and junctions. It is considered that the proposed parking spaces, in Cleeve Road, to replace double yellow lines, will not impede access.

s) The proposals will impact on the economy of the village / need to provide short-stay parking:

41. The proposals do not seek to charge visitors to Goring for parking and do not entail widescale removal of parking spaces, in fact there are several locations close to the High Street where additional short-stay parking spaces are being provided.

t) Croft Road – proposed parking bays are dangerous and may contribute to congestion:

42. The proposals are for two short sections of time-limited (2-hour) parking spaces, just south of Station Road. Croft Road is a no through road that provides access to the residential area including Elmcroft and Holmlea Road. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided, albeit subject to a time-limit to encourage short-stay parking only. As part of that design assessment, consideration was given to proximity to corners and junctions, and whether any main road should still be kept clear of parking to facilitate traffic flow. It is considered that the proposed parking spaces, in Croft Road, to replace double yellow lines, will not impede access.

u) Croft Road – the proposed time limit is too short / not enough spaces / not needed:

43. The proposed time limit is 2 hours, and is in-line with other existing time-limited restrictions in the village. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided, and these two locations are the only ones considered suitable in Croft Road.

v) Glebe Ride – the proposed removal of double yellow lines is dangerous:

44. Glebe Ride is discussed in more detail in paragraph 49.

w) Grange Close – the single yellow line restriction is unnecessary:

45. The single yellow lines already exist, and are present to deter all-day parking. However, they have not been signed correctly, or included in the legal TRO maps previously. It is therefore considered pertinent to confirm the single yellow lines as a 'No Waiting Mondays to Fridays 10am - 11am' restriction.

x) Grange Close – the single yellow line restriction should also operate in the afternoon:

46. The single yellow lines already exist, and are present to deter all-day parking. However, they have not been signed correctly, or included in the legal TRO maps previously. It is therefore considered pertinent to confirm the single yellow lines and the proposed 'No Waiting Mondays to Fridays 10am - 11am' restriction is considered the minimal deterrent to rail station commuters, without impacting too severely on local residents.

y) Lockstile Way – change the proposed single yellow line to morning only:

47. The proposed single yellow lines are aimed at deterring all-day parking. The road is fairly close to the rail station, and it is possible, that some commuters may be able to avoid controls by only parking later in the day – hence it is considered necessary to also include the afternoon times without impacting too severely on local residents.

48. The proposals attracted a lot of objections about Glebe Ride, and to a lesser extent Thames Road, and the impact on parking for local residents. There was no support for the proposal to change unrestricted parking to time-limited parking spaces (2 hours), and three comments were received objecting to the proposed additional double yellow lines opposite the entrance to The Birches.

49. Officers have subsequently met with Goring Parish Council to discuss alternative options, which, whilst falling short of a residents permit scheme, aim to address the concerns about the removal of a long-stay parking facility for residents. It is possible to proceed with certain elements of a TRO proposal, and abandon others.

50. In Glebe Ride there are three elements to the proposals:

- i. Remove some existing double yellow lines, to create more parking spaces; albeit these would be available for all vehicles to use if not subject to a time-limit,
- ii. Change all available parking from unrestricted to time-limited (2 hours), to prevent a potential influx of all-day parking by non-residents, and
- iii. Introduce a short section of new double yellow lines opposite the entrance to The Birches. This location is the inside of a bend, with limited forward visibility, and the proposals would assist by providing a passing place.

51. In liaison with Goring Parish Council, it is now recommended to proceed with only elements (i). and (iii). and abandon the proposed time-limited element. This would achieve a net increase of 10 spaces compared to the current layout on-site but it will not offer any protection against use for all-day parking, by rail commuters etc.

52. In Thames Road, there are two elements to the proposals:

- iv. Remove some existing double yellow lines, outside Oriel House, to create 4 more parking spaces; these would be subject to a time-limit of 2 hours, on Mondays to Fridays between 8am and 6pm, and
- v. Retain the existing 2-hour time limit on existing spaces, on the west side, and also the layby on the east side.

53. In liaison with Goring Parish Council, it is recommended to proceed with element (iv), but only part of element (v). Having checked the particular restrictions in the layby, this has never been enforced, due to an absence of correct signs and road markings; also, the historical information for TRO documents has no entries for this location until 2021, when CPE was introduced in South Oxfordshire, using map-based schedules rather than text-descriptions.

54. In essence, the layby was included on the maps in error. It is now recommended that the error is removed, and to confirm that the layby is unrestricted.

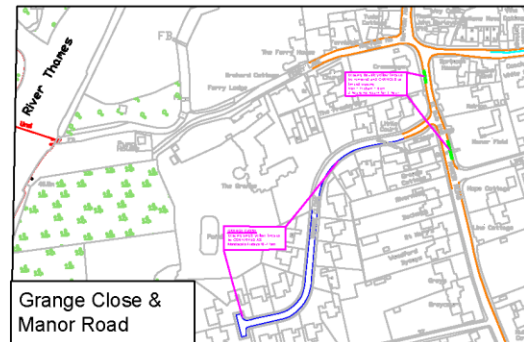
55. All of these updated recommendations are illustrated at **Annex 6**

Bill Cotton.
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Email consultation responses
	Annex 3: Online consultation responses
	Annex 4: Petition received re: Glebe Ride
	Annex 5: Analysis / summary of comments received
	Annex 6: Plan illustrating Glebe Ride & Thames Road

Contact Officer:	Mike Horton (Senior Officer – TRO and Parking Schemes)
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June 2024



Drawing No.

PRD/2023/006

KEY

EXISTING No waiting at any time
(double yellow lines)

PROPOSED No waiting at any time
(double yellow lines)

EXISTING No waiting
for 1-hour periods (times vary)
(single yellow lines)

PROPOSED No waiting
for 1-hour periods (times vary)
(single yellow lines)

EXISTING Limited waiting
for 2-hour periods (times vary)
(white parking spaces)

PROPOSED Limited waiting
for 2-hour periods (times vary)
(white parking spaces)

proposed informal footway scheme

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK
DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION

CENTER 'NONE' IF APPLICABLE

MAINTENANCE/CLEANING

CENTER 'NONE' IF APPLICABLE

USE

CENTER 'NONE' IF APPLICABLE

DECOMMISSIONING/BENEDICTION

CENTER 'NONE' IF APPLICABLE

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	2/24	Remove Electric charging from Side Road	MH	JW	JW
2	2/24	Extend Gorse Road proposals and add TFL	MH	JW	JW

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Project title

Goring Parking Review 2024

Drawing title

Proposed alterations to
parking restrictions

Drawing Status

Preliminary

Scale @ A3

Drawn by

MDH

Checked by

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Not to scale

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PRD/2023/006

Revision

2

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	The Police have no objection.
(e2) Local County Cllr, (Goring division)	<p>I've a couple of concerns on the proposals namely:</p> <ol style="list-style-type: none"> 1. The effect on the residents of The Birches of changes to the parking in the Glebe, insufficient consideration to their needs has been given by these proposals. 2. Also, the fact that Goring as a larger village under the current local plan has a role and responsibility to allow access from the surrounding villages and hamlets for its shops and resources. The one public carpark (taking into account its role as a magnet for holiday and day trekkers) is insufficient by itself to cope. It appears that the proposals have been put together just thinking of Goring residents (apart from the Birches point1) and ignoring the needs of the surrounding areas that rely on Goring for its Dr surgery (there car parks to small) the pharmacy and all the over shops and restaurants. 3. I don't have a problem with the red cross road proposals. <p>I'm not convinced that the Glebes parking changes are needed or good enough to allow for my two points above.</p>
(e3) Local business, (Goring, High Street)	<p>My biggest concern on parking in the village is that the on-street parking immediately opposite our shop is frequently "used" by residents and/ or business owners during the day time. This prevents passers by through the village from being able to stop briefly and pop into our shop to buy their lunch/ coffee etc. We hear frequent complaints from customers who say they can't ever get a parking space outside the shop. Similarly they are overjoyed when the spaces are actually free and they can make a quick stop.</p> <p>Is there anything that can be done to limit the parking in this space , or at least make it much clearer that is for short stops only -there is capacity for 3 or 4 cars there..</p>

	It would seem that now is a good time to address this with so many other parking changes being made to the surrounding roads.
(e4) Local resident, (Goring)	<p>The overall plan and its detailed implementation on the various roads in the village will be ineffective unless accompanied by an enforcement regime sufficient to deter the current level of non-compliance. Presently both the safety-based restrictions (especially double yellow lines at busy junctions and bends where visibility is restricted) and the measures aimed at long-stay/commuter parking in residential roads (1-hour No Waiting periods) are disregarded throughout the area because they are not enforced. Without on-going enforcement measures the proposed changes will be a waste of resources.</p>
(e5) Local resident, (Goring)	<p>Brief points that I hope you will take into consideration when signing off the parking restriction proposals for Goring.</p> <ol style="list-style-type: none"> 1. There is little point in proceeding unless these initiatives are regularly enforced by a Traffic Officer/Warden. At present there are cars parked on the pavement, at junctions & where there are existing yellow lines. 2. Commuters now do not travel at regular times, due to home working. May I suggest that restrictions are for 1 hour in the morning and 1 hour in the afternoon particularly in Grange Close where the Refuse Collection Vehicles & Ambulances to the Grange Nursing Home are impeded by parked cars, both in the morning and the afternoon and have to drive on the pavement for access frequently.
(e6) Local resident, (Goring)	<p>Please note the "trial" of removing 6 parking spaces in Station Road Goring is adversely affecting me. I am 82 and not very mobile. I do drive to Goring Hardware frequently for supplies. Spaces are not always available outside this well used shop. Carrying heavier articles is beyond me.. Please cancel this trial.</p>
(e7) Local resident, (Goring)	<p>I object to the proposed changes for Cleeve Road East side between Lyndhurst Road and Elmhurst Road because they do not comply with the above statement. They do not "protect visibility." The parked cars will reduce visibility. Cars parked will also impede "turning at junctions," specifically for the private road between Cleeve Road and Thames Road.</p> <ul style="list-style-type: none"> • It is important to note that on Google Maps the private road between Cleeve Road and Thames Road at this point appears to be the same width as the next road along Nun's Acre. This is not the case - it is considerably narrower (3

	<p>metres maximum) and its access is very tight and unsplayed. Access for anything larger than an average sized car requires the driver to take a wide turn to achieve a straight access line in order enter the lane. Currently this is achievable for most cars as they swing over to the East side of the road to straighten up. Larger delivery vehicles and tradesmen's vehicles and most importantly emergency vehicles, have to mount the entire width of the pavement on the East side, often entirely blocking the pavement to attempt an access or egress. If the proposed changes are implemented the parked cars on the East side of the road will make this manoeuvre impossible. The same problem applies at the West end of the private road where parking is allowed. The implementation of the proposed removal of the double yellow lines between Lyndhurst Road and Elmhurst Road will prevent access of emergency vehicles to the properties on the private road which in my view could have serious consequences.</p> <ul style="list-style-type: none"> • Unlike other 'residential roads in Goring, Cleeve Road is used as a rat-run between Wallingford Road and High Street. Cars do not always follow the speed limits in rat -runs as they tend to be used as a short cut at busy times of the day. The recent 20 MPH limit is not being observed generally or enforced. The only fatal collision that I am aware of between a pedestrian and a car in Goring occurred immediately outside my house when the victim stepped out from behind a parked milk float. When exiting my property in my car I do need to be able to see in both directions. The removal of the double yellow lines (which were installed to overcome these visibility and access problems originally) will allow cars to park right up to my drive entrance and seriously impede our view of the approaching cars as is the dangerous situation at the exit from Nun's Acre which has not been addressed in this consultation. • I support the proposal for no waiting at any time in Station Road. <p>Please do not remove the double yellow lines between Lyndhurst and Elmhurst Roads.</p>
(e8) Local resident, (Goring)	<p>I do not agree in removing the parking restrictions on Cleeve Road. I live in Cleeve Road and drive onto Cleeve Road from Elmhurst Road and the visibility is not good if cars are passing by. With parked cars as well it would be even worse. Also cars come too fast along there anyway and often turn into Elmhurst Road without looking and parked cars would only add to the problems.</p> <p>Please do not remove the present parking restrictions on Cleeve Road.</p>
(e9) Local resident, (Goring, Cleeve Road)	<p>I am forwarding my comments re the proposals on Cleeve Road , and the junction of Cleeve Roads North, South and Glebe Ride.</p>

I live on Cleeve Road (S) opposite the current parking bays and have observed and experienced the parking on this road over 10 years.

The proposed changes effectively create a single carriage way in what is a two way road, and creates problems for oncoming vehicles travelling in opposite directions.

1. Cleeve Road (south) junction with High Street. Vehicles turning into CR will be unable to take a wide enough turn needed to avoid mounting the pavement and potentially endangering pedestrians, if vehicles are parked in-the proposed new parking bay. This already happens when vehicles are parked in this area o double yellow lines.
2. If cars are parked all the way along the east side of CR south you have not allowed for a passing bay. What happens now, when people ignore the double yellow lines, is that cars travelling north, drive along the pavement to allow cars travelling south who haven't any escape route, to proceed towards the high street.
3. Having permitted parking along side the recreation ground creates another problem for vehicles entering and leaving Thames Court. The large vehicles which visit daily need a wide turn. Vehicles parked opposite that entrance obstruct that space, which they do now despite double yellow lines. The result is that in order to exit or enter Thames Court the vehicles go over the curbs and often over driveways.
4. Vehicles travelling east up Glebe Ride potentially on the right hand side of the road due to parked cars, and turning to go south will not be able to see the cars travelling North along Cleeve Road creating an accident hazard area around this junction.
5. People often park blocking access to the recreation ground and electricity sub station, and also blocking access to the BT boxes. Ignoring yet again the yellow lines.
6. The issues with increasing parking in Cleeve Road North also creates single lane for two way traffic, and an accident zone at the junction with Glebe Ride.
7. Some car owners abide by the parking regulations, however there are an increasing number who do not. Where is the traffic warden to enforce parking violations? A few years ago the fading double yellow lines were repainted. Did that make a difference to people who used to park on the faded lines? The answer is NO. Who will check on cars being left all day in time restricted bays because the owners who work in the village or travel to London refuse to pay the car park fees?

	<p>Overall the changes proposed do not recognise the layout of the roads in Goring. Implementation will actually cause road safety issues.</p> <p>I have given much thought to the proposals and given you my considered deliberations. The outcome is I object to the proposals in their current form.</p>
(e10) Local resident, (Goring, Cleeve Road)	<p>I would like to make the following comments and request with regard to your proposed changes to the current double yellow lines on the East side of Cleeve Road between Lyndurst Road and Elmhurst Road.</p> <p>It is very important to leave the double yellow lines as they are for the following safety reasons below:</p> <p>1) Reducing turning space for delivery vehicles: From our window in Rest Harrow we have observed on many occasions large delivery lorries and, on occasions, articulated lorries, mounting the East pavement right up the the hedge and fence, to try to position themselves to turn into the unnamed private lane opposite in order to make deliveries to the two properties in the lane or to connect to Thames Road.</p> <p>Inevitably large vehicles eventually work out they cannot make the turn, even with no cars parked along that stretch because of the double yellow lines, but if they are removed, more vehicles will attempt to drive down the lane, from both directions.</p> <p>Their Satnavs, eg Google Maps, shows that private lane to be an ordinary road with the same width as the other nearby roads, and identical width to the adjacent Nun's Acre which drivers would see as wide enough to navigate down. When helping the drivers to reverse out when they have got stuck or after it was evident to them they cannot make the turn, they then reverse on to the pavement, and sometimes into the hedge or fence, causing potential dangers to pedestrians on the pavement.</p> <p>This problem will get more frequent and more dangerous if the yellow lines are removed and cars can park opposite the approaches to the lane, as some drivers may well still attempt to drive down the lane even with less turning space.</p> <p>2) Reduced turning space for Emergency services accessing properties in this lane</p>

	<p>Fire engines would have little or no chance driving down the lane if there was a fire at either of the two homes down the lane with vehicles parked opposite the lane. Even ambulances may have trouble turning down the lane with a line of parked cars along this stretch of road which will reduce the available road width (and turning width) by 40% from 5m to just 3m.</p> <p>3) Exiting our drive will become very dangerous if cars are allowed to park each side it on the East side Cars often drive very fast outside our house, up to 40-50 mph sometimes, as Cleeve Road is a short cut/rat-run to Goring High Street and the 20mph speed limit is not observed, not enforced. Inching out of our drive with virtually no lateral visibility left and right if cars are allowed to park each side of drive would mean that the bonnets of our two vehicles, and those of our neighbour in Hideaway, will be fully blocking the single lane on the other side of the road remaining until the driver will be able to see left and right and check if any vehicles approaching from either direction.</p> <p>(The distance between our eyes, even leaning forward in the driving seat, to the front of our two vehicle's bonnets is 2.3m and 2.5m and the width of the road left, with cars parked either sides of the drive, as proposed, will be c.3.0m, as stated in reason No 2). In other words, our vehicles will be almost completely blocking the road, and at risk of being hit, before the driver has any line of sight up and down the road. Russian roulette!</p> <p>So, for the sake of public safety and the avoidance of damage to vehicles and property if parking is allowed to park between Lyndhurst Road and Elmhurst Road, please do not change the current double yellow lines and allow parking in this particular section of the road. It may look feasible on paper but in reality it would cause a very serious risk to safety.</p>
(e11) Local resident, (Goring, Cleeve Road)	<p>As local residents we think that it would be a big mistake to change the current double yellow lines on Cleeve Road from the corner with Glebe Ride to beyond Elmhurst Road for a number of reasons.</p> <p>1. The through road at the south junction is Cleeve Road/Glebe Ride, and traffic from north of the junction on Cleeve Road turning right and traffic turning left (north) from Glebe Ride already have visibility problems which would be considerably worse if any parking is allowed anywhere between this junction and the Lyndhurst Road junction. Parked cars would restrict the space for two-way traffic.</p> <p>2. Lyndhurst Road traffic turning south on Cleeve Road would also have their visibility affected and movement made more difficult. This is particularly important for the care home in Lyndhurst Road which frequently has larger vehicles using this junction.</p>

	<p>3. From a personal point of view, it would make turning out of our entrance more difficult and dangerous as we are between both the Lyndhurst Road and the Glebe Ride junctions.</p> <p>4. From an environmental point of view, this section of Cleeve Road all the way past Elmhurst Road is bordered by the Conservation Area and banning cars parking along its length hugely enhances the Conservation Area. In its present state, without any parked cars, this hedge lined road looks lovely for everyone walking, riding and driving through this part of Goring.</p>
(e12) Local resident, (Goring, Croft Road)	<p>As someone who regularly uses Station Road on foot, by bicycle and in a car, can I please ask you NOT to change anything, if there is a pedestrian lined walk way cars are by default given the rest of the road, having parked cars on station road gives pedestrians a safe zone by them when cars are passing. This road is a perfect example of a 'shared space' that has been shown to be better for non motorised transport (foot or cycle or mobility scooter). The road flows well with it being obvious that it has no pavement or dividing line, cars already give way to 'soft' road users. There is no benefit to changing it.</p>
(e13) Local resident, (Goring, Grange Close)	<p>I live in Grange Close, Goring and would like to comment on the Confirmed No waiting Mondays to Fridays between 10am - 11am I often have family and friends staying with me and they have no choice but to park on the road outside my house as no room on my drive. It really has seemed very silly that we have yellow lines when I am sure no one who commutes would park in Grange Close.</p>
(e14) Local resident, (Goring, Lockstile Mead)	<p>Frequently vehicles are parked in this and remain all day (ie from 8 to 12 hours) and sometimes overnight or longer. Access and egress from/to my drive is made difficult to the combination of a lamp-post and vehicles parked in the roadway which impedes manoeuvring and sighting traffic. These vehicles are mainly parked by train travelers.</p> <p>The present proposals will cause more vehicles to be parked in Lockstile Mead. I therefore ask if you will reconsider the proposals for parking in Lockstile Mead to include similar no parking hours during the day to those proposed for Lockstile Way. Lockstile Mead is frequently used as a run through by vehicles from Lockstile Way and adjoining roads to gain and easier access to Wallinford Road via Milldown Avenue. This being an easier route. Whatever measures are enacted the need for enforcement is vital if any impact is to be made on the parking problems.</p>

(e15) Local resident, (Goring, Lockstile Way)	<p>As a resident of Lockstile Way, my wife and I fully support your proposals for the introduction of parking restrictions on this road, and we are, frankly, surprised it has taken your department so long to consider these initiatives. Parking by people using the train has been a problem here for years and some of the parking is potentially quite dangerous.</p> <p>However, the likely outcome of the implementation of your necessary parking restrictions is that you will push the problem further to the north and northeast in Lockstile Way. Already there is considerable non-residential parking on the road outside our house opposite the junction with Meadow Close, and the introduction of your proposals will only exacerbate this problem by transferring the existing problems at Lockstile Way with its intersections at Wallingford road, Valley Close and Lockstile,lockstile Mead , up to the Lockstile way/ Meadow Close intersection.</p> <p>It would make a lot of sense to introduce a single yellow line around the Meadow Close/Lockstile way intersection as well and even further up the road (NE) if possible. We don't appear to receive a lot of benefits for our Council tax payments in Goring - the implementation of this additional restriction would at least provide us with something positive.</p>
(e16) Local resident, (Goring, Lockstile Way)	<p>I write in support of the proposed parking restriction in Lockstile Way between the Wallingford Road and the junction with Lockstile Mead.</p> <p>We live in one of the bungalows in this section and our road is used as a free car park for the station. People arrive and park their cars in the early hours of the morning making lots of noise and make no consideration for the residents. The bedrooms of all the bungalows are on ground level facing the road.</p> <p>The bungalows are on narrow plots and having the road full of parked cars restricts access to the driveways. It also makes it difficult for deliveries. Cars are often left for many days and over weekends.</p> <p>It is frustrating knowing that some of the drivers are local residents who think it is environmentally acceptable to drive 1/2 mile to park closer to the station.</p>
(e17) Local resident, (Goring, Lockstile Way)	<p>There are some specific points we wish to make relating to Lockstile Way.</p> <ol style="list-style-type: none"> 1. We agree with the proposal for double yellow lines at the junction of Wallingford Road. This should reduce the current dangers of vehicles entering Lockstile Way from Wallingford Road.

	<p>However, the double yellow lines at the other junctions (Lockstile Mead and Valley Close) are more contentious. The lines will completely ban parking in front of some residents houses (eg numbers 20/18/16 Lockstile Way and number 2 Valley Close) quite possibly causing unwarranted disruption to those residents.</p> <p>2. The proposal for single yellow lines in part of Lockstile Way will merely achieve pushing the problem of parking for the train station further up Lockstile Way or into the neighbouring streets.</p> <p>Why stop the lines between the junction with Valley Close and Meadow Close rather than continuing further up Lockstile Way and neighbouring streets? We will be particularly affected (26 Lockstile Way) because the plans show the single yellow lines stopping halfway across our double drive. The drive is used to access our garage and car port where we park our two cars (no roadside parking!).</p> <p>Stopping the lines across the drive will mean that we will be the nearest unrestricted point to the station. Cars parked there will block access to our car port. We will be left with two options. Firstly to leave a car on the drive in the hope (probably vain) that drivers will not block us in and secondly to park one of our cars in the road – hardly what you are trying to achieve.</p> <p>It makes far more sense to continue the single lines at least up to the junction of Meadow Close.</p>
(e18) Local resident, (Goring, Lockstile Way)	<p>My comments are specific to the changes proposed for Lockstile Way and adjoining roads. I live on Lockstile Way and have done so for the last 32 years.</p> <p>I object to these proposals because they will not solve the problem they are intended to fix, i.e. excessive on-street parking leading to road safety issues and difficulties for residents. As currently planned, they will just move the problem up the road. And they will not address the underlying cause, i.e. over-expensive and sometimes-inadequate parking at the railway station.</p> <p>Over the last few days I have spoken to residents at almost half of the properties in Lockstile Way. Listening to their views, I consistently hear concerns similar to my own, which are as follows.</p> <p>There is certainly a problem with all day on-street parking in the lower section of Lockstile Way. This has increased over the years and leads to access issues for residents and drivers, as well as illegal parking at junctions. The problem is caused mostly by railway commuters who do not wish to park at the station, despite there often being</p>

spaces available in the station car park, because they don't want to pay the charges there. Hence they look for the nearest free on-street parking instead.

The most effective solution by far would be to increase the availability and decrease the cost of parking at the station. This would be eminently preferable as it would avoid the inconvenience of yellow lines, the cost of implementing them and the urban clutter they bring to our village streets. Could OCC and GPC not negotiate with Network Rail to achieve this?

If you are intent on placing parking restrictions on Lockstile Way, then this needs to be done for the whole street. The yellow lines as proposed will just move the problem along the road to the upper section of Lockstile Way. Commuters looking for free parking will move up to where the proposed yellow lines finish, as this is still within easy walking distance of the station. The parking issues at junctions and outside houses in the lower half of Lockstile Way will simply move to the upper half of Lockstile Way. The current road safety concerns at Lockstile Mead junction and Valley Close junction will just become problems at Meadow Close junction and Fern Close junction instead.

As a result, GPC/OCC would face further complaints from residents, leading to the need for additional restrictions and further implementation costs. So if parking restrictions are to go ahead you should implement them for the whole of Lockstile Way.

Before adding parking restrictions to Lockstile Way, it would be essential to resurface the road. The current on-street parking problems on Lockstile Way are made much worse by the appalling state of the road surface. This makes threading a route through potholes and parked cars increasingly hazardous, leading to serious road safety issues. And if the road surface isn't fixed first, you would find yourselves needing to paint yellow lines over uneven gravel, deep holes and fractured gutters.

For new restrictions to be effective they need to be enforced. The parking issues on Lockstile Way are also exacerbated by lack of enforcement. This encourages drivers to ignore parking laws that already exist even without yellow lines. For example, parking within 10m of a junction is illegal according to the Highway Code. Yet this regularly occurs at the Lockstile Way / Valley Close junction, as the law is never applied. If yellow lines are to be introduced then there must be some real expectation that restrictions will be enforced, otherwise drivers will continue to flout the law.

Please be sure to protect access to residents' driveways. One of the biggest issues for residents currently is the encroachment of parked vehicles onto the access for their driveways. If this scheme is taken forward, I fear that yellow lines may inadvertently appear to legitimise such parking,

	<p>especially where driveway access spans a full kerb as well as a drop kerb – a number of properties along Lockstile Way have both. There should be some visible means of reinforcing that it is illegal, as per the Highway Code, to park in front of the entrance to a property.</p> <p>Overall then, I would much prefer to see the council pursue a proper solution to the underlying issue, that of inadequate/expensive parking at the station, in consultation with Network Rail. But if there are to be parking restrictions instead, then these should cover the whole length of Lockstile Way, to avoid merely pushing the problem up the road and going through all this again in the near future.</p>
(e19) Local resident, (Goring, Lockstile Way)	<p>Let me begin by agreeing with the proposal in principle, there are a couple of issues I would like to raise.</p> <p>1) I understand why you have chosen the the two, one hour slots, where no parking will be enforced down Lockstile Way but they are, I feel, chosen to be the most inconvenient for the parked vehicles but also to the residents of Lockstile Way when works are being performed on site. These two hour slots will make parking of tradesmen's vehicles very difficult. In practice, forcing them to move the vehicles, especially during the 10-11 no parking enforcement. Could I propose that the first hour slot enforcement is moved to 8am-9am which would still help to prevent parking on Lockstile Way but would allow works to be performed without the vehicles having to move. I assume that to enforce these two slots, you propose a traffic warden would be employed to police Lockstile Way to ensure that people are parking in these slots. Without the manned enforcement, then it is likely that these slots will be ignored.</p> <p>2) I propose that instead of two, one hour slots, you make it a complete no waiting zone unless the vehicles have a parking permit. Parking Permits would allow the residents of Lockstile Way to park on the road when necessary but completely restrict parking of other vehicles.</p>
(e20) Local resident, (Goring, Lockstile Way)	<p>Lockstile Way where I live by the junction with Wallingford Road. This road is now a Monday to Saturday inclusive parking over flow. Some cars stay for several days. People don't want to pay to park. Lots of cars belong to Goring residents who live a bit further out. During the day the cars are nose to tail the whole length of the road, into Lockstile Mead and into Valley Close. Parking on all the corners with abandon.</p> <p>Car doors are slammed early morning and late at night. Nobody cares or tries to be quiet.</p> <p>So I have come to the conclusion parking restrictions are necessary. Sad but true.</p>

<p>(e21) Local resident, (Goring, Lockstile Way)</p>	<p>With reference to the proposed parking restrictions at the (Western) Wallingford Road end of Lockstile Way Goring. The problem of congestion parking in Lockstile Way caused by railway commuters would then be transferred further along the road to the North East end of the road.</p> <p>The railway station is still only six minutes walk away from the North East end of Lockstile Way at the junction with Milldown Avenue so this additional distance is not going to deter all day railway commuters from moving along the road and causing congestion there.</p> <p>I comment therefore that the proposed parking restrictions are appropriate but only if they are also extended further to the north east end of Lockstile Way and possibly into Milldown Avenue. Also possibly into Lockstile Meade, Valley Close, Meadow Close and Ferne Close all of which will therefore then soon suffer from the same congestion problem. Note also that buses also route up Lockstile Way and take the sharp turn back into Milldown Avenue so double yellow lines here would be appropriate. A collision has in the past occurred on this junction.</p> <p>Lockstile Way is too narrow for commuter congestion parking because they park right up against your drive leaving only a narrow gap such that it is necessary to mount the opposite pavement in order to turn out of ones drive. I would in fact proposed that these parking restrictions are also implemented anywhere in Goring within walking distance of the village centre and the railway station.</p> <p>Other neighbours of mine are also concerned about this problem.</p>
<p>(e22) Local resident, (Goring, Lockstile Way)</p>	<p>I am writing in relation to your proposed parking restrictions in Lockstile Way, with particular reference to how they impact on our immediate environment.</p> <p>Unfortunately I find myself having to object to the proposals as I don't think they've been thought through sufficiently.</p> <p>As a general comment I am concerned that not enough thought has gone into the safety aspect of the placement of the 'no waiting' single yellow lines for two primary reasons:</p> <ul style="list-style-type: none"> • The road is too narrow to accommodate parking on both sides and allow for the passage of all but the narrowest of vehicles. Even if people parked in a staggered fashion it is highly unlikely that an emergency vehicle (eg: fire engine) would be able to pass safely. • There is insufficient room for a car to reverse and swerve into the road safely if there are cars on either side of a drive's access and there is also a car parked opposite the drive at the same time.

	<p>There is also a contradiction/omission(?) in what has been stated in your written document/description of the proposed parking changes and what is shown on the plans. The map shows restrictions for Saturdays on the north side of Lockstile Way while your notice document doesn't. This is unacceptable. I have marked up a map on the last page of this e-mail.</p> <p>More specifically, in relation to 22 Lockstile Way (see photo on next page):</p> <ul style="list-style-type: none"> • We request that you extend the yellow lines from Valley Close to our exit point. The exit is hazardous when there are cars parked on the bend. This is because the road coming from the north and east converge on a bend and it can be impossible to see what cars are coming from both directions if cars are parked on the bend. It is completely impossible to see if there are vans or large cars parked on the bend. This is particularly so for cars coming from the north. A double yellow line would ensure safety. • You are allowing for cars to be parked opposite our drive. If cars are parked on either side of our drive and opposite it, the hazard level (and likelihood of a serious accident) will be raised because one will have to exit from the drive even more slowly and the period of reversing 'blind' into an area fractionally beyond to potentially 'invisible' will be extended. <p>Both of the above are accidents waiting to happen.</p>
(e23) Local resident, (Goring, Lyndhurst Road)	<p>With regards to the parking changes in Goring, specifically the removal of double yellow lines between Lyndhurst Road and Elmhurst Road I do have some concerns.</p> <p>As a resident of Lyndhurst Road I know that exiting onto Cleeve road can already sometimes be tricky with cars coming down Cleve road towards the village. Given it is a narrow part of the road, if one part is now possibly taken with parked cars then visibility will be reduced further. Although there are few houses on Lyndhurst Road please note one building is a nursing home which generates heavy traffic around visiting hours and so there are many cars throughout the day exiting that lower part of Lyndhurst road onto Cleve Road.</p> <p>My preference would be that the double yellow lines remain.</p>
(e24) Local resident, (Goring, Manor Road)	<p>As a long term resident of Manor Road, I fail to see any benefit that can be derived from the proposed removal of double yellow lines and replacement by "time restricted" areas. Parking in Manor Road has been a problem for the residents for many years. Cars parked make it difficult to see when coming out of your drive and parked cars make it difficult for the leaf sweepers to pick up leaf mould, with the result that the drains frequently block up. Indeed, one</p>

	<p>vehicle has been parked in Manor Road (perfectly legally, as it is taxed until August, and not on a double yellow line) for four months now, without being moved.</p> <p>If the "time restricted" zones were to extend further along Manor Road than the current "no parking" areas, there might be some advantage to be gained, but I see no suggestion in your letter that this will happen.</p> <p>As a result, money will be spent by the council that could be put to better use, and no advantage gained.</p>
(e25) Local resident, (Goring, Manor Road)	<p>I have lived on Manor Road for many years and (like many roads) over the years it has inevitably become more and more congested.</p> <ol style="list-style-type: none"> 1. It is impossible to see in both directions (due to cars parked) when coming out of our drive. 2. Large delivery vans have difficulty finding a space to park when delivering to houses. 3. Very large traffic such as builders and construction vehicles constantly go up and down the road often blocking the road when traffic is coming from the other direction. 4. When the leaf sweeper comes round, all the parked cars prevent thick layers of leaves from being swept up. 5. Many people walk on the road due to pavements being inadequate - unfit for children's buggies, mobility scooters etc. <p>I completely fail to see the rational for taking away the short distance of double yellow lines in order to allow even more parking in Manor Road. Parking being limited to 2 hours means that there will inevitably be a flow of cars constantly coming and going.</p> <p>I also completely fail to see any benefit (in fact quite the opposite) for those living in Manor Road.</p> <p>What Manor Road actually needs is more double yellow lines but, as that is unlikely to happen, why waste rate payers money to cause even more congestion by more cars coming and going in Manor Road.</p> <p>A workman for Thames Water when doing some work outside our house commented on the amount of traffic he had to get out of the way of and on how dangerous the road is (as he nearly got knocked over).</p> <p>I do hope you will take these comments seriously and reconsider your plan for Manor Road and if it cannot be improved by having more double yellow lines, please do not make matters worse for its residents.</p>

	<p>If it is the case that you decide to take some double yellow lines away, is it really necessary to add street furniture such as signs about length of parking. May as well save the money and just let people park as they do in the rest of the road.</p> <p>Also, given that people often park hanging over the entrance to our drive, (making it difficult for us to get out onto the road and have enough turning space - which would hinder us in an emergency), would it be possible to put double yellow lines at entrance of driveways. It seems it is not illegal to park across the entrance to someone's drive but to park on double yellow lines would be an offence.</p>
(e26) Local resident, (Goring, Manor Road)	<p>I have been a resident of Manor Road for many years and am very surprised by your proposal- I suspect you may not have visited Manor Road for any period of time to see what is actually happening 'on the ground'.</p> <p>Over the past few years Manor Road has become a daytime parking area for visitors to Goring and, more seriously, for commuters using the station but wishing to avoid their parking charges.</p> <p>As a result ,Manor Road has become a single track road with traffic using the East side ,dodging into any gaps on the West side as necessary.</p> <p>At my own home there are frequently vehicles parked on both sides of our entrance, totally blocking sight up/down Manor Road and it is genuinely dangerous to edge out to the East-side lane with vehicles regularly exceeding safe speeds. I have written to OCC on a number of occasions ,pointing out the dangerous situation facing myself and other residents living on the west side.</p> <p>Furthermore, the volume of traffic using Manor Road has increased dramatically due to the Public swimming facility operated by Friars Ford (authorised by the Authorities?) and the current construction of 20 new homes at the Southern end .</p> <p>I have summarised the current situation simply and baldly. I should add that double yellow lines are flouted with impunity, particularly on the west side close to Station Road.</p> <p>Your proposal will facilitate parking at the Northern end but will introduce the danger of vehicles travelling north on the East side into the path (totally blind) of vehicles turning into Manor Road ,travelling west from Station Road. By allowing parking on the East side close to Lime Tree Road you are blocking the current effective single track lane which is what Manor Road has become.</p>

	<p>I believe your proposed parking amendments are not thoroughly researched in the light of what is happening in practice and should be withdrawn.</p> <p>More importantly, parking restrictions (double yellow lines) should be introduced to allow proper line of sight for all properties on the west side when emerging onto Manor Road.</p> <p>I would be more than happy to meet with you on Manor Road to demonstrate the issues I have highlighted- In fact a site visit is imperative to avoid making a difficult situation worse,</p>
(e27) Local resident, (Goring, Manor Road)	<p>I live in Manor Road and have had several near misses, approaching the village, at the junction with Station Road (John Barleycorn). If a vehicle is parked on the double yellow line on the left hand side I have to overtake on the right and risk oncoming traffic coming in to Manor Road from three directions. They are not expecting to see a car on the right hand side of the road and visibility is even more restricted due to the parked vehicle.</p> <p>I cannot believe Manor Road needs more parking spaces. They would only be used by non locals avoiding paying for the village or station car parks.</p> <p>Most of Manor Road is single lane as it is, with the already allowed parking. It is used by walkers, dogs, the elderly, young families, prams, horses, mobility scooters, cyclists etc etc. And mostly, enormous construction vehicles. It is essential to have at least a few metres of two way traffic to avoid a complete log jam.</p> <p>It's no good having time limited bays if they're not policed. Is the central car park not enough? What about the almost empty council car park?</p> <p>Separately, Station Road. I use it almost daily as a driver or pedestrian. I agree something must be done as it's an accident waiting to happen. Pedestrians currently have to weave in and out of parked cars and in the winter months are wearing dark clothing and cannot be seen. Whatever is decided, pedestrians must be given a safe space and the lighting improved massively.</p>
(e28) Local resident, (Goring, Nuns Acre)	<p>Regarding proposed parking restriction changes in Goring, I have a request. I live in Nuns Acre off Cleeve Road and at the moment it can be very difficult to exit the Acre because of cars parked right up to the corner on the left hand side which obscures traffic coming up the hill. Would it be possible to put some double yellow lines on this corner?</p>

<p>(e29) Local resident, (Goring, River Lane)</p>	<p>I would like to know more about the proposed parking on Manor Road but can't read the plan as it is too small and very busy.</p> <p>My interest is because we live on River Lane off Manor Road and frequently have trouble entering and exiting (and certainly seeing) as cars park so close to the junction it restricts the ease of our access.</p> <p>I am interested in the section on the west side of manor road from Rivermead to Greycourt. Am I right in interpreting there will be no restrictions on parking at all on this section?</p> <p>Can I request parking restrictions (ie double yellow lines) for safety for a few metres before the approach to River Lane?</p> <p>I talked to my family later yesterday. Two are young drivers and they emphasised how terrifying pulling out of the junction from River Lane onto Manor Road often is. Cars are parked on both sides of the junction of Manor Road right up to the edge and you can't see what is traffic coming down the road in either direction so are forced to pull forward, straining to see, potentially into the oncoming traffic.</p> <p>We think there should be parking restrictions for a couple of car lengths on both sides of the River Lane, Manor Road junction.</p>
<p>(e30) Local resident, (Goring, Thames Road)</p>	<p>I refer to your notification of proposed parking restrictions in Goring-on-Thames, and in particular Thames Road. I would like to make the following observations:</p> <p>a) the proposed parking restrictions only refer to the part of Thames Road i.e. West Side, opposite to entrance to garage bloc (opposite Oriel House). This will mean that the cars parked there at the moment will move down the road to the upper part of Thames Road.</p> <p>b) I live in Denville Lodge, Thames Road, and want to make you aware that my drive is constantly blocked by parked cars. In fact one car has been parked permanently for many months day and night. Just about 9 Meters separate my drive from the new road leading to the development of 4 new Houses at the back of Stow House. I had building work done yesterday and my builder could neither turn left or right to exist my property because of cars parked including a camper van. I would ask you to seriously consider double yellow lines - 'No Waiting at Any Time' - between the new</p>

	<p>Road and the pedestrian gate to Thames Bank. A site meeting might be appropriate at some stage in the near future to find a solution.</p> <p>c) As Thames Road has no turning area. The road outside the four properties could be for resident's parking only.</p> <p>I hope the above observations will receive serious consideration.</p>
(e31) Local resident, (Goring, Thames Road)	<p>Sadly we have not received reply on the comments related to previous reduction in options to the residents. This group seems to be the least of your concerns. This is despite being the source of revenue to keep the Council functioning and being in place to support the community.</p> <p>We live in Thames Road. The changes will severely reduce options when I am not at work. Fine most of the time but unhelpful in extremis when on holiday or away on business generating economic benefit for the region.</p> <p>At present we have two bays in Thames Road with unrestricted parking, on the side of the Glebe. Why are these being changed?</p> <p>I am concerned that once again overdevelopment of local housing, for non social housing, is compromising the ability of residents to park. Sadly, on the basis of past action and inaction, this seems to be a non-concern for the council.</p> <p>Please can the plan review the options on the parking bay in Thames Road and find a solution to allow residents to park for extended times when necessary during the working day.</p> <p>Can residents have status to park on the roads during working hours?</p>
(e32) Local resident, (Goring, The Birches)	<p>I strongly object to the unnecessary implementation of restricted parking in Thames Road, Goring.</p> <p>This road is the only place for residents of The Birches to park, apart from the few limited spaces in our car park.</p> <p>There is absolutely no where else to park!</p> <p>Where do you expect residents to park?</p> <p>Will you be setting up a residents parking permit scheme?</p>

(e33) Local resident, (Goring, The Birches)	<p>We would like to comment on the proposed extension of parking restriction amendments in Glebe ride and Thames road, Goring. We are residents at the Birches which comprises 26 terraced houses. Residents of the Birches and other small flats in Thames road currently make use of the unrestricted parking currently allowed in Glebe ride and Thames road.</p> <p>Many of us are very concerned about these proposals. There is still some unlimited on- street parking currently available in Glebe ride (ie it is not all currently double yellow lines as indicated on your plan and residents make use of this). This unrestricted parking is vital to residents living in this part of the village who do not have large houses with private drives. There are insufficient parking spaces to accommodate resident's cars in the small garage and parking areas of the Birches, likewise residents of flats and smaller houses in Thames Road likewise use Thames Road and Glebe Ride for resident parking. This residential street parking is essential for a viable life in this part of the village.</p> <p>We would like to suggest that either :</p> <ul style="list-style-type: none"> • the unrestricted areas remain in Glebe ride, other than those proposed at the bell mouth to the Birches, or • a residents parking scheme is introduced in this area of the village. We understand that Oxfordshire County Council have residents parking schemes operating in neighbouring places such as Whitchurch on Thames, a similarly sized village, and also in Wallingford and Didcot.
(e34) Local resident, (Goring, The Birches)	<p>We have lived in The Birches, Goring, for many years. The residents of the 26 small terraced houses in The Birches have always made use of the unrestricted parking in Glebe Ride and parts of Thames Road. Over the years, with a changing demographic, the need for on-street parking has increased. This extends to other nearby residents of flats and small houses, who also do not have private driveways.</p> <p>We feel that the proposed parking restriction amendments would greatly impact on the viability of being resident in this area.</p> <p>We would ask you to look at the proposed amendments and to reconsider their suitability</p> <p>.</p>
(e35) Local resident, (Goring, The Birches)	<p>I would like to comment on the proposed extension of parking restriction amendments in Glebe ride and Thames road, Goring.</p>

	<p>I am a resident at the Birches which comprises 26 terraced houses. Residents of the Birches and other small flats in Thames road currently make use of the unrestricted parking currently allowed in Glebe ride and Thames road including myself and my husband.</p> <p>Many of us are very concerned about these proposals. There is still some unlimited on- street parking currently available in Glebe ride (ie it is not all currently double yellow lines as indicated on your plan and residents make use of this). This unrestricted parking is vital to residents living in this part of the village who do not have large houses with private drives. There are insufficient parking spaces to accommodate resident's cars in the small garage and parking areas of the Birches.</p> <p>We would like to suggest that either :</p> <ul style="list-style-type: none"> • the unrestricted areas remain in Glebe ride, other than those proposed at the bell mouth to the Birches, or • a residents parking scheme is introduced in this area of the village. We understand that Oxfordshire County Council have residents parking schemes operating in neighbouring places such as Whitchurch on Thames, a similarly sized village, and also in Wallingford and Didcot. <p>I'm sure many of the residents of The Birches would be very happy to meet up with you on site, if that helps to better explain the situation on the ground and our concerns.</p>
(e36) Local resident, (Goring, The Birches)	<p>I would be very grateful if you could take into consideration how these proposed changes would impact the residents of the Birches. I rely on being able to park my car either on Thames Road or Glebe Ride. The parking facility for our terraced properties is not sufficient for all residents to park (you are welcome to come along to see) and this usually means that I have to use these two roads for unrestricted parking.</p> <p>If this facility is no longer available, and there is no resident parking facility introduced to compensate for it, it will mean I will have to look for unrestricted parking elsewhere in the village which I am sure will be very limited.</p> <p>I do understand that parking may be a problem for some areas of Goring who have people parking and walking to the station but this has not affected me during the three years I have lived in Goring. I am usually able to find space close to home in either Thames Road or Glebe Ride and It also means that if family and friends come to visit they can also park nearby.</p> <p>I do hope that the two areas of Glebe Ride and Thames Road could remain without change please as restrictions would be of no benefit to local residents (The Birches in particular) who do not have the benefit of driveway parking.</p>

(e37) Local resident, (Goring, The Birches)	<p>I should be most grateful to Oxfordshire County Council if you would not alter the parking that is in place now on Glebe Ride and Thames Road. This is essential alternative parking for the Birches RG8 9BW. We rely on the fact that visitors to the Birches have somewhere to park when the residential parking is full to overflowing as it frequently is. I've lived in the Birches for over 25 years and have never encountered any problems with cars being parked on Glebe Ride during the week or at weekends so am not quite sure why the Council is wanting to change the parking arrangements now. I am one of the residents that leaves the Birches via Glebe Ride and am quite happy with the present parking situation.</p>
(e38) Local resident, (Goring, The Birches)	<p>I have recently learned of the proposed parking restrictions on Thames and Glebe roads in Goring on Thames and wish to object in the strongest possible way. We have lived in The Birches, Goring, for many years. The residents of the 26 terraced houses in The Birches and surrounding properties have increasingly had to make use of the unrestricted parking in Glebe Ride and parts of Thames Road. The severe shortage of parking used to be mainly an evening problem but with so many people working from home or retired it is now an all day problem.</p> <p>If this awful injustice is to be forced upon us the only reasonable way to enable us to legally park would be to introduce parking permits.</p>
(e39) Local resident, (Goring, Valley Close)	<p>I am writing with some comments on the above proposal, from the perspective of a resident of Valley Close, regarding the aspects relating to Lockstile Way, Lockstile Mead, and Valley Close area.</p> <p>Some general observations:</p> <p>Firstly, I don't believe there are sufficient notices bringing this proposal to resident's attention. Only one on the opposite side of Wallingford Road, and one at the junction of Lockstile Way and Valley Close which I have seen. No notices have been placed on the lampposts actually in the middle of Lockstile Way, Valley Close, or Lockstile Mead which would be the most obvious places to put them. There is a genuine risk that many residents affected by this will not know about this proposal and will not therefore be able to provide observations/objections.</p>

	<p>Secondly, the section of Lockstile Way between Wallingford Road and Valley Close needs completely resurfacing prior to any lines being painted. It is full of potholes and is one of the worst road surfaces in Goring. It has been partially repaired many times before but never properly. This section is the nearest place to the station, where motorists park in order to avoid paying at the station carpark. On weekdays it is always full of cars doing this and this has been the case for years. This, I presume, is one of the problems you are aiming to resolve.</p> <p>I do not object to the introduction of double yellow lines at the junction of Lockstile Way and Wallingford Road, as cars frequently park there and it creates a hazard to cars trying to turn into or out of this junction, although parking this close to a junction is already an offence anyway so could presumably be dealt with by ticketing offenders?</p> <p>However the painting of single yellow lines up Lockstile Way will have a number of knock-on effects as follows:</p> <ol style="list-style-type: none"> 1. Residents of Lockstile Way will no longer be able to park their cars outside their own homes. These bungalows have tiny driveways and often more than one car per household, therefore needing additional parking for themselves or visitors. 2. By restricting parking on Lockstile Way, the station carpark dodgers, will look for the next nearest place to park for free. This will inevitably be Valley Close/Lockstile Mead. The problem will then simply shift to our doorstep. 3. Valley Close is a lovely quiet cul-de-sac and should not be burdened with this problem. Numbers 2, 4 and 6 Valley Close, are detached houses with single-car driveways. Like most modern households they own multiple cars which they park outside their homes. The spaces there will be the first ones the commuters will try to grab which will then push the problem further up Valley Close. The introduction of double yellow lines at the junction of Lockstile Way and Valley Close will remove parking spaces for these homes too. <p>I object to these aspects of the proposal and would ask you to reconsider the unintended consequences of their implementation.</p>
(e40) Local resident, (Goring, Valley Close)	<p>I feel compelled to query the wisdom of the proposal rehang Lockstile Way.</p> <p>As a resident of Valley Close, which directly adjoins Lockstile Way south of the point that you propose ending the new yellow line restrictions, I can confirm that we already see parked cars left on the street, occasionally for days at a time, by station users. While it is sometimes a little annoying, on the whole, the problem is currently not too severe.</p>

	<p>However, I believe, as do many neighbours, that that situation will drastically change for the worse if the proposals come into force. It's a straightforward assumption that drivers will instead use the roads leading off Lockstile Way to leave their cars, and ours is one of the first they will come to in this situation. The fact that the proposed restrictions would extend north of our roads junction imply the council is well aware that people are prepared to walk at least this far from their car to use the station, leaving our road as an obvious alternative.</p> <p>Valley Close is a quiet cul-de-sac, very much narrower than Lockstile Way, without any through traffic, and with lots of elderly residents. The addition of tens of parked cars a day would surely impact our environment negatively. In addition, many homeowners in the street have only room for one car in their drives and need to park a second outside in the street. Are they to lose the ability to do this just so that station parkers may park freely without paying?</p> <p>In short, I strongly oppose this proposal, which seems to me to simply be shunting the problem of insufficient or expensive car parking up the road, without really tackling the heart of the issue. As the current situation stands, while I accept the parking problem may be irritating for Lockstile Way residents, the scale of their road means it in no way impacts their quality of life to the same degree that it would our mall cul-de-sac.</p> <p>I ask you to reconsider these plans. It seems to me much preferable to either leave things as they are with the burden of on-street parking shared amongst our local roads or, if need must, to consider including our road in your single yellow plan.</p>
(e41) Local resident, (Goring, Valley Close)	<p>A few thoughts on the proposed restrictions re Valley Close and Lockstyle Way. Please note that Valley Close is narrower than Lockstyle Way.</p> <ol style="list-style-type: none"> 1. There appears to be no parking restrictions proposed further NE in Valley Close after double yellows at the corner with Lockstyle Way. Surely this will mean more parking in Valley Close and not Lockstyle Way. 2. The 'turning circle' part way up Valley Close is already used as a parking area. 3. Valley Close is narrow. Currently service HGVs occasionally need to mount pavements to gain access. This will only get worse if unrestricted parking is allowed. 4. Perhaps the estate should have designated 'Residents Only' parking in places. <p>I notice this applies in Oxford e.g. near the JR hospital on some roads that are approximately twice the width of Valley Close.</p>

	<p>5. Some residents in Valley Close already routinely need to park in the Street because of inadequate driveway parking, particularly at the west end of the Close.</p>
<p>(e42) Local resident, (Goring, Valley Close)</p>	<p>I'd like to respond to the proposed parking restrictions in Lockstile Way and Valley Close. I believe the date has passed to submit questions but as I live at 4 Valley Close and will be directly affected I ask that you accept this submission.</p> <p>The plans you have submitted do not appear to be to scale, stating they cover the first 10 meters from the junction. Can you confirm this is to scale as it is far greater than 10 meters from the start of the junction for Valley Close. If it were to come as far as it shows on the plan this will cause significant problems accessing my drive. Not only will these restrictions just shift the problem further up the road in Valley Close but the first available parking would be right next to my drive entrance. With the road being so thin, I would be unable to get in or out of my driveway. So I would ask this to be checked and considered before you proceed with any line painting.</p>
<p>(e43) Local resident, (Streatley, Ash Hill)</p>	<p>I have the following comments and observations on your proposals:</p> <ol style="list-style-type: none"> 1. Your extension of time limited parking (one hour or two hour) sections in certain roads is unnecessary. There may be a case for such time limited sections near shops and offices in the village centre, but there is not where the roads are residential. An example is Glebe Ride and the part of Cleve Road to the north of it. There is no evidence of parking space pressure in these roads and simply extending restrictions for the sake of it inconveniences local residents and their visitors. 2. You are proposing significant extensions of double yellow line sections. In some places, for visibility on junctions, there may be a case for the additional markings you show, but not otherwise. An example is Station Road. It is narrow, mainly residential and has no pavements, and is sometimes used for avoiding congestion in the High Street. Such traffic often travels too fast. The parking sections in Station Road are few but to remove what is there will simply encourage traffic to go faster. You should bear in mind that the parking sections there serve to calm such traffic, and act to a degree to protect pedestrians. Far from removing such parking you should consider additional limited small sections of parking further west in Station Road.

<p>(e44) Local resident, (Goring, High Street)</p>	<p>As local residents of a row of cottages in the heart of the village with only pedestrian access via a footpath and no option to build a private driveway, we will be negatively affected by the new, stricter parking restrictions and we didn't want to miss a possibly last chance to express our opinion.</p> <p>The Parish Council confirmed to us end of last week, that there are no plans to introduce a Residents Parking Permit scheme similar to the surrounding villages and towns. We feel that such schemes are always welcomed by local residents as they help to prioritise the locals when finding somewhere to park the family car within a reasonable distance from the property which can be otherwise difficult and time-consuming when organising daily family routines.</p> <p>Our fear now is, that when the new restrictions come into force and many more stretches of road will see the restriction of a maximum duration of stay of a 2-hour period and, at the same time, taking away the option to park the family car without time-restriction in Glebe Ride (opposite 'The Birches' housing estate) that this will make it ever more difficult for local residents like us to find a space without having to move the car every two hours over the day.</p> <p>We therefore kindly wish to propose to the OCC to consider a simplified scheme, where local residents without a driveway can be exempt from the 2-hour time restriction. We would not expect such an exemption to be issued free of charge but maybe similarly charged as annual residents' parking permits in surrounding villages.</p>
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RESPONDENT	COMMENTS
(o1) Local resident, (Goring, Cleeve Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>The only material issue with the existing parking restrictions / set up in Goring is that these restrictions are not enforced/ 'policed'. A better approach would be to enforce the existing set up rather than waste time and effort on a new scheme which I suspect will once again not be properly enforced.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>See my response to Q2</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>See my response to Q2</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p>

	<p>The existing parking rulers just need to be properly enforced before/ or instead of just fiddling with them. Please share with the residents the current and future enforcement plans</p> <p>General view – Object</p> <p>As before</p>
(o2) Local resident, (Goring, Cleeve Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Station Road – Object</p> <p>The addition of double yellow lines in Glebe Ride is not required. This is not a dangerous junction and vehicles are not hindered by parking here. The removal of parking and addition of double yellow lines in Station Road is a terrible idea. Those spaces are needed to access businesses. There is no path anyway. Cars tend to drive quite slowly down this road and wait for pedestrians to walk past parked cars before they drive on. Removing the parking spaces will tempt people to park even more in other, much more dangerous, places.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>There is no need to establish these new restrictions. There are sufficient spaces in village car parks for those who want them. Having these restrictions will also penalise visitors and guests who come to visit residents of Goring and want to park while they are here.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>There is no need to establish these new restrictions. There are sufficient spaces in village car parks for those who want them. Having these restrictions will also penalise visitors and guests who come to visit residents of Goring and want to park while they are here.</p> <p>Parking provision amendments:</p>

	<p>Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>The proposed new parking section at the end of Cleeve Road nearest the high street is EXTREMELY DANGEROUS and WILL RESULT IN TRAFFIC ACCIDENTS TO VEHICLES and/ or pedestrians. This corner is already a blind corner which cars have to take at a wide angle if turning from High Street left into Cleeve Road, often at medium speed to avoid holding up the traffic behind them on the main road. When cars are parked in this section illegally now, it requires cars driving down Cleeve Road towards the High Street to pull onto the wrong side of the road to pass, directly into the potential (blind) oncoming traffic into Cleeve Road. Also, the minute more than one car pulls round the parked cars to wait at the junction, a queue forms which blocks Cleeve Road which will then stop any cars coming off the High Street from being able to move. This will then cause hold ups all down the High Street which is already congested most of the time.</p> <p>For the sake of parking about three more cars, I strongly urge you not to allow this one section to be turned into parking. Instead, please just properly enforce the parking restrictions that are already there. Without enforcement, none of these changes will have any benefit. People already park dangerously - they need to know they may be penalised for doing so.</p> <p>General view – Object</p> <p>Just enforce the existing regulations properly. Making all these changes without enforcement is a waste of money. And the one at the end of Cleeve Road by the High Street is HIGHLY Dangerous.</p>
(o3) Local resident, (Goring, Clevedon)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Wallingford Road – Object</p> <p>Not too sure on the benefit</p> <p>Single Yellow Lines (10am-11am):</p>

	<p>Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Where is the consideration for flat owners with multiple vehicles and one allocated space on a driveway ?</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>Don't see the need</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Glebe Road- relief parking for residents on the Thames Road Cleeve road - relief parking for residents in thames Court and clevedede house.</p> <p>General view – Object</p> <p>These measures will be of no benefit to local residents</p>
(o4) Local resident/Parish Cllr, (Goring, Croft Road)	<p><u>Double Yellow Lines:</u> No objection</p> <p>I have not given a view as I am interested in local residents' views</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>As previously</p> <p>Lockstile Way (3pm-4pm) – No objection</p>

	<p>As previously</p> <p><u>Parking provision amendments:</u> Croft Road – Object</p> <p>Currently Croft Road is less restricted, being no parking for one hour on each side of the road. Thos works fine. However this starts from beyond the junction with Limetree. Adding parking between Limetree and Station Road will effectively create a ridiculously long single carriageway from the the top of station road all the way to thee limetree junction, going round the corner at the end of Croft Road. I foresee incidents where a couple of cars come down station road, turn left into Croft Road and meet a car coming past the new parking spaces and requiring people to back. This would be very unhelpful.</p> <p>General view – Object</p> <p>The Croft Road Parking spaces are too limited in terms of time and too close to the junction.</p>
(o5) Local resident, (Goring, Ferne Close)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>It would be in convenient for local residents deliveries and visitors</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Support</p> <p>Lockstile way is currently abused by people using the railway station</p> <p>Lockstile Way (3pm-4pm) – Object</p>

	<p>The morning one sufficient</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Not needed</p> <p>General view – Object</p> <p>Introducing this will only move the problem not stop the problem. We want visitors and a vibrant community so people need to park</p>
(o6) Local resident, (Goring, Glebe Ride)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Partially support Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Lockstile way - I object to the parking restrictions, however the double yellow plans near that dangerous junction are a good idea. Glebe Ride - misrepresented on the map. We are going to loose some all day parking (iunrestricted spots). No need for the double yellows opposite junction - it is not a dangerous place to pull out from - it is a contradiction to those paring bays being put on Thames Road opposite a similar junction (fine) - both these junctions noly have residential traffic for about 12 homes per entrance.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object</p>

Lockstile Way – **Object**

This will just push the commuter issue out further afield in the village rather than alleviating the issue. At the moment this commuter issue is diluted by the fact there are various options for them to park - which is fine, as we do not have enough car parks to help the commuters.

Lockstile Way (3pm-4pm) – **Object**

As per my previous point: This will just push the commuter issue out further afield in the village rather than alleviating the issue. At the moment this commuter issue is diluted by the fact there are various options for them to park - which is fine, as we do not have enough car parks to help the commuters.

Parking provision amendments:

Croft Road – **Object**

Glebe Ride – **Object**

Manor Road – **Partially support**

Thames Road – **Support**

Cleeve Road – **Object**

Loss of unlimited parking on Glebe Ride for local residents. Additional parking on Thames Road - but opposite a similar type junction to that on Glebe Ride - inconsistent approach to road markings, suggest parking bays are put in both spots opposite The Birches resident parking entrances. Rather than 1 double yellow and one parking bay option. This would make more spaces, albeit limited time, restricting local residents who work from home. Residential parking and exemption from the parking would be good for residents - ideally without this ridiculous annual fee. More consideration to residents please - we do not all have private driveways where we can park off the road, and need to park all day somewhere. Many work from home too, or are permanently at home.

General view – **Object**

Whilst more parking for people needing to use local businesses would be fabulous - we need another car park, and to keep the parking we already have. Commuters really do need somewhere to park - there is that temporary field at Gatehampton, surely that or somewhere similar could be allocated to a reasonably priced car park, so commuters have more options. Then all day parking could be more prevalent around the village for people wanting to enjoy more than 2 hours here in Goring. Restricting parking near the station and village is just going to mean cars park further out in the village, such as off Elvendon Road, and down other roads further afield, and just moving the problem rather

	<p>than solving it. As a resident with no driveway, these proposals are distressing. The cost of living has caused issues, and now we were worrying about parking tickets outside our own homes. Please, the residents of Goring need help to park by our own homes. Commuters need to go to work to support themselves and their families. Not everyone is wealthy enough to afford a house with its own parking. Potholes are something that would be better invested in, and policing those parking dangerously near junctions. Resident parking bays would be most appreciated. Without an annual fee ideally. We moved here when parking was not restricted. Please do consider all the knock on effects of these proposals. Shifting rather than solving a problem is not ideal.</p>
(o7) Local resident, (Goring, Howgate Drive)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>I have lived in Goring for 18 years and in all that time I have never found people parking, or stopping temporarily to pick up children/ dogs/prescriptions/supplies etc to be a problem. There are now less people commuting and so less pressure on parking near the station.</p> <p>I think the continued assault on drivers needs to stop. How can a mother pick up 3 young children on a rainy day in February if you put heavy restrictions on parking near the school? It is not unreasonable for someone to do that and is safer for them and the children to have that option.</p> <p>People in this village are so impatient - refusing to wait 10 seconds to be able to pass a car that has stopped for a legitimate reason. Yet they also seem to think that we all have the time to walk everywhere. As a busy single parent with 2 jobs I don't - and I don't think that people parking near the centre of the village or near the school is a problem. It has never delayed me, caused me issues or disrupted my day. Some people just want something to feel important over and unfortunately parking has become something the council and others will discuss - it is not necessary - let people live their lives and try to make them a bit easier - rather than a bit harder.</p> <p>It will also prevent residents and their friends/guests from parking near their homes. I live just off Cleeve road and there are a couple of times a year when my friends need to park on Glebe ride or near it - they only do it for short periods and generally when it is very quiet - always respectfully. I don't see a problem with that.</p> <p>The only place where parking does cause a problem is on Streatley hill (west berks) and even that is manageable with a bit of patience. People need to change their attitude and behaviour rather than constantly try to control others'.</p>

	<p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>NO need for it. people have nothing better to do in their lives but complain. stop trying to control everyone and have a bit of compassion and patience. I frequently walk down cleave road and have never experienced issues with traffic/parking at that time of day. There are safety issues with cars parked near to junctions which force drivers onto the wrong side of the road at blind bends or turnings - these are the things that need to be solved - by creating more parking away from junction. we need to think smarter rather than just be 'anti driver'. I'm sure businesses and individuals have legitimate reasons need to wait - and as long as it is away from the junction there is NO issue with it - it cause ZERO problems. Create MORE parking in safe places on the road NOT less.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>I have lived in Goring for 18 years and in all that time I have never found people parking, or stopping temporarily to pick up children/ dogs/prescriptions/supplies etc to be a problem. There are now less people commuting and so less pressure on parking near the station. I think the continued assault on drivers needs to stop. How can a mother pick up 3 young children on a rainy day in February if you put heavy restrictions on parking near the school? It is not unreasonable for someone to do that and is safer for them and the children to have that option. People in this village are so impatient - refusing to wait 10 seconds to be able to pass a car that has stopped for a legitimate reason. Yet they also seem to think that we all have the time to walk everywhere. As a busy single parent with 2 jobs I don't - and I don't think that people parking near the centre of the village or near the school is a problem. It has never delayed me, caused me issues or disrupted my day. Some people just want something to feel important over and unfortunately parking has become something the council and others will discuss - it is not necessary - let people live their lives and try to make them a bit easier - rather than a bit harder. It will also prevent residents and their friends/guests from parking near their homes. The only place where parking does cause a problem is on Streatley hill (west berks) and even that is manageable with a bit of patience. People need to change their attitude and behaviour rather than constantly try to control others'.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object</p>
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	<p>Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>There is no need for them. What problem is this trying to solve? There is NO problem with parking on cleave road and introducing restrictive measures will make life harder for residents. It will stops residents leaving their cars parked outside their house during the day. I mostly park off street (I'm just off cleave road) but there are occasions when I need to leave my car parked on cleave road for the day - (eg. when I have workmen at my house taking up the drive space, my elderly parents visiting in their car needing to park close to the house etc). this will make my life extremely inconvenient on those days and expose me to potential fines which I cannot afford as a single parent - this is totally unfair and inconsiderate.</p> <p>I can't reiterate enough that there is NO problem to solve here. Things work just fine. On the infrequent occasion where there are a number of cars that want to park on Cleeve road it is still easily passable without any problem at all. There is absolutely no need to introduce parking measures. If anything remove the yellow lines - let people go about their business as needed without feeling the need to constantly control everyone. This is a civilised society - we are capable of dealing with the minor inconveniences ourselves. This is a total waste of council money that would be better invested in making junctions safer (which no-one seems to care about but as a consultant civil engineer I think needs attention) or put it into other services.</p> <p>General view – Object</p> <p>Pressure for changes to parking are as a result of bored people wanting to feel like they have a sense of control. There is NO need for additional parking measures in Goring. It will be disruptive to the easy running of the lives of businesses and individual lives - and for what reason? There is no reason. This is a fictitious problem dreamed up by those who don't have enough in their lives to keep them gainfully occupied. So they want to impose control on others. Please don't punish the rest of us for this and don't make lives that are already stressful, busy and difficult even harder. If I wasn't doing 2 jobs to raise my children as a single parent then maybe I would have time to wander around the village moaning about busy people trying to get on with their day and make a living. But I simply dont have the time - and your proposals will make things more difficult and stressful for me and others in my position. I don't see a valid reason to impose hardship on others when there is NO problem to solve.</p>
(o8) Local resident, (Goring, Lockstile Mead)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Partially support Lockstile Way – Partially support</p>

	<p>Station Road – Support Valley Close – Partially support Wallingford Road – Partially support</p> <p>The junctions need protecting</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Object</p> <p>The restrictions will simply move the issue to other roads many of which contain young families with children that playing outside.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>This will simply move the issue to neighbouring street many of whom have young families. As a result there are likely to road safety issues</p> <p><u>Parking provision amendments:</u> No objection</p> <p>Simply limiting certain areas will not resolve the issue simply move the problem and cause additional safety concerns</p> <p>General view – Object</p> <p>It either needs to be extended to the wider area or scaled back purely to protect junctions. The scheme on Lockstile Way will simply move the problem to other less suitable roads.</p>
(o9) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p>

	<p>There are no demonstrable road safety issues in these areas. This is just another attempt to stop commuters parking perfectly legally. The station car park is far too small and what alternative is there? You have places ridiculous 2 hour restrictions around the village for NIMBY reasons. You cannot demonstrate a legitimate reason for this proposal as you couldn't in Gatehampton. This has nothing at all to do with safety.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Nothing to do with road safety. Just NIMBYISM again. It has achieved nothing in Gatehampton. You are just trying to penalise commuters again under the guise of road safety.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>No valid reason to do this. This has nothing to do with road safety.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Nothing to do with road safety again. Just NIMBYISM again. Sort out the real road safety issues on Streatley Hill and at the bottom of Goring hill</p> <p>General view – Object</p> <p>This is just NIMBYISM</p>
(o10) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object</p>

	<p>Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>There's no point putting double yellow lines on any of these roads - feels like a waste of money. We don't have anyone parking there who shouldn't be. Sounds completely pointless.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Pointless</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>There's no point, this is a waste of money and just hugely inconvenient to local residents</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Pointless waste of money and resources</p> <p>General view – Object</p> <p>Parking in Goring is already fairly limited (the village car park is often full), people are generally respectful of existing restrictions. This feels like a waste of council money</p>
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<p>(o11) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Because it would cause problems to other roads and I don't consider we have presently have a problem in Goring</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>As previously stated</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>As stated previously</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>As stated previously</p> <p>General view – Object</p> <p>As stated previously</p>
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<p>(o12) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Lockstile Way – Object</p> <p>By putting parking restrictions in only part of Lockstile Way, all you are doing is shifting the problem from one part of the road to another. Commuters will simply part further up the road, rather than pay a fee for parking at the station.</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Object</p> <p>By putting restrictions in one part Lockstile Way and not further up, all you are doing is shifting the problem. Commuters who currently park at the Wallingford Road end will just move further up the road and put up with a slightly longer walk, rather than pay a fee to park at the station. Restrictions should be the same for the whole of the road.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>As previously stated, by putting restrictions in one part Lockstile Way and not further up, all you are doing is shifting the problem. Commuters who currently park at the Wallingford Road end will just move further up the road and put up with a slightly longer walk, rather than pay a fee to park at the station. Restrictions should be the same for the whole of the road.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>I am concerned about Lockstile Way.</p> <p>General view – Object</p> <p>I am concerned about Lockstile Way. I live in Lockstile Way, and wish to be able to park outside my house, rather than have commuters park there. It is for residents in other roads to decide what they want.</p>
<p>(o13) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> No objection</p> <p>Currently busses and Lorrie's have difficulty turning.</p>

	<p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Object</p> <p>This should be no parking at any time. Currently cars do not park on that side of the road, because they can park on the opposite side. If there are parking restrictions on the South side, then people will start parking on both sides of the road causing chaos, because the road is not wide enough.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>As before, people will park on both sides of the road at certain times causing chaos. The road is not wide enough for cars to park on both sides of the road.</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>I have no view on these proposals.</p> <p>General view – Object</p> <p>The proposals in Lockstile Way will not work. Either leave it as it is, or have restricted parking on the South side and no parking at any time on the North side.</p>
(o14) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>The proposals for Lockstile Way / Lockstile Mead / Valley Close / Wallingford Road as a whole are ill thought through, unnecessary and will not resolve parking issues related to G&S Railway Station. They will just shift any excessive station parking problem up to the top section of Lockstile Way, which would then also need to be yellow lined. They would be a pointless waste of tax payers money, further urbanising Goring's village streets and creating issues for residents and tradespeople parking outside houses.</p>

The yellow lines proposals for Glebe Ride and Cleeve Road are inappropriate and dangerous. They would create a major blind corner driving risk at the Glebe Ride / Cleeve Road junction. Elsewhere they do not leave adequate gaps for drivers to pause for oncoming traffic.

The proposals for Station Road are simply unnecessary - this quiet road is navigable and safe for pedestrians and others as it is.

Single Yellow Lines (10am-11am):

Cleeve Road – **Object**

Grange Close – **Object**

Lockstile Way – **Object**

The proposals for Lockstile Way as a whole are ill thought through, unnecessary and will not resolve parking issues related to G&S Railway Station. They will just shift any excessive station parking problem up to the top section of Lockstile Way, which would then also need to be yellow lined. They would be a pointless waste of tax payers money, further urbanising Goring's village streets and creating issues for residents and tradespeople parking outside houses. The yellow lines proposals for Cleeve Road are inappropriate and dangerous. They would create a major blind corner driving risk at the Glebe Ride / Cleeve Road junction. Elsewhere they do not leave adequate gaps for drivers to pause for oncoming traffic.

Lockstile Way (3pm-4pm) – **Object**

The proposals for Lockstile Way as a whole are ill thought through, unnecessary and will not resolve parking issues related to G&S Railway Station. They will just shift any excessive station parking problem up to the top section of Lockstile Way, which would then also need to be yellow lined. They would be a pointless waste of tax payers money, further urbanising Goring's village streets and creating issues for residents and tradespeople parking outside houses.

Parking provision amendments:

Croft Road – **Object**

Glebe Ride – **Object**

Manor Road – **Object**

Thames Road – **Object**

Cleeve Road – **Object**

	<p>The yellow lines proposals for Glebe Ride and Cleeve Road are inappropriate and dangerous. They would create a major blind corner driving risk at the Glebe Ride / Cleeve Road junction. Elsewhere they do not leave adequate gaps for drivers to pause for oncoming traffic.</p> <p>General view – Object</p> <p>These proposals are being presented now despite major objections being raised in writing by local residents when they were first aired by Goring Parish Council in March 2023. This is particularly the case for yellow line options in Lockstile Way and adjoining roads, where GPC seems not to have talked to anyone who actually lives there about the scheme. The proposals will not solve any underlying problem and will just shift any issues up the road to the upper section of Lockstile Way. A similar scheme was presented by OCC/GPC in 2006, overwhelmingly rejected by residents' petitions and at an open meeting, then dropped as result. This scheme should be similarly abandoned as a pointless waste of scarce local government resources.</p>
(o15) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Object Lockstile Way – Partially support Valley Close – Object Wallingford Road – Partially support</p> <p>Restricting parking near the main Wallingford Road junction is sensible. Other double yellow lines will cause increase in traffic speed in the residential areas which I object strongly to. If introducing traffic parking restrictions then also introduce traffic calming toad bumps to decrease the speed in residential areas.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>I think I have already explained my reasoning.</p>

	<p>Lockstile Way (3pm-4pm) – Object</p> <p>Parking restrictions will increase traffic speed. Allow parking to reduce traffic speed.</p> <p><u>Parking provision amendments:</u> Glebe Ride – Object Manor Road – Object Cleeve Road – Object</p> <p>Make the station parking cheaper and less people will park on residential streets.</p> <p>General view – Object</p>
(o16) Local resident, (Goring, Lockstile)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Taking away the rights to park as residents from our own village is ridiculous. I live on one of these roads and sometimes there is not enough parking on our driveway and friends/family often have to use the road</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Again for the same reasons as before</p> <p>Lockstile Way (3pm-4pm) – Object</p>

	<p>Again same as before</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>I don't see the difference between the other proposed signage - still the same thing stopping our friends and family and us as residents from using our streets to park</p> <p>General view – Object</p>
(o17) Local resident, (Goring, Maple Court)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Partially support Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>As a resident we want to retain unrestricted spaces on Glebe Ride, Thames Road and also Lockstile Way - except I approve the double yellow lines near the Lockstile Way junction as this is dangerous to pull out of when cars are parked there.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>WE need to keep the parking that is in Goring.</p>

	<p>Lockstile Way (3pm-4pm) – Object</p> <p>We need to retain as much parking as we can for all the community and commuters and visitors in Goring, Parking is so limited already.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>As previously stated.</p> <p>General view – Object</p> <p>We need to retain any unrestricted parking on Glebe Ride and Thames Road. There is very limited parking in Goring already. Thank you!</p>
<p>(o18) Local resident, (Goring, Thames Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Having read the Public notice, statement of reasons, cited the consultation plan, and draft order. I am a local resident of the Birches and we do not have our own driveways, and very limited parking. I come back from work at all different times and I have to park whenever I can, as there is very limited parking now, let alone if this parking restriction proposal is approved in full. Where are we going to park when working all day from home for example?</p>

I don't understand why? Road safety reasons? – there have never been any issues; visibility and turning, never any issues, as the traffic flow is limited, and very slow. And this will not assist in any way for local residents' parking needs for their own homes. Many people visiting would also need more than 2 hours to carry out their business.

Car parking is so limited in Goring.

Let alone local Goring businesses who rely on out of town people to park and spend money.

Glebe Ride currently has some unlimited parking spaces, and so from the plans this is not particularly apparent that these are being lost. There are some of these precious spaces – and these are used by local people. Often residents (we are familiar with our neighbours' vehicles).

Please do not go ahead with these unthought through plans, a total waste of our tax payers money. There seems to be a bias against those on lower incomes, who are already struggling to feed and warm their families, let alone worry about parking tickets outside their own homes. The parking there is, just about works, and although we have station parkers, they too are trying to get to work, earn money for their families. The station park is often full to capacity. It is also expensive.

The money would be so much better spent on reducing dangerous potholes. Potholes cause people to swerve, and this might kill someone.

We need another car park – so that station users are able to use those. And the rate of parking to be reduced, to encourage that use.

If we reduce local parking – this will just cause problems for those residents living further away from the station – people will be concentrated into parking there for the station - it will gradually kill the village off, suffocating it, except those who have their own driveways, which is not everyone. For example near the Birches, there are also properties along Thames Road with limited parking, such as Oriel House, Maple Court.

Whether rich or poor, with a driveway or not, we need to consider the wider implications of what these parking restrictions would cause to the village – and it will just move the problem, not solve it, creating distress to the local residents, and those trying to visit and spend money with our businesses, enjoy the area.

Single Yellow Lines (10am-11am):

Cleeve Road – **Object**

Grange Close – **Object**

Lockstile Way – **Object**

As above.

Lockstile Way (3pm-4pm) – **Object**

	<p>As above</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Support Thames Road – Object Cleeve Road – Object</p> <p>As above.</p> <p>General view – Object</p> <p>Please please especially try and consider those residents of Goring who work from home, do not have their own driveway parking, and struggle to find all day parking. Also thses changes will just cause a 'knock on effect' to those elsewhere int eh village, ultimately not solving the parking issue. A car park ? Parking in the filed along Gatehampton Road, which is sometimes used for tempoary event parking? Cheaper parking rates in that car park too to discourage 'random parking'?</p>
(o19) Local resident, (Goring, The Birches)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Station Road – Object</p> <p>I object strongly to double yellow lines on Glebe Ride as I use it for parking. As a resident with restricted parking facilities there is nowhere else to park near my house.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I do not fully understand the need to introduce these restrictions and the times but have no objection if the local residents support this.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I do not understand the timing but if local residents support this I have no objection.</p>

	<p><u>Parking provision amendments:</u> Croft Road – Definitely disagree Glebe Ride – Definitely disagree Manor Road – Definitely disagree Thames Road – Definitely disagree Cleeve Road – Object</p> <p>I object strongly to restricting parking availability for residents. As a resident with nowhere to park if these restrictions are introduced I have to object to them all. If a scheme were introduced to allow resident's parking by permit I would support additional spaces for visitors to the village as the shops and local businesses need support. PLEASE WILL YOU INTRODUCE A SCHEME FOR RESIDENTS PARKING TO ALLEVIATE THIS PROBLEM. Extra annual payment would mean only residents who need to park will apply.</p> <p>General view – Object</p> <p>The scheme does not take into account parking needs of local residents who do not have parking facilities near their home. A Residents Parking Scheme would alleviate this potential problem and I would then support visitor parking schemes throughout the village. However if the scheme is introduced without this I will have nowhere to park my car. I therefore have no choice but to object.</p>
(o20) Local resident, (Goring)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Stop wasting our taxes on daft speed restrictions and yellow lines. You don't even enforce them. Clean the gulleys out instead you posers.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object</p>

	<p>Grange Close – Object Lockstile Way – Object</p> <p>What?</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>Rubbish</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Loaded survey this is.</p> <p>General view – Object</p> <p>Wasteful posers.</p>
(o21) Local resident, (Goring, Lockstile Mead)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>All this will do is disperse the problem. Those parking in roads instead of paying for station parking will simply find somewhere else in the village to park for free. It will not make them park sensibly or suddenly use the paid for parking options.</p>

	<p>We are a young family in Lockstile Mead and having restrictions in the start of our road would merely increase cars parking directly outside of our house and increase cars driving through looking for spaces.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>I don't understand how this measure would improve the situation of people currently parking in inconsiderate ways. It just disperses the problems and the timings will not stop people parking for the station</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>This would stop school traffic, but the main bulk of people parking in Lockstile Way (and Mead) are parking all day, or sometimes multiple days, for the station. So I don't feel like would do anything.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>As with all this proposed restrictions, it will just increase parking in other roads. It doesn't fix the problem - it just moves it to other roads and makes them more congested!</p> <p>General view – Object</p>
(o22) Local resident, (Goring, The Birches)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>Good Morning. My husband and I are objecting to the 'No waiting at any time' parking restrictions at Glebe Ride (and Thames Road) as residents of The Birches, in Goring for the below reasons:</p>

	<p>1. Our houses do not have a drive way, therefore, we use these roads to park on a daily basis as the parking area of the Birches is insufficient for all its residents. If you need to restrict parking in these areas please help us by providing residents permits' as otherwise your new rule will impact residents in the area negatively.</p> <p>2. We also believe that businesses in the area will be negatively impacted as customers from nearby villages will find little parking availability and decide not to come.</p> <p>We, therefore, would like to request you to please review your proposal carefully.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object</p> <p>As above.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>That area does not affect my parking needs although it may affect residents of the area.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Thames Road – Object Cleeve Road – Object</p> <p>As above.</p> <p>General view – Object</p> <p>This scheme is not considering the parking needs of residents of the area with no drive ways, and that of their visitors. Please reconsider.</p>
(o23) Local resident, (Goring, Cleeve Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object</p>

	<p>Valley Close – Object Wallingford Road – Object</p> <p>This plan has not been thought through regarding usage of Road, residents, and the issues trying to resolve</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>I am not sure what problems you are addressing with the proposed changes. Who is going to in-force this restriction? Potentially causes a hazard to free flow of traffic in these roads and cause people to drive on the pavements as the road becomes effectively a single carriage wat.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>It will move any problem elsewhere. Who is policing the people who just ignore this restriction?</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>It will make no difference to parking as people park all day in these bays. No body to police !!!!!</p> <p>General view – Object</p> <p>Please explain why you consider changes are necessary. Which authority is going to police the correct adherence to parking? There are potential dangers to pedestrians by reducing the carriage ways to single lane as cars will and have driven on the pavements.</p>
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<p>(o24) Local resident, (Goring, Lockstile Mead)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Support Valley Close – Object Wallingford Road – Support</p> <p>Objecting Lockstile Way as it will just move the problem to the neighbouring roads like Lockstile Mead. There are many young children in Lockstile Mead and more cars would increase the danger with more cars being parked.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Object as this will just move the problem to neighbouring roads such a Lockstile Mead.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>This would simply move the issue to the neighbouring roads where young families live</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Partially support</p> <p>Agree with the above to stop people parking all day in these roads</p> <p>General view – Object</p>
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<p>(o25) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Fix the potholes, the roads are like the 3rd world and wrecking cars suspension, before you worry about painting lines to fix a problem that doesn't exist!</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Fix the potholes! There is not a problem with parking. If the roads were maintained we wouldn't need 4x4s.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>Fix the potholes! If you do these parking restrictions more people will concrete over the front lawns and that will increase run off and cause more flooding and more sewage discharges.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Fix the potholes!</p> <p>General view – Object</p>
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	Fix the roads before you worry about parking restrictions
(o26) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Because it would have a knock-on effect with on-street parking for residents</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>As before</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>As before</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>As before</p> <p>General view – Object</p>

	As before
(o27) Local resident, (Goring, Thames Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>There is a shortage of parking in most parts of the village for residents and visitors alike.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>People with no other place to park would have to move which seems pointless.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>I do not believe that there should be any restrictions on this road.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Many of my neighbours work from home and struggle to find daytime parking.</p> <p>General view – Object</p>

	<p>I do not believe that there should be restrictions on parking in a village that has insufficient spaces available. I know people who resist going out for fear of not finding a space upon their return.</p>
<p>(o28) Local resident, (Goring, The Birches)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>We are residents at the Birches which comprises 26 terraced houses. Residents of the Birches and other small flats in Thames road currently make use of the unrestricted parking currently allowed in Glebe ride and Thames road. Many of us are very concerned about these proposals. There is still some unlimited on- street parking currently available in Glebe ride (ie it is not all currently double yellow lines as indicated on your plan and residents make use of this). This unrestricted parking is vital to residents living in this part of the village who do not have large houses with private drives. There are insufficient parking spaces to accommodate resident’s cars in the small garage and parking areas of the Birches, likewise residents of flats and smaller houses in Thames Road likewise use Thames Road and Glebe Ride for resident parking. This residential street parking is essential for a viable life in this part of the village. We would like to suggest that either :</p> <ul style="list-style-type: none"> • the unrestricted areas remain in Glebe ride, other than those proposed at the bell mouth to the Birches, or • a residents parking scheme is introduced in this area of the village. We understand that Oxfordshire County Council have residents parking schemes operating in neighbouring places such as Whitchurch on Thames, a similarly sized village, and also in Wallingford and Didcot. <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Residents should be allowed to park</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>No comments make on this area of the village</p> <p><u>Parking provision amendments:</u> Croft Road – Object</p>

	<p>Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Residents should be allowed to park in these areas</p> <p>General view – Object</p> <p>Resident parking needs of this who live in the centre of the village in small houses and flats are not addressed by these proposals. This could be rectified by a residents parking scheme.</p>
(o29) Local resident, (Goring, Station Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object</p> <p>I live immediately in front of a 2 hour parking area on Station Road. When cars are parked they act as a traffic 'slower' - no cars and traffic rushes down the road well above the speed limits. It would actually be dangerous to stop the small car park area on Station Road - when cars rush down the road I cannot exit my driveway car or foot, safely. Further up Station Roads, the natural pinch points slow the traffic, but not around the around near the Croft Road Intersection. I and the other residents of this road, object strongly to removing this parking UNLESS you provide a full time traffic policeman to monitor the speeds. Thank you</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>There are not many cars that wait for a long time - its generally around school hours and there is no practical alternative for parents dropping off and collecting children from school</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I have no objection</p>

	<p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p> <p>Not only do parked cars slow traffic on these roads, but there is no other place for workmen to park</p> <p>General view – Object</p> <p>I believe these proposals only represent a narrow constituency and were driven through by someone who does NOT live near most of these areas.</p>
(o30) Local resident, (Goring, Thames Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>Street parking without restrictions (as we have always had) in Glebe Ride and Thames Road is absolutely vital to residents of The Birches. Will you be introducing a Residents Parking scheme for local residents?</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I am unable to comment on areas that I am unfamiliar with. This survey should allow for such a response.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I am unable to comment on areas that I am unfamiliar with. This survey should allow for such a response.</p> <p><u>Parking provision amendments:</u> Thames Road – Object</p> <p>Street parking without restrictions (as we have always had) in Glebe Ride and Thames Road is absolutely vital to residents of The Birches. Will you be introducing a Residents Parking scheme for local residents?</p>

	<p>General view – Object</p> <p>Why are you spending valuable resources on problems that don't exist? These schemes will have an immediate and detrimental impact on local residents and businesses.</p> <p>The state of repair of the roads and pavements is a disgrace. Why don't you sort out these difficult, urgent problems first?</p>
(o31) Local resident, (Goring, Thames Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>I only want to comment on Thames Road and Glebe Ride.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object</p> <p>I don't want to comment on any roads except Thames Road and Glebe Ride</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I don't want to comment on this road.</p> <p><u>Parking provision amendments:</u> Glebe Ride – Object Thames Road – Object Cleeve Road – Object</p> <p>Again, why am I having to comment on roads of which I have no knowledge.</p> <p>General view – Object</p> <p>We need to keep unrestricted parking in Glebe Ride and Thames Road because many families at The Birches have two cars. These are working families. We currently struggle continually to accommodate all our cars. This proposed scheme will have a huge impact on all residents.</p>

(o32) Member of public, (South Stoke, Ferry Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>I regularly use the outskirts of Goring for longer-term parking, if I need to use the railway station. The station car park and the Catherine Wheel car park are not practical to use for long term parking due to cost, safety and availability of space. If I am prevented from using on-street parking in Goring then I will no longer be able to use my local railway station, and I will be forced to drive longer distances to access the rail network somewhere else.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Parking restrictions are onerous enough already in Goring. Please do not make them worse.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>I do not support increased parking restrictions in Goring.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p>

	<p>I do not support increased parking restrictions in Goring.</p> <p>General view – Object</p> <p>I do not support increased parking restrictions in Goring.</p>
<p>(o33) Local resident, (Streatley, High Street)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Station Road – Partially support</p> <p>The centre of the village is congested with very few capillary roads. If overflow parking is required on street (to which I'm opposed) then lockstile and the surrounding roads provide relief for the flow of traffic</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>The school traffic must park somewhere. The access to Goring Primary from those roads is required and any restrictions would only add to congestion</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>This is an easy access road for a quick extraction of children from the school without impacting local roads</p> <p><u>Parking provision amendments:</u> Manor Road – Support Thames Road – Definitely disagree Cleeve Road – Support</p> <p>The planning of traffic flow in the village needs to be addressed</p> <p>General view – Object</p>

<p>(o34) Member of public, (Whitchurch Hill, Goring Heath)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>I can see no good reason to change current parking arrangements. Parking already very limited in Goring</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>I can see no good reason to change current parking arrangements. Parking already very limited in Goring</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>I can see no good reason to change current parking arrangements. Parking already very limited in Goring</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>I can see no good reason to change current parking arrangements. Parking already very limited in Goring</p> <p>General view – Object</p>
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	<p>As previously stated parking is already restricted in Goring. In particular in areas near The Birches where there are quite a few houses there is nowhere for residents to park let alone their visitors. Additional houses are being built in Thames Rd which is making situation worse.</p>
(o35) Local resident, (Goring)	<p>Double Yellow Lines: Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>The car park in goring is not big enough and is expensive to park as is the station car park . This is a blatantly anti car policy . Rural areas rely on cars as buses are not reliable . Many local residents are older and need cars to get around , including to the surgery where parking is almost impossible . Surrounding roads are needed . This will also affect the economy of the village as a whole. Please do not enforce</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Local community does not object to cars being parked in these streets . We want to welcome people to goring to visit and spend their money . Car parks are expensive and inadequate as is bus travel . His majesty's highways should be available for all to use . Please do not introduce parking restrictions. This will also affect locals wanting to play cricket or foot ball or like to watch who live in nearby villages but play for goring .</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>No reason that you should not park in this street. Access is clear . It is needed for people to park and access nearby facilities .</p> <p><u>Parking provision amendments:</u> Croft Road – Object</p>

	<p>Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>You will kill the economy of the town</p> <p>General view – Object</p> <p>There will be social and economic consequences that will penalise businesses and those older or less mobile people being able to access facilities and sports in Goring .</p>
(o36) Local resident, (Goring, Croft Road)	<p><u>Double Yellow Lines:</u> Station Road – Object</p> <p>The parking on station road has the benefit of slowing traffic down and making it safer for pedestrians.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>No objections</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>No objections</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Useful for shoppers and visitors.</p>

	<p>General view – Partially support</p> <p>Station road is best left exactly how it is. A shared space is best for all road users, on foot, cycles or cars.</p>
(o37) Local resident, (Goring, Croft Road)	<p>Double Yellow Lines: Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Partially support Valley Close – Support Wallingford Road – Support</p> <p>The cars parked in Station Rd slow down the traffic. I object to the idea of a pavement which will stop two cars passing each other.</p> <p>Single Yellow Lines (10am-11am): Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Makes sense</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Cars parked dangerously</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Makes sense</p>

	General view – Partially support
(o38) Local resident, (Goring, Ferne Close)	<p>Double Yellow Lines: Lockstile Mead – Partially support Lockstile Way – Partially support Valley Close – Partially support Wallingford Road – Support</p> <p>Great idea to stop commuter parking on Lockstile Way and Lockstile Mead, but...</p> <p>1 - there are residents who need on road parking - how does this scheme cater for them? A residents parking scheme would be more suitable</p> <p>2 - for the roads which are NOT having yellow lines put on them, won't they end up having all the commuter parking problem? Neither Meadow Close nor Ferne Close are wide enough to support on road parking and residents traffic.</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>Supporting Lockstile Way on this one, but who will be checking this on a daily basis, as no warden currently checks outside Pierreponts Cafe double yellow lines, for example. So commuters won't care.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>See question 3</p> <p><u>Parking provision amendments:</u> No objection</p> <p>N/a</p> <p>General view – Partially support</p> <p>See question 3</p>

<p>(o39) Local resident, (Goring, Ferne Close)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Partially support Lockstile Way – Partially support Valley Close – Partially support Wallingford Road – Support</p> <p>Great idea to stop commuter parking on Lockstile Way and Lockstile Mead, but... 1 - there are residents who need on road parking - how does this scheme cater for them? A residents parking scheme would be more suitable 2 - for the roads which are NOT having yellow lines put on them, won't they end up having all the commuter parking problem? Neither Meadow Close nor Ferne Close are wide enough to support on road parking and residents traffic</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>Same response as previous question - how do we avoid just moving the parking problem to Meadow Close or Ferne Close?</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>See response to Q3</p> <p><u>Parking provision amendments:</u> No objection</p> <p>N/A</p> <p>General view – Partially support</p> <p>See response to Q3</p>
<p>(o40) Local resident, (Goring, Ferne Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support</p>

Lockstile Way – **Support**
 Valley Close – **Support**
 Wallingford Road – **Support**

As a resident of the Lockstile Estate I agree with the council's proposals to protect junction sightlines with no waiting at any time lines. I have no opinion on the Station Road scheme regarding the footway.

Single Yellow Lines (10am-11am):
 Lockstile Way – **Object**

As a resident of the Lockstile Estate there is a need for on street parking for residents. I object to the proposed no waiting for 1 hour lines on Lockstile Way as this will mean that residents and their visitors will not be able to park outside their own homes - contrary to the "safeguarding parking for local residents" objective in the council's statement of reasons document.

Whilst I agree that commuter parking is a problem in the village and on Lockstile Way in particular, in my opinion more no waiting areas will push the problem elsewhere in the village, as demonstrated by the previous initiative on Gatehampton Road, Croft Road, Manor Road etc. that moved the commuters to Lockstile Way. If we continue in this vain then the whole village will be covered in no waiting areas in the coming years.

Instead I think that the council in its efforts to promote public transport should be working with the station owners to 1) expand parking capacity - part of the issue is that on some days the railway carpark is completely full and 2) look at subsidising or convincing the operator to reduce parking charges, reducing the incentive for people to park elsewhere in the village.

I have no strong opinion on the Cleeve Road and Grange Close schemes, though on the face of it providing additional short term parking spots seem to be a good idea.

Lockstile Way (3pm-4pm) – **Object**

As per my previous objection to the No Waiting Mon-Sat 10-11am on Lockstile Way proposal, I object to the proposed no waiting for 1 hour lines on Lockstile Way as this will mean that residents and their visitors will not be able to park outside their own homes - contrary to the "safeguarding parking for local residents" objective in the council's statement of reasons document.

Whilst I agree that commuter parking is a problem in the village and on Lockstile Way in particular, in my opinion more no waiting areas will push the problem elsewhere in the village, as demonstrated by the previous initiative on Gatehampton Road, Croft Road, Manor Road etc. that moved the commuters to Lockstile Way. If we continue in this vain then the whole village will be covered in no waiting areas in the coming years.

	<p>Instead I think that the council in its efforts to promote public transport should be working with the station owners to 1) expand parking capacity - part of the issue is that on some days the railway carpark is completely full and 2) look at subsidising or convincing the operator to reduce parking charges, reducing the incentive for people to park elsewhere in the village.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>No strong opinion</p> <p>General view – Partially support</p> <p>I wouldn't be unhappy if you chose to do nothing, but as I've said in my comments on the individual proposals protecting sightlines at junctions is fine but I object to measures that will prevent residents and their visitors parking all day / overnight outside their houses.</p>
(o41) Local resident, (Goring, Glebe Ride)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Object</p> <p>All are busy areas and need parking restrictions. Objecting to Glebe Ride as has never been an issue.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I am aware of parking issues for local residents in all of there three areas.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I have spoken to friends who live on these roads who welcome the proposals.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Object Manor Road – Support Thames Road – Support</p>

	<p>There are parking issues along this stretch already. None of the restrictions are enforced anyway, people have parked for years on the small stretch just off the high street so it makes no difference.</p> <p>Glebe Ride is used by the residents of Maple Court and The Birches due to inadequate parking in the private parking areas. As cars have got bigger, nobody can fit them in the garages so parking on Glebe Ride with no restrictions is necessary. You will be forcing local residents to park in other parts of the village, making the parking problems worse.</p> <p>General view – Partially support</p>
(o42) Local resident, (Goring, Glebe Ride)	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support</p> <p>My mother lives in the Birches and doesn't drive anymore so I and other people like carers need to visit her as she is elderly. Sometimes I or they might be there longer than 2 hours, but if I take her out, we need to be close to her house as she is frail, so I wonder if this is helpful to residents who have visitors?</p> <p>The local car park is often full and there is no other option if you come into the centre and can't find anywhere to park. Are we going to reduce visitors who might benefit Goring economically if we make it hard for them to park? Is there any scope for extra parking elsewhere - I can't think of any?</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>The only thought is this does mean I will try never to have an appointment at that particular hour!</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>no comment</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p>

	<p>more space to park but for a shorter period makes more sense than double yellow lines when not near a junction.</p> <p>General view – Partially support</p> <p>Could you put more into resurfacing roads like Station Road which are atrocious, especially for bicycles, before you paint the yellow lines?</p>
(o43) Local resident, (Goring, High Street)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Way – Partially support</p> <p>You say these restrictions are to "assist with local parking needs". As a resident of the High Street with increasing limited mobility as we get older these restrictions will mean having to walk much further in order to park a car for any length of time. This can already mean walking as far as Criad Court or even further to find a non restricted space.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Lockstile Way – Object</p> <p>You say these restrictions are to "assist with local parking needs". As a resident of the High Street with increasing limited mobility as we get older these restrictions will mean having to walk much further in order to park a car for any length of time. This can already mean walking as far as Criad Court or even further to find a non restricted space.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>You say these restrictions are to "assist with local parking needs". As a resident of the High Street with increasing limited mobility as we get older these restrictions will mean having to walk much further in order to park a car for any length of time. This can already mean walking as far as Criad Court or even further to find a non restricted space.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Thames Road – Object Cleeve Road – Partially support</p>

	<p>You say these restrictions are to "assist with local parking needs". As a resident of the High Street with increasing limited mobility as we get older these restrictions will mean having to walk much further in order to park a car for any length of time. This can already mean walking as far as Criad Court or even further to find a non restricted space. I support the extension of parking in Cleeve Road but not all of it should be restricted. A few unrestricted spaces should be left for local residents. Even if these are taken sometimes by rail travellers there is the option to get to them in the evening and then leave a residents car there for a few days.</p> <p>General view – Partially support</p> <p>These proposals do not "assist with local parking needs" when that need is for over a 23 hour period. The restricted parking does not "Safeguard parking for local residents" unless we move our cars regularly which is impossible if away for a few days or unable to return to the car within the time limits.</p>
(o44) Local resident, (Goring, Limetree Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>It would be good to have electric car charging points in Glebe Ride</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support</p> <p>No comment</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>NA</p> <p>Parking provision amendments:</p>

	<p>Croft Road – Object Manor Road – Object</p> <p>The proposed space in Manor Road opposite Querton is wrong for several reasons (a) It is too close to the exit from Limetree Road -- parked cars there will impede visibility for drivers turning right out of Limetree Road into Manor Road. (b) The proposed space is also alongside a grass verge which gets wet and muddy in the winter. It would be better to restrict parking to the other side of Manor Road where there is a proper pavement. (c) The proposed space is next to two drain gulleys that are regularly blocked with mud and fallen leaves. The space will prevent easy access to the drains for cleansing.</p> <p>The proposed spaces in Croft Road would make it too narrow and make it harder for residents to get out of their drives.</p> <p>General view – Partially support</p> <p>With the exception of the badly-sited space in Manor Road, opposite Querton, that I have commented on above, I support this scheme. I walk along Station Road almost every day, and while I have never had any problem getting along safely, I can see that it must be difficult for people with mobility issues. I would support further restrictions on motor traffic along the section between Croft Road and Red Cross Road. Perhaps speed humps? Or a width restriction to exclude large lorries?</p>
(o45) Local resident, (Goring, Limetree Road)	<p><u>Double Yellow Lines</u>: No objection</p> <p>no strong opinion</p> <p><u>Single Yellow Lines (10am-11am)</u>: No objection</p> <p>no strong opinion</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>no strong opinion</p> <p><u>Parking provision amendments</u>: Manor Road – Object</p>

	<p>20 new houses are currently being built at the southern end of Manor Road. This is forecast to increase traffic along Manor Road by 100 journeys PER DAY. It does not make any sense to introduce additional road side parking under these circumstances upon the approach to the awkward junction with Station Road. I strongly object to this proposal.</p> <p>General view – Partially support</p> <p>No objections except for Manor Road proposal.</p>
(o46) Local resident, (Goring, Lockstile Mead)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Partially support Lockstile Way – Object Station Road – Partially support Valley Close – Object Wallingford Road – Partially support</p> <p>in general double yellow lines would not benefit anyone - residents would not be able to make use of the road for visitors and it will just push all of the cars of commuters, who park here for the day and travel by train, to other parts of the residential area. The best solution to the problem I feel would be to make these areas residents parking only (with permits).</p> <p>The specific areas I would partially support: Lockstile Mead - only on the junctions at either end of the road as these are sometimes obstructed. Station Road - as there is no pavement in parts there should be no cars parked there as it would obstruct pedestrians. Wallingford Road - double yellow makes sense here due to the high volume of traffic, with the exception of Jacks Convenience store as access there is important for the local community.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>My only concern is where this would push all of the daily commuter parked cars.</p>

	<p>Lockstile Way (3pm-4pm) – Partially support</p> <p>As previous - where do the parked cars of commuters go if there's no alternatives?</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p> <p>Only concern is for people who are working locally.</p> <p>General view – Partially support</p> <p>The biggest issue is the parked cars of commuters which are here all day. The number of these has been steadily increasing for years. There needs to be a proper solution for them and then the village will benefit.</p>
(o47) Local resident, (Goring, Lockstile Mead)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Partially support Lockstile Way – Partially support</p> <p>The proposal for Lockstile Way needs to take into account the impact of the proposed changes on other roads. Cars from Lockstile Way will no doubt now use Lockstile Mead for all-day parking (as some already do). The proposal will just move cars from Lockstile Way onto Lockstile Mead (away from the double yellows) causing similar issues on this road. Lockstile Mead should also have 1-hour no parking periods each day to prevent "all-day parkers" using it.</p> <p><u>Single Yellow Lines (10am-11am):</u> Grange Close – Support Lockstile Way – Partially support</p> <p>The proposal for Lockstile Way needs to take into account the impact of the proposed changes on other roads. Cars from Lockstile Way will no doubt now use Lockstile Mead for all-day parking (as some already do). The proposal will</p>

	<p>just move cars from Lockstile Way onto Lockstile Mead (away from the double yellows) causing similar issues on this road. Lockstile Mead should also have 1-hour no parking periods each day to prevent "all-day parkers" using it.</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>The proposal for Lockstile Way needs to take into account the impact of the proposed changes on other roads. Cars from Lockstile Way will no doubt now use Lockstile Mead for all-day parking (as some already do). The proposal will just move cars from Lockstile Way onto Lockstile Mead (away from the double yellows) causing similar issues on this road. Lockstile Mead should also have 1-hour no parking periods each day to prevent "all-day parkers" using it.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Partially support</p> <p>Seem reasonable</p> <p>General view – Partially support</p> <p>Think of the impact the changes make to other roads. Moving cars from Lockstile Way will just move the cars onto the next nearest roads.</p>
(o48) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Partially support Lockstile Way – Partially support Valley Close – Partially support Wallingford Road – Partially support</p> <p>I agree with the solution to prevent parking at the junctions of Lockstile Way and Wallingford Road/Valley Close/Lockstile Way but this needs to also apply to the the junction of Lockstile Way and Meadow Close. See next response to single yellow lines in Lockstile Way.</p>

	<p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Object</p> <p>The proposal of single yellow lines in part of Lockstile Way does not go far enough. All that will achieve is pushing the problem of parking for the train station further up Lockstile Way. Why not lines the length of the road. We will be particularly affected (26 Lockstile Way) because the plans show the single yellow lines stopping halfway across our double drive. The drive is used to access our garage and car port where we park our two cars (no roadside parking!).</p> <p>Stopping the lines across the drive will mean that we will be the nearest unrestricted point to the station. Cars parked there will block access to our car port.</p> <p>We will be left with two options. Firstly to leave a car on the drive in the hope (probably vain) that drivers will not block us in and secondly to park one of our cars in the road – hardly what you are trying to achieve.</p> <p>It makes far more sense to continue the single lines up to the junction of Meadow Close joining up with the same double lines solution around the junction that is proposed for three other junctions with Lockstile Way.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>See previous response to the morning restrictions</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>Not affected</p> <p>General view – Partially support</p>
(o49) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Support Lockstile Way – Support</p> <p>Very much needed</p> <p><u>Single Yellow Lines (10am-11am):</u></p>

	<p>Lockstile Way – Object</p> <p>I live on Lockstile Way. Totally support the double yellows at Junctions, very much needed. Single yellows up the street could be a real problem with people thinking it's OK to park on both sides provided they aren't caught by the time restriction. We could end up with slalom driving with inadequate gaps between those on opposite sides for the buses to navigate safely through. I prefer an all-day (8 to 6) ban single yellow on the north side of the road.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>I live on Lockstile Way. Totally support the double yellows at Junctions, very much needed. Single yellows up the street could be a real problem with people thinking it's OK to park on both sides provided they aren't caught by the time restriction. We could end up with slalom driving with inadequate gaps between those on opposite sides for the buses to navigate safely through. I prefer an all-day (8 to 6) ban single yellow on the north side of the road.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>No comment</p> <p>General view – Partially support</p> <p>See explanations given</p>
(o50) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Object Valley Close – Object Wallingford Road – Support</p> <p>Lockstile way Wallingford Rd junction is a safety issue and should have been action-ed previously. Other restrictions are questionable . Lockstile Mead and Valley Close junctions are less problematic. Parking on Lockstile Way is caused by inadequate facilities at the railway station. Thus the additional parking measures will just move the problem on. With the exception</p>

	<p>of the Lockstile Way / Wallingford Rd junction I am against any measures that restrict the residents right to park outside of their own house. Residents permits should be considered.</p> <p>I believe that there is a suggestion that parking restrictions should be applied to the whole estate. This is extreme 'nimby-ism' and would not help people wishing to shop in Goring but who need to f=drive, to be withing easy walking distance of the centre.</p> <p>Single Yellow Lines (10am-11am): Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>See earlier response.</p> <p>The council should look to create additional / dedicated parking for the station. We live in a commuter village and the current car park is inadequate. Residents should have right to park outside of their property and perhaps residents permits would be the answer</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Only at the junction with Wallingford Road</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>See previous point re residents rights</p> <p>General view – Partially support</p> <p>A luffy attempt to be seen to be doing something without addressing the underlying issues</p>
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<p>(o51) Local resident, (Goring, Manor Road)</p>	<p><u>Double Yellow Lines:</u> No objection</p> <p>No objection</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>No objection</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>No objection</p> <p><u>Parking provision amendments:</u> Manor Road – Object</p> <p>I object to the following proposal: "Manor Road: East and west sides - to replace two short sections of double yellow lines" (to provide parking bays). We live in RG8 9DU - Little Court, Manor Road. The existing double yellow line restriction near the junction of Manor Road/Ferry Lane and Station Road is frequently ignored. Whenever people park contrary to the existing restrictions two safety issues arise. Firstly any car so parked obscures clear sight of the junction for traffic coming up Manor Road and thereby causes a hazard. Secondly, any car so parked limits the vision of residents emerging from their driveways (eg Sprimont House, Little Court), again causing a hazard. Any provision of a parking bay, even if limited, will simply make a bad situation worse. Existing restrictions at this junction should be enforced rather than weakened.</p> <p>General view – Partially support</p> <p>I accept that changes should be made, but have specific and informed objections to parking bays being provided near road junctions.</p>
<p>(o52) Local resident, (Goring, Manor Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Object Lockstile Way – Support</p>

	<p>Station Road – Support Valley Close – Object Wallingford Road – Object</p> <p>Lockstile Mead and Valley Close should be kept clear of parked cars so that the children living along these roads can play safely.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Object Lockstile Way – Support</p> <p>Same as previous comment.</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Definitely disagree Thames Road – Partially support Cleeve Road – Partially support</p> <p>The proposed parking along Manor Road close to the junction with Lime Tree Road does not allow enough space for the houses opposite to turn out of their drives.</p> <p>General view – Partially support</p>
(o53) Local resident, (Goring, Maple Court)	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support</p> <p>You have the double yellow lines in place opposite the junction with the garages used by The Birches but have removed them opposite the junction with Maple Court. They must stay in place here. It is a dangerous junction, where</p>

	<p>there have been accidents in the past, as visibility coming out of Maple Court is not great and drivers come much too fast around the corner bend in Glebe Ride.</p> <p>Similarly you must keep double lines in place on the junction between Glebe Ride and the High Street. Drivers already park on the double yellow lines here and it forces drivers coming out of Glebe Ride onto the wrong side of the road. Many times I have met drivers, head on, turning from the High St into Glebe Ride who haven't anticipated the danger. It feels like these plans have been put together by someone who doesn't drive round the village.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>It's all a bit pointless if it isn't enforced. As previously mentioned, drivers regularly park on double yellow lines on Glebe Ride by the High St, causing a dangerous situation and nothing is done about it. I think a lot of these parking spaces on the plan are currently used by daily commuters who walk from them to the train station. Where will they park, now as the station car park is often full?</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>As per previous comments</p> <p><u>Parking provision amendments:</u> Glebe Ride – Partially support Cleeve Road – Partially support</p> <p>As per previous comments</p> <p>General view – Partially support</p> <p>You are definitely making Glebe Ride more dangerous by removing double yellow lines. You must consider where daily commuters are going to park. If you don't enforce restrictions regularly, it is a waste of time.</p>
(o54) Local resident, (Goring, Station Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support</p>

	<p>Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Partially support Wallingford Road – Partially support</p> <p>If no parking allowed on a narrow or fast road like Station and Wallingford Rd, it allows traffic to drive faster as no hazards to look out for, just a clear run. Could be dangerous for the new pedestrian lane in Station Rd, need speed restriction in Station Rd!</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Support Lockstile Way – Support</p> <p>Cleeve Rd restriction at that time inconvenient for local residents shopping. Change to 3-4pm perhaps? Or give locals or workers permits to park any time, which will stop commuters parking all day.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Stops commuters</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Support Manor Road – Object Thames Road – Support Cleeve Road – Support</p> <p>General view – Partially support</p> <p>The proposed pedestrian lane for Station Road is a priority, but traffic speed must be lowered to 20mph for safety reasons as people use the library and Community Centre in that road so it's very busy. Also the crossroads at Red Cross Rd into High street has VERY poor visibility turn right onto High Street. Needs reviewing on your plans!!</p>
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(o55) Local resident, (Goring, Thames Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Partially support Valley Close – Support Wallingford Road – Support</p> <p>cars parking pose traffic congestion and danger. however along station road there needs to be safe drop off</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>needs to be monitored other wise cars just dumped</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>seems ok</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support</p> <p>a. where will bays be placed to avoid road blocking . houses still need deliveries and parked cars sometimes mean road almost blocked. b. traffic regulations need to be enforced c. roads should not become commuter belt parking lots.</p> <p>General view – Partially support</p>

	<p>station road with no parking will become a rat run unless traffic calming speed bumps put down . please don't ruin a lovely historical road with ugly road / pavement markings either. some representatives in the village want to turn it into a location with bright yellow lines and bollards everywhere which is totally wrong . make car parks in village and station better sign posted</p>
<p>(o56) Local resident, (Goring, The Birches)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>I am a resident that uses this road to park as I do not have a drive way</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I don't use these roads often but some neighbours might do</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I don't use this road to park but some neighbours might do</p> <p><u>Parking provision amendments:</u> Glebe Ride – Object Thames Road – Object Cleeve Road – Partially support</p> <p>I am a resident that uses both Glebe Ride and Thames Road to park as I do not have a drive way. I do work from home sometimes and need to have the option to park my car parked on the road all day.</p> <p>General view – Partially support</p> <p>I am a resident that uses both Glebe Ride and Thames Road to park as I do not have a drive way. I do work from home sometimes and need to have the option to park my car on either of these roads all day.</p>

(o57) Local resident, (Goring)	<p>Double Yellow Lines: Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Object Valley Close – Partially support Wallingford Road – Partially support</p> <p>I am worried that the removal of parked cars in Station Road will increase the traffic speed in an area where pedestrians have no footpath and have to share the road with cars. Not all cars slow down and give consideration to pedestrians. This is dangerous for pedestrians who do not have a metal box to protect them.</p> <p>Single Yellow Lines (10am-11am): Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Parking provision amendments: Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p> <p>what about residents with no place to park</p> <p>General view – Partially support</p>
(o58) Local resident, (Goring, Holmlea)	<p>Double Yellow Lines: Glebe Ride – Partially support Lockstile Mead – Object</p>

	<p>Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Will move more parking into other areas</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Partially support</p> <p>Works in other areas</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>One limit is sufficient</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Avoiding all day parking</p> <p>General view – Partially support</p>
(o59) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support</p>

Station Road – **Partially support**
 Valley Close – **Partially support**
 Wallingford Road – **Support**

My concern is that these restrictions are going to make it impossible for some residents to park or have visitors outside their own homes. Many houses on these roads have drives which will only accommodate one car, but are multiple car households. I don't know where they are supposed to park? Parking outside other people's houses will be a consequence, as well as an increase in residents paving their small front gardens to make parking spaces. The key problem is that there is insufficient public parking in Goring, especially at the station. It would also be desirable to have residents' parking permits.

Another issue is that with increased markings and signs on residential roads, the character of the village will be adversely affected.

Single Yellow Lines (10am-11am):

Cleeve Road – **Partially support**
 Grange Close – **Partially support**
 Lockstile Way – **Partially support**

It will make it impossible for some residents to park outside their own homes, or to have visitors who would need to park there. This can not be a good thing and the planned restrictions are too inflexible. Residents must have parking permits in order to make this fair. And again, more parking, especially at the station, should be provided.

Lockstile Way (3pm-4pm) – **Partially support**

My reasons are the same here as previously stated. Illegal and dangerous parking does happen near the junction of Lockstile Way and Wallingford Road, but this is never policed. If this restriction is enforced then there has to be. Scheme of parking permits for residents. I would be very interested to hear where the Council thinks these residents should park if they have two cars and a small driveway! These restrictions will just move all day parking for the station to another road, slightly further out. I repeat, more parking at the station needs to be established.

Parking provision amendments:

Croft Road – **Support**
 Glebe Ride – **Support**
 Manor Road – **Support**
 Thames Road – **Support**

	<p>Cleeve Road – Support</p> <p>Restrictions have always been in place in most of these areas, which are central to the village, as opposed to on the periphery.</p> <p>General view – Partially support</p> <p>The issue of insufficient parking at the station is one which needs to be addressed, rather than attempting to restrict residents' parking outside their own homes away from the centre of the village. I am at a complete loss as where residents affected are supposed to park?</p>
(o60) Local resident, (Goring, The Birches)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>This road is used by local residents to park</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object</p> <p>I just don't see the point of this one</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Na</p> <p><u>Parking provision amendments:</u> Croft Road – No objection Glebe Ride – Object Thames Road – Object Cleeve Road – Object</p> <p>Residents use these roads to park</p> <p>General view – Partially support</p>

	<p>Some roads could do with restrictions to help with road & pedestrian safety. But not letting residents park outside their own homes is unfair and dangerous. As a female coming home at 4am from a business trip (which I do regularly), I would have to find somewhere to park a fair distance from my home in The Birches, or get up early the next day to move my car. These are elderly people, people with families, women and we are being unfairly targeted. As let's face it - doing this around the Birches which is a less affluent part of Goring is basically saying that we don't count as we don't have massive drives.</p>
(o61) Local resident, (Goring, Reading Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Goring on Thames is always accessible, rarely do drivers misuse the roads and to change our friendly, convenient roads into a fascist town will destroy its charm</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Detest fascist rules and regulations on our sleepy convenient village</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Helps shop and business premises to plan deliveries</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support</p>

	<p>Thames Road – Partially support Cleeve Road – Support</p> <p>Stops motorists abusing parking regs</p> <p>General view – Partially support</p> <p>I like that Goring is accessible and residents feel they have places to stop, especially helping the older generations. Its only them that will suffer, Helpers getting provisions, medication, banking and post office etc. Out towns and villages in the main, in England, have been ruined by rules regulations</p>
(o62) Local resident, (Goring, Manor Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>current parking in those areas endangers pedestrians and creates problems for other road users and householders</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>we cant see the point of these restrictions. many of the vehicles are parked all day.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>we assume that this time slot has been chosen because of parents picking up school children. The vehicles are usually there for a short period and are safer for all not parked on the main Wallingford Road. We understand the</p>

	<p>frustrations of home owners but in reality busy working parents usually have to pick up children in their car. Walking is preferable but not always possible.</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p> <p>If people can use the Wheel Orchard car park when visiting Goring they should be encouraged to do so and pay the appropriate fee where applicable BUT it does become tricky for tradesmen or even homeowners who for valid reasons need to park for long periods on the road. ?? resident permits. Some people appear to park when using the train but the cost of parking in the station car park is prohibitive. Maybe this needs addressing.</p> <p>General view – Partially support</p> <p>We strongly support the idea for abolishing the car parking places on Station Road. for many people this is the main route to the station, the school and the doctors surgery but there is no pavement</p>
(o63) Local resident, (Goring, Manor Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Support Valley Close – Partially support Wallingford Road – Partially support</p> <p>Cars parked in Station Road which has no pedestrian side walks make it difficult and dangerous to walk along this road which has direct access to the railway station. There should be no parking at any time.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>no objections</p>

	<p>Lockstile Way (3pm-4pm) – No objection</p> <p>no objections</p> <p><u>Parking provision amendments:</u> Manor Road – Definitely disagree</p> <p>no objection</p> <p>General view – Partially support</p> <p>with the new houses being built at south end of Manor road , there should be no parking on Manor road and speed bumps installed</p>
(o64) Local resident, (Goring, Yew Tree Court)	<p><u>Double Yellow Lines:</u> Lockstile Way – Support Station Road – Partially support</p> <p>I am generally in favour of the overall plan for the proposed changes to parking restrictions but I would like to stress a few important points in regard to Station Road.</p> <ol style="list-style-type: none"> 1. Displacement effect. Removing the current parking spaces on Station Rd. will not 'magic' the cars away -they will park somewhere else. (despite currently time restricted parking, many cars currently park there all day with impunity). 2. Double yellow line (DYL) restrictions are currently in place on the station 'approach' at the eastern end of Station Rd. and I am pleased to see that the plan shows these will remain but I urge that the now poorly defined DLYs (and associated signage) be repainted to clearly indicate the restrictions there. My concern is that otherwise the displaced vehicles from Station Rd. will simply move east. <p>We have endured long-term issues with unlawful parking at the 4-way junction between Station Rd./Red Cross Road/Yew Tree Court which is dangerous enough as it is without the complication of unlawfully parked cars.</p> <ol style="list-style-type: none"> 3. No parking restrictions/traffic flow control measures are effective unless backed-up by rigorous enforcement which, in Goring, has hitherto be conspicuous by its absence for many years. The long-term and seemingly endless debate about who should provide effective enforcement has to be settled without delay - having no enforcement makes this whole new plan rather pointless.

	<p>4. I hope the opportunity to resurface Station Rd., especially east of the Community Centre is not lost. The current state of the road is appalling and shows the result of years of a penny-pinching patch-up, make do and mend policy. This resurfacing alone would improve greatly the safety of pedestrians and wheelchair users by removing multiple trip hazards.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Please see earlier comments.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Lockstile Way is currently simply an extension of the Station car park.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>No return with an hour, or similar, conditions are simply ignored.</p> <p>General view – Partially support</p> <p>I generally support the plan, with the caveats/comments made in previous sections of this form.</p>
(o65) Local resident, (Goring, Manor Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Station Road – Support</p>

Wallingford Road – **Partially support**

I find the parking in Station Road difficult - it obstructs traffic and causes potential danger to pedestrians who need to go out into the road around the parked cars into the narrow carriageway. This is particularly problematical for people with children and the elderly. I avoid going that way when I have my grandchildren with me. It's a busy route for pedestrians leaving the station. There is plenty of parking in the village car park and other surrounding areas for shoppers

Single Yellow Lines (10am-11am): **No objection**

I don't feel strongly about these proposals

Lockstile Way (3pm-4pm) – **No objection**

I don't feel strongly about these proposals

Parking provision amendments:

Manor Road – **Partially support**

No strong feelings on this

General view – **Partially support**

I strongly support the removal of parking places on Station Road. This is a narrow road with no pavements making it necessary for pedestrians to move into the oncoming carriageway around the parked cars. It's a busy pedestrian route with passengers going to and from the station. Although there is a waiting restriction, cars park there for much longer and there doesn't appear to be any parking enforcement.

Vehicles park indiscriminately for very long periods in Manor Road. There is frequent parking on the double yellow lines particularly close to Station Road, again with no apparent parking enforcement. Vehicles park close to driveways making it extremely difficult for residents to access their drives or shared drives. Emergency vehicles can't access some shared drives where some houses are a long way from the road. If the parking restrictions were introduced on the side of the road currently not covered by double yellow lines with the parking bays kept away from driveways and the restrictions enforced this should improve the current congestion and indiscriminate parking

(o66) Local resident, (Goring, The Birches)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>I am a resident in The Birches. We live in small houses with no driveway and this proposed restriction would limit parking for our visitors and services to our properties. Also there is limited parking in Goring for people who come here to walk and/or to use the local businesses.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>The properties in these roads do have their own off road parking - this being my reason for not objecting to the proposals.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>This proposal will prevent train users from parking in Lockstile Way. The residents do have off road parking.</p> <p><u>Parking provision amendments:</u> Glebe Ride – Object Thames Road – Object Cleeve Road – Support</p> <p>This area (Cleeve Road) is useful for people using our local businesses.</p> <p>General view – Partially support</p>
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	<p>Priority should be given to local residents. In particular where they have no off road parking, or where it is very limited. There is, in such cases, a real need for unrestricted parking places.</p>
<p>(o67) Local resident, (Goring, The Birches)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>I am a resident in The Birches. We live in small houses with no driveway and this proposed restriction would limit parking for our visitors and services to our properties. Goring attracts a large number of people, with cars, to use the local businesses and to go walking - there is already pressure on parking places right now so any further restrictions would severely impact us.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>Residents in these properties in these roads do have their own off road parking and this is why I am not completely objecting to your proposals.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Vehicles are regularly parked all day (likely to be train users) and are often parked dangerously close to the junction with Wallingford Road.</p> <p><u>Parking provision amendments:</u> Glebe Ride – Object Thames Road – Object Cleeve Road – Support</p>

	<p>Cleeve Road is used for parking close to High Street and access to local shops and businesses.</p> <p>General view – Partially support</p> <p>Priority should be given to local residents in particular where they have no offroad parking or where it is very limited. There is, in such cases, a real need for unrestricted parking places.</p>
(o68) Local resident, (Goring, Holmlea Road)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Creation of pedestrian priority lane on Station Road would be of benefit.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Would contribute to the urbanisation of the Village.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>As previous.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Residents may need to use on street parking for visitors.</p> <p>General view – Partially support</p>

(o69) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Support Lockstile Way – Partially support Valley Close – Support Wallingford Road – Support</p> <p>These restrictions will enhance the safety of the junctions of Wallingford Road, Lockstile Mead, and Valley Close. However they will make the junction of Lockstile Way and Meadow Close more dangerous by allowing parking to obstruct the view of the junction. Double yellow lines should be used to protect the junction of Lockstile Way and Meadow Close. Limited single yellow lines should restrict parking between Valley Close and Meadow Close on both sides of Lockstile Way.</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Partially support</p> <p>The single yellow lines will protect residential parking in Lockstile Way up to Valley Close but will fail beyond this to Meadow Close.</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>These restrictions will protect residential parking in Lockstile Way from the Wallingford Road to Valley Close but not up to Meadow Close.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>These proposals will make it more difficult for Commuters to park for access to the Station so should be mitigated by extra parking at Goring and Streatley station.</p> <p>General view – Partially support</p> <p>I do support parking restrictions in order to improve safety and residential access.</p>

(o70) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Partially support Lockstile Way – Partially support Valley Close – Partially support</p> <p>My house is on Lockstile Way. It is on the south side of the road, adjacent to and on the west side of the junction with Valley Close. The junction with Valley Close curves gradually on the south side leading from Lockstile Way and offers easy parking. Drivers often choose to park there. This restricts visibility of traffic approaching from Valley Close and the north-east direction on Lockstile Way itself. (The proposed double-yellow lines should help this.) However it is especially problematic when vehicles are parked very close to the exit from my property, on either side. It is sometimes difficult to drive off the property safely due to the limited visibility caused by vehicles parked on either side of the exit. Given all of this, here is my concern: The double yellow lines on the Valley Close junction (and elsewhere) will cause drivers to squeeze more tightly into the remaining parking areas. Some will be tempted to park very close to driveways (such as mine). Some vehicles are quite large, such as vans and other trade vehicles and completely obstruct the view of the road. These factors will sometimes make it difficult to drive off the property safely, due to limited visibility of approaching traffic and limited room to manoeuvre. In short, the new restrictions might make it more difficult to access my property. I would welcome discussion with the council.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>No objection.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>No objection but see previous description about access to my property.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>No objection. I do not live close to those areas.</p> <p>General view – Partially support</p>

	No other comment. Please read my notes on Lockstile Way.
(o71) Local resident, (Goring, Milldown Avenue)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Partially support Valley Close – Partially support Wallingford Road – Support</p> <p>I agree that parking in Lockstile Way and Lockstile Mead should be restricted but am concerned that many of these vehicles belong to commuters using the railway station. The station car park is often full, so where are these vehicles going to go instead? There are plans to expand the station car park: pressure should be put on GWR and Network Rail to get on with it! They need to provide more capacity so that there is no excuse for people not using and parking in surrounding streets instead. Once that is done, I think that is when this scheme should be implemented, although the sections of double yellow lines around the junctions should be done immediately, as cars park there are causing a dangerous obstruction.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Partially support</p> <p>See my previous response</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Please see my previous response</p> <p><u>Parking provision amendments:</u> Cleeve Road – Partially support</p> <p>I don't understand the plans. Why is it necessary to change the existing parking on Cleeve Road?</p>

	<p>General view – Partially support</p> <p>Some of it is confusing. I don't understand the plans for Station Road. Consideration should be given as to where you think the cars should go instead, especially those who are using trains from Goring - there is often no room for them at the Station car park (except on Fridays!). Do we really want to stop people using trains from Goring because they can't find anywhere to park? The station car park needs to be expanded considerably (as already in Network Rail/GWR plans). This should be done before the changes are fully implemented. NR/GWR's excuse is that they're waiting for some of Henley station car park to be sold for hotel development, but the need for increased capacity is now, not in however many years time (if ever!). Expansion should not depend on this.</p>
(o72) Local resident, (Streatley, Wantage Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Support Lockstile Way – Support Station Road – Partially support Valley Close – Partially support Wallingford Road – Partially support</p> <p>I feel there needs to be a balance and distinction made between short term parking to enable use of village facilities and long term parking by users of the train station.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Support</p> <p>Again - residential roads nearest to the Station are impacted most and parking restrictions should reflect this.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>As above</p> <p><u>Parking provision amendments:</u> Croft Road – Support</p>

	<p>Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Support</p> <p>Allows for use of and access to village businesses</p> <p>General view – Partially support</p>
(o73) Local resident, (Streatley)	<p><u>Double Yellow Lines:</u> Station Road – Object</p> <p>I object to removal of parking in Station Road. This is vital for less abled drivers going to the library or community centre. The entrances to both the Wheel Orchard and community centre parking are narrow with a very tight turn which puts off less abled drivers along with the single file entry/exit from the Wheel Orchard. Walking from teh Wheel Orchard to the library means dodging the traffic coming in/going out which is a hazard and not often cars are going too fast. I would support these parking bays being Disabled only</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>I do not see a one hour slot having any impact</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Stops school parking</p> <p><u>Parking provision amendments:</u> Croft Road – Definitely disagree Thames Road – Definitely disagree</p>

	<p>I think that limiting parking on Thames Road will have a negative effect for users of Goring Village Hall particularly those less abled as parking there is minimal</p> <p>General view – Partially support</p> <p>Why not make the parking spaces in teh High St disabled only or time limited. That would stop people parking all day</p>
(o74) Local resident, (Woodcote, Behoes Lane)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p><u>Parking provision amendments:</u> No objecitonion</p> <p>General view – Partially support</p>
(o75) Local resident, (Woodcote)	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Support Valley Close – Partially support Wallingford Road – Support</p> <p>Station Road and Wallingford Road are ‘Through roads’ that should not be obstructed at any time by parked cars.. the others are residential and while long stay commuter parking is a real nuisance, domestic visitors need to park during visits and driveway parking may not be adequate. Some ‘one side parking might be permitted</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support</p>

	<p>Grange Close – Support Lockstile Way – Support</p> <p>This stops commuter s parking</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>This should allow day visitors but reduce commuters</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p> <p>A reasonable compromise</p> <p>General view – Partially support</p> <p>Station Road is a particular problem and should be parking free with a pedestrian walkway of some sort as it is used by many pedestrians who risk life and limb on its already treacherous surface.</p>
(o76) Local resident, (Goring)	<p><u>Double Yellow Lines:</u>No objection</p> <p>I would hope that Council would be negotiating with Network Rail or the owner of the redundant land beside the existing parking at Goring station to increase the parking facility for train users rather than spread slots around the village.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Please see previous comment concerning the land beside the existing parking at Goring station.</p> <p>Lockstile Way (3pm-4pm) – No objection</p>

	<p>Please see previous comment re the land adjacent to Goring station carpark.</p> <p><u>Parking provision amendments:</u> Manor Road – Object</p> <p>Re Manor Road: There is and will be an increase of traffic due to the construction of new houses at the end of Manor Road - building will continue for the next 2 years, followed by an augmentation of road users as the properties are occupied. Manor Road is already narrow. It would seem unwise to change the existing no parking zones as they do allow a free flow of traffic, particularly in the first 100 metres where Limetree Road and Grange Close join Manor Road.</p> <p>General view – Partially support</p> <p>More parking should be found close to the railway - if possible extending the car parking at the station.</p>
(o77) Local Cllr (i.e. Town/Parish/District), (Goring, Bridleway)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>This seems sensible</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>This seems sensible</p> <p>Lockstile Way (3pm-4pm) – Support</p>

	<p>This seems sensible</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>This seems sensible</p> <p>General view – Support</p> <p>I think the proposals are sensible.</p>
(o78) Local resident, (Goring, Clevedon)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>All seem sensible</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>All seem sensible</p> <p>Lockstile Way (3pm-4pm) – Support</p>

	<p>Seems sensible</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>All seem sensible</p> <p>General view – Support</p> <p>All seems sensible</p>
(o79) Local resident, (Goring, Elvendon Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Partially support Lockstile Way – Support Station Road – Object Valley Close – Support Wallingford Road – Support</p> <p>The removal of parking in Lockstile way will move parking into Lockstile Mead. Therefore this road needs to be considered for some restrictions other than at the junction with Lockstile Way. I believe that the scene for Station Road is flawed in that removing the parking bays will increase traffic speed and make it less safe for pedestrians.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p>

	<p>All sensible proposals</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Sensible</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p> <p>All sensible</p> <p>General view – Support</p> <p>Apart from Station Road, which I do not support, and the lack of restriction on at least one side of Lockstile Mead, these proposals are all sensible</p>
(o80) Local resident, (Goring, Fairfield Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Partially support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>My only concern is where will the Going Forward busses live, currently in Lockstile Mead</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p>

	<p>Good ideas, too many vehicles parked all day</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Prefer double yellow</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Good</p> <p>General view – Support</p>
(o81) Local resident, (Goring, Grange Close)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Allows progress to be made for elderly and disabled pedestrians, wheelchair users and others, including parents with young children and pushchairs, by creating a trial pedestrian priority lane (PPL).</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p>

	<p>Allows progress to be made for elderly and disabled pedestrians, wheelchair users and others, including parents with young children and pushchairs, by creating a trial pedestrian priority lane (PPL) and improving road safety generally</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Sensible compromise on timing</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Sensible compromise on short-term parking</p> <p>General view – Support</p>
(o82) Local resident, (Goring, High Street)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>It really interferes with traffic</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p>

	<p>it really interferes with traffic</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>it really interferes with traffic</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Will improve the traffic</p> <p>General view – Support</p>
(o83) Local resident, (Goring, Holmlea Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – No objection Lockstile Mead – Support Lockstile Way – Partially support Station Road – Support Valley Close – Support Wallingford Road – Partially support</p> <p>As the user of a mobility scooter, I find negotiating Station Road impossible to do with any degree of safety. It is particularly dangerous in the area containing parking spaces where one is forced into the middle of what remains of the road. Wallingfird Road should be free from parking with the exception of some designated spaces outside Westholme Stores. It is particularly important to have a ban on the left side of the section after Elvendon Road up towards South Stoke where visibility for drivers is seriously compromised by parked cars. I'm</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p>

	<p>This will reduce the number of cars parked by commuters in a residential area</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Again this will reduce parking by commuters seeking a free place</p> <p><u>Parking provision amendments:</u> Thames Road – Definitely disagree Cleeve Road – Support</p> <p>8. Thames Road restrictions will adversely affect users of the Village Hall 9. This will make it easier for short term parking by shoppers</p> <p>General view – Support</p> <p>There needs to be a balance between providing sufficient parking for daily shoppers and users of village amenities whilst restricting commuters using residential roads for free whole-day parking. Station Road parking is a separate issue as any parking here is dangerous for pedestrians and disabled scooter users..</p>
(o84) Local resident, (Goring, Limetree Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Support Valley Close – Partially support Wallingford Road – Partially support</p> <p>Re Station Road. A lot of people walk along this stretch of road to get to the station etc, and with all these electric cars about it is easy to inadvertently step into the path of a vehicle passing by in either direction.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support</p>

	<p>Grange Close – Partially support Lockstile Way – Partially support</p> <p>There are more sensible locations for free parking</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>There are more sensible place for free parking on Goring</p> <p><u>Parking provision amendments:</u> No objecitonion</p> <p>It is a more safe alternative to other locations</p> <p>General view – Support</p> <p>Positive</p>
(o85) Local resident, (Goring, Limetree Road)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>I am a strong supporter of the proposed trial pedestrian priority lane which the change in Station Road will enable.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>They will make junctions safer and discourage all-day parking by commuters.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>They will discourage all-day parking and enable better access and on-street parking for residents and their visitors.</p> <p><u>Parking provision amendments:</u></p>

	<p>Croft Road – Support Manor Road – Support Cleeve Road – Support</p> <p>The two-hour limit 8am-6pm will enable fairer use of limited, free parking spaces in the village by obliging drivers to move after two hours. The more generous parking allowance in Cleeve Road will favour late departure and early return by residents who rely on the availability of roadside parking spaces near their homes in the Cleeve Road area. This also favours people who may park to make recreational use of the Gardiner field in early mornings and late afternoons.</p> <p>General view – Support</p>
(o86) Local resident, (Goring, Limetree Road)	<p><u>Double Yellow Lines:</u> Station Road – Support Valley Close – Partially support</p> <p>Feels dangerous having to take refuge in between parked cars when traffic is passing.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Partially support</p> <p>To avoid all day parking in these locations</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Less parking during school end of day</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Cleeve Road – Support</p>

	<p>To avoid all day parking in a residential area</p> <p>General view – Support</p>
(o87) As part of a group/organisation, (Goring, Limetree Road)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>I am chairman of MIGGS, the Mobility Issues Group for Goring and Streatley. I am responding in that capacity, on behalf of the group. We have proposed the changes in Station Road in order to make way for the pedestrian priority lane that the group has also proposed to Goring-on-Thames Parish Council. As a group, we have no formal views on the changes elsewhere in Goring.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>My purpose in responding is to be able to express a formal opinion on the Station Road proposals only.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>My purpose in responding is to be able to express a formal opinion on the Station Road proposals only.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Manor Road – Support</p> <p>My purpose in responding is to be able to express a formal opinion on the Station Road proposals only. The responses, above, on Croft Road and Manor Road, are ancillary to this purpose.</p> <p>General view – Support</p> <p>On the whole, they will ensure a safer and more equal distribution of free parking opportunities in Goring.</p>

<p>(o88) Local resident, (Goring, Lockstile Mead)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Support Lockstile Way – Support</p> <p>Resident of Lockstile mead- difficult to pull out of drive/long term parking</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Fine- but do not see the point/probably not enforceable</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Not sure of the point</p> <p><u>Parking provision amendments:</u> No objection</p> <p>n/a</p> <p>General view – Support</p>
<p>(o89) Local resident, (Goring, Lockstile Mead)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Support Valley Close – Partially support Wallingford Road – Support</p> <p>Can make it tricky to park outside/near house. Had that problem last month when moving into house on Lockstile Mead</p> <p><u>Single Yellow Lines (10am-11am):</u></p>

	<p>Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>Saw a very near miss on Cleeve Road as cars trying to pass a long line of parked cars on double yellows close to T junction.</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Congestion</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Thames Road – Partially support Cleeve Road – Support</p> <p>As explained in last answer for Cleeve Road</p> <p>General view – Support</p>
(o90) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u></p> <p>Lockstile Way – Support</p> <p>Currently turning into Lockstile Road from the Wallingford Road is dangerous due to parked cars and oncoming traffic being forced onto the wrong side of the road</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>To avoid station users parking all day</p>

	<p>Lockstile Way (3pm-4pm) – Support</p> <p>To avoid all day station users</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>No objection</p> <p>General view – Support</p>
<p>(o91) Local Cllr (i.e. Town/Parish/District), (Goring, Manor Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Gorings parking is not working for ever resident and visitor to shops, this should help address matters.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Commuter parking should not be encouraged when the railway station has ample parking.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>This will prevent commuter parking, only if enforced.</p> <p><u>Parking provision amendments:</u> Croft Road – Support</p>

	<p>Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>This will encourage visitors to Goring.</p> <p>General view – Support</p>
(o92) Local resident, (Goring, Meadow Close)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>I live near Lockstile Way and drive down it regularly towards the junction with Wallingford Road. There is normally one or two cars parked close to the junction which is extremely dangerous. If a car is turning into Lockstile Way there is a serious risk of an accident as the other car will forced to be on the wrong side of the road. Cars also parking dangerously on the junctions of Lockstile Mead and Valley Close.</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>See previous comments</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>See previous comments</p> <p><u>Parking provision amendments:</u> No objeciton</p>

	<p>Na</p> <p>General view – Support</p> <p>I strongly support it</p>
<p>(o93) Local resident, (Goring, Milldown Avenue)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Overall an improvement in parking for local residents.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>All to the good if enforced!</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>This will result in people who are avoiding paying for parking at the station to go further into the residential areas of Lockstile Way, Lockstile Mead, Valley Close, Milldown Avenue and Meadow Close.</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Support Thames Road – Support</p>

	<p>Make sense if enforced!</p> <p>General view – Support</p>
(o94) Local resident, (Goring, Station Road)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Station Road . At present pedestrian access is compromised especially for aged and infirm walkers and also for small children not helped br steeply cambered length at upper end of road</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Support the wishes of residents</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Support the wishes of residents</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p> <p>Support the wishes of residents</p> <p>General view – Support</p>
(o95) Local resident, (Goring, Station Road)	<p><u>Double Yellow Lines:</u> Station Road – Support</p>

	<p>Safer for pedestrians and wheelchairs</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>up to residents to decide</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>up to the residents</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support</p> <p>seems reasonable</p> <p>General view – Support</p> <p>no other comment</p>
(o96) Local resident, (Goring, Station Road)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Accessibility improvements in Station Road</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>N/a</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>N/a</p> <p><u>Parking provision amendments:</u> No objeciton</p>

	<p>N/a</p> <p>General view – Support</p> <p>Accessibility improvements</p>
<p>(o97) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>For safety reasons</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Helpful for shoppers</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Helpful to residents</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Seems sensible</p> <p>General view – Support</p>
<p>(o98) Local resident, (Goring, Valley Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support</p>

Lockstile Mead – **Support**
 Lockstile Way – **Support**
 Station Road – **Support**
 Valley Close – **Support**
 Wallingford Road – **Support**

Parking on local roads has increased significantly in recent years. People travelling by train now use many local roads, presumably to avoid paying for parking at the station. Lockstile Way in particular is always full of cars every week day. It is very noticeable in terms of the fewer cars parked there at the week end. There are always cars parked on Lockstile Way too close to the Wallingford Road junction, causing a hazard. Vehicles turning left into Wallingford Road from South Stoke direction often need to stop with the back of the car almost on Wallingford Road to allow another vehicle to come down Lockstile Way. This is particularly dangerous on a dark winter's evening. There have been several reports on local Facebook pages of near misses here.

Single Yellow Lines (10am-11am):

Cleeve Road – **Support**
 Grange Close – **Support**
 Lockstile Way – **Support**

A sensible and reasonable proposal

Lockstile Way (3pm-4pm) – **Support**

A very reasonable suggestion. However I have some concerns that the new yellow lines will result in cars being parked further up Valley Close, being unprotected by yellow lines, other than at the junction with Lockstile Way

Parking provision amendments:

Croft Road – **Support**
 Glebe Ride – **Support**
 Manor Road – **Support**
 Thames Road – **Support**
 Cleeve Road – **Support**

This proposal seems to offer a reasonable level of parking

	<p>General view – Support</p> <p>I believe the overall plan is reasonable in allowing some additional parking, whilst restricting some areas where commuters seem to park every week day</p>
(o99) Local resident, (Goring, Valley Close)	<p>Double Yellow Lines: Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Parking down these roads is causing a nuisance for residents. Lockstile Way has become single lane and I have seen head ins narrowly avoided when drivers are turning into lockstile road from the Wallingford read as visibility is limited and likewise when people are turning from lockstile mead onto lockstile way. It is increasingly congested and accidents narrowly avoided. Parking is used by commuters to avoid paying a charge and this stops local residents from accessing their drives. The rules about parking so close to cross roads are ignored and there is no enforcement there.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>This works well in other parts of the village to prevent all day commuters but allows people local to park say closer to the doctors or the school for example or to visit friends.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Again people can park here who are then more likely to be visiting friends or popping into the village rather than all day commuters.</p> <p>Parking provision amendments:</p>

	<p>Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Again it stops commuters blocking the roads</p> <p>General view – Support</p> <p>Parking has become too busy around the village and is a real nuisance.</p>
(o100) Local resident, (Goring, Valley Close)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>There is plenty of parking available</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>Might be better than nothing but not really sure what it will actually achieve</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Might be better than nothing but not really sure what it will actually achieve</p> <p>Parking provision amendments:</p>

	<p>Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p> <p>Might be better than nothing but would need to be policed to be effective</p> <p>General view – Support</p> <p>Something should definitely be done about parking and driving in the village but needs to be monitored and policed to be worthwhile</p>
(o101) Local resident, (Goring, Wallingford Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Partially support Wallingford Road – Support</p> <p>People are parking around goring village and housing estates to avoid paying for station car park</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>As previous comment</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Difficult getting out of turning because of cars parked near junction</p>

	<p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Support</p> <p>Needs policing - No one seems to take any notice of parking restrictions - they know there is no traffic warden so park wherever they choose.</p> <p>General view – Support</p>
(o102) Local resident, (Goring, Yew Tree Court)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>car parking illegally is a problem in the village with too many cars parking on double yellow lines with impunity and a lack of enforcement. Drivers know this so just help themselves. In particular we see this at the top end of Station Road between the station entrance to platform 1 and Upper Red Cross Road. Also made worse by drivers not wanting to pay for the station car park so parking elsewhere is rampant.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>same as before</p> <p>Lockstile Way (3pm-4pm) – Partially support</p>

	<p>why is there a parking problem here 3pm to 4pm. School pick up?? If the proposal is to prevent cars from parking here then where do they go instead?</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>all this needs enforcing. Without enforcement its a waste of time</p> <p>General view – Support</p> <p>without full enforcement, none of this will actually be followed. Lack of enforcement is the main issue and risk</p>
(o103) Local resident, (Goring)	<p><u>Double Yellow Lines:</u> No objection</p> <p>too many cars black narrow roads</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>commuters clutter the streets. no traffic enforcement</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>commuters clutter the roads</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p>

	<p>Cleeve Road – Support</p> <p>we have cars park for days or even weeks on end using roads for free commuter/ holiday parking. prevents genuine short term visitors and shoppers from parking ..No enforcement does not help!</p> <p>General view – Support</p> <p>stop the village from becoming a long stay / commuter car park! put more signs up, enforce and publicise station car park</p>
(o104) Local resident, (Goring, Grange Close)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Partially support Valley Close – Support Wallingford Road – Support</p> <p>As parking charges become more punitive, people will tend to park anywhere they can. Answer must be to reduce parking costs and bring in parking restrictions. But while enforcement is virtually zero, no amount of double yellow lines will change anything</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Support Lockstile Way – Support</p> <p>Cleeve Road is a long road, I would support restrictions near the High Street end and all the other ones mentioned. But will need enforcement!!</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>Need to deter people parking here and causing problems for local residents.</p>

	<p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Partially support</p> <p>As previous answers</p> <p>General view – Support</p> <p>They make sense overall. Parking on Station Road tends to slow traffic a little but not great for pedestrians, otherwise will improve safety providing restrictions are enforced</p>
(o105) Local resident, (Goring, Grange Close)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>These proposals will make the junctions safer for pedestrians.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>People from outside the village park here for the station making it difficult for residents to get in and out of their own driveways. They also sometimes park on the pavement making it difficult for disabled pedestrians and wheelchair users.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I don't live near there.</p>

	<p><u>Parking provision amendments:</u> Croft Road – Partially support Manor Road – Object</p> <p>Some short term parking is needed to replace the Station Road spaces.</p> <p>General view – Support</p> <p>These and the existing restrictions need policing as they are often ignored at the moment..</p>
(o106) Local resident, (Goring, Meadow Close)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Too many cars are parking at the junctions of Lockstyle way with Wallingford road and valley close. These generally are people using the train station and looking for free parking. There have been a number of near misses because of this as you have to drive on the wrong side of the road approaching a junction</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Partially support</p> <p>While I support the intent my only concern as a resident of meadow close is that this will push cars to park in our road which is even narrower than valley close. There is already a van permanently parked at the junction of meadow and Lockstyle which obscures the view when pulling out</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Per previous, only concern is pushing cars to park in even worse places</p> <p><u>Parking provision amendments:</u> No objection</p>

	<p>No strong opinion but seems sensible</p> <p>General view – Support</p> <p>There will need to be enforcement at the start to embed these changes</p>
<p>(o107) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support Wallingford Road – Support</p> <p>I live on Station Road right by where you can currently park. I have a disabled daughter and whilst she can walk, it is currently very unsafe trying to walk down the road with a vulnerable child. The cars parked mean there is no room to get by whilst cars are driving by and it makes it very dangerous as it is difficult to be visible to them.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>This of course only works if you are going to have traffic wardens regularly checking the roads. I have lived in Goring for 10 years and have never seen one!!</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>This is presumably to stop people parking there to get the train. But as per previous response, it will only work with regular traffic wardens -otherwise everyone will ignore</p> <p><u>Parking provision amendments:</u> Croft Road – Support Manor Road – Support Thames Road – Support</p> <p>Again, makes very good sense but only if it is properly policed by traffic wardens. I think most people ignore the current parking restrictions as they are never present in Goring</p>

	<p>General view – Support</p> <p>I support it all in principle, particularly the Station Road changes as this directly affects me and my family, and will make it safer for me to take my disabled child out of my front door and onto the road. But please ensure there are traffic wardens regularly checking that drivers are adhering to the restrictions otherwise it will all be pretty pointless.</p>
(o108) Local resident, (Goring, Station Road)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Station Road is a narrow road with no pavements and is frequently used by walkers with wheelchairs, children or animals (mainly dogs but also including horses). The presence of parked vehicles on the road as well makes it even more dangerous than it would be without them.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I've no comments to make on this element.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I have no comments on this element.</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>I have no comments on this element of the submission.</p> <p>General view – Support</p> <p>For me the critical element of this proposal is to remove the extreme danger of allowing vehicles to park in Station road.</p>
(o109) Local resident, (Goring, Grange Close)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support</p>

Lockstile Mead – **Support**
 Lockstile Way – **Support**
 Station Road – **Support**
 Valley Close – **Support**
 Wallingford Road – **Support**

parking in the village needs proper enforcement as currently it is very rare to see any officers fulfilling this task. Parking is done with little consideration for others, parking on pavements is frequent, parking on street corners obstructing views often happens. There is little value in painting lines and putting up signs if nobody enforces

Single Yellow Lines (10am-11am):

Cleeve Road – **Support**
 Grange Close – **Support**
 Lockstile Way – **Support**

There is a need to ensure all day parking doesn't take place on residential streets so causing difficulties for residents

Lockstile Way (3pm-4pm) – **Support**

to avoid inconvenience to residents

Parking provision amendments:

Croft Road – **Support**
 Glebe Ride – **Support**
 Manor Road – **Support**
 Thames Road – **Support**
 Cleeve Road – **Support**

will improve residents environment

General view – **Support**

Important to enforce the restrictions, There is insufficient enforcement currently and cars are parked without care or consideration or notice of restriction signs. Pavements are parked on, junctions obstructed

<p>(o110) Local resident, (Goring, Limetree Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>These roads are narrow and the parked cars make a restriction especially in Glebe Ride and Station Road. We do need much better policing of the parking as there are several areas where double yellow lines are constantly ignored and make for dangerous situations like at the end of Manor Road opposite the Miller of Mansfield, and at the junction of manor road and station road. There is also parking outside the babers shop on the end opposite the John Barleycorn which is also dangerous for vehicles coming and going into Ferry Lane.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>As above we need to keep the roads for local parking. And we need proper enforcement.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Either time is ok.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Support</p> <p>On Manor road the double yellow lines should remain until past the junction with Limertree road as there are often dangerous situations with parks cars and obscured visibility into and out of Grange Close and Limetree road. Also as</p>
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	<p>above the junction with Station Road and Manor Road a made very dangerous when cars park close to the junction. Cars turning into Manor road from Station Road westbound can not see cars that have to pass parked cars.</p> <p>General view – Support</p> <p>Reiterate the need for enforcement and advertising of why it is being enforced.</p>
(o111) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support</p> <p>People parking in these areas is very dangerous. It puts vehicles into oncoming traffic at junctions. There have been several near collisions due to this.</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>I live at on lockstile way. People park there all day every day to catch the train. The station car park is nevery full. They arrive from 05.30am, slamming car doors, car radios blarring. They park half across peoples driveways. Residents have to either bump down the curb to get out or bump up the curb to get in their driveways, this is causing the curb stones to become loose. One side of the road is riddled with pot holes. Both of these need to be fixed at a cost to the council. If we have deliveries they have to block the road and this end of Lockstile way is one of the main exits for the whole estate. It is also on the local bus route and there is a bus stop outside No7. The people who park there are all local residence, they either don't want to walk the 10 mins to the station or pay the cost to park.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>I live at 7 lockstile way. People park there all day every day to catch the train. The station car park is nevery full. They arrive from 05.30am, slamming car doors, car radios blarring. They park half across peoples driveways. Residents have to either bump down the curb to get out or bump up the curb to get in their driveways, this is causing the curb stones to become loose. One side of the road is riddled with pot holes. Both of these need to be fixed at a</p>

	<p>cost to the council. If we have deliveries they have to block the road and this end of Lockstile way is one of the main exits for the whole estate. It is also on the local bus route and there is a bus stop outside No7. The people who park there are all local residence, they either don't want to walk the 10 mins to the station or pay the cost to park.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>2 hours parking still allows people to park and visit the shops. If they need longer they can use the car park in the village.</p> <p>General view – Support</p> <p>Parking in Goring has become really bad. In some parts it is actually quite dangerous. There are lots of places to park but they are just a little bit further than the centre, which people feel is 'just too far'.</p>
(o112) Local resident, (Goring, Yew Tree Court)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>As a disabled person totally dependent on my powered wheelchair to gain access to the village amenities, it is essential that our needs are recognised and action taken to ensure access to village facilities. In my case using Station Road in Goring provides a means of attending the Free Church Drop in held on Thursday mornings.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>To ensure disabled members are not restricted in their movement in the village</p>

	<p>Lockstile Way (3pm-4pm) – Support</p> <p>In full support of enabling disabled free movement in our village</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p> <p>To ensure disabled have easy access to the village</p> <p>General view – Support</p> <p>No additional comments</p>
(o113) Local resident, (Goring, Yew Tree Court)	<p><u>Double Yellow Lines:</u> Station Road – Partially support</p> <p>As a disabled user I am impeded when travelling down Station Road without clear visibility round parked vehicles I am exposed and facing incoming vehicles on my side of the road. Especially Station Road that has no pavement. Incidentally this road is a death trap with so many potholes that influence significantly my travel and in some instances changes my direction of travel as one side of the powered wheelchair's drops into one of the many potholes. Fix my Street simply ignore my input repeatedly!</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>These restrictions ensure no excessive parking for those living outside Goring needing to use the train link to Reading or beyond to Paddington</p> <p>Lockstile Way (3pm-4pm) – Support</p>

	<p>Allows parking to visit the village for a short term - local shopping. Again stops long term parking to use the rail services</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p> <p>Reduces impact it long term parking whilst using rail services</p> <p>General view – Support</p> <p>All well and good addressing parking . The road surfaces in a number of roads needs replacing. Station Road isn't the only one.</p>
(o114) Local resident, (Goring, Holmlea Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Too many cars parked mainly commuters using the station. Children and elderly are currently impeded when moving around, it is currently unsafe especilly around the primary school entrance. Are you waiting for an accident to happen</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Cars are parked all day often on pavements ensuring people cannot easily pass</p>

	<p>Lockstile Way (3pm-4pm) – Support</p> <p>Cars are parked all day often on pavements ensuring people cannot easily pass</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Cars are parked all day often on pavements ensuring people cannot easily pass</p> <p>General view – Support</p> <p>When are Traffic wardens doing to appear in Goring. We are paying for them where are they</p>
(o115) Local resident, (Goring)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Need to protect vulnerable people.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Need to protect pedestrians.</p>

	<p>Lockstile Way (3pm-4pm) – Support</p> <p>Need to protect vulnerable pdeestrians.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Need to protect pedestrians.</p> <p>General view – Support</p>
(o116) Local resident, (Goring, Grange Close)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>No waiting restrictions are necessary in Station Road in order that there is space for the trial Pedestrian Priority Lane. This is badly needed as Station Road is used by many pedestrians to access the station and there is no footpath, so pedestrians have to be alert for motor traffic.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>This is a sensible way to prevent commuters parking all day in order to avoid station car parking charges.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>As above.</p> <p><u>Parking provision amendments:</u> No objeciton</p>

	<p>No comment.</p> <p>General view – Support</p>
(o117) Local resident, (Goring, Croft Road)	<p><u>Double Yellow Lines:</u> Station Road – Object</p> <p>Station Road becomes a race track if no cars are parked there. 20 mph speed limit is a complete waste of time.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Cars park 24 hours a day on a single yellow line - never moved from one week to the next. What is the point when there are no Traffic Police Officers employed to deal with parking offences?</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>See previous comment</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>See previous comments</p> <p>General view – Support</p>
(o118) Local resident, (Goring, Croft Road)	<p><u>Double Yellow Lines:</u> Lockstile Way – Support</p>

	<p>Station Road – Support</p> <p>As a pedestrian I particularly support the proposals for Station Road as it is a busy road leading to 2 car parks and side roads and it is therefore quite difficult for pedestrians to walk along in safety. I support the proposals for Lockstile Way as it is virtually way and as a bus route it is sometimes difficult for them to negotiate</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>See above comment for Lockstile Way</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>As I said above it is a bus route and sometimes difficult for them to negotiate</p> <p><u>Parking provision amendments:</u> Croft Road – Support Manor Road – Support Thames Road – Support</p> <p>No particular view</p> <p>General view – No objection</p> <p>I think it is appropriate to review parking restrictions in view of the increase in traffic</p>
(o119) Local resident, (Goring, Holmlea)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p>

	<p>Proposals seem to be sound</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Proposals appear to be sound</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Proposals appear to be sound</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Proposals appear to be sound</p> <p>General view – No objection</p>
(o120) Local resident, (Goring, Manor Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>It keeps junctions clear.</p>

	<p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>It'll stop commuters from parking and taking up roads, which is a problem in some parts of Goring.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>It'll stop commuters from parking.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>I'm OK but there needs to be enforcement. Are we simply opening up double yellow lines to zero enforcement single yellow with time limits?</p> <p>General view – No objection</p>
(o121) Local resident, (Goring, Milldown Avenue)	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Partially support Valley Close – Partially support Wallingford Road – Partially support</p>

I have no objection to any of the measures, but only as long as the SAME parking restrictions are indeed put on Milldown Avenue. It's already common for people to park in Lockstile Way and in Lockstile Mead and then walk to the railway station, and if these people are not allowed to park in those roads then they will very likely park in Milldown Avenue instead. When cars park on the road in Milldown Avenue it is very difficult for the Langtree School Bus to negotiate it's route to and from It's stop outside 1 Milldown Avenue. When there are cars parked on the road, rather than private drives it's very difficult for the drivers and dangerous (for cars and children). The Going Forward and Henley School bus also uses this route. Many of the residents on Milldown Avenue are elderly and rely on the bus, so an alternative route wouldn't be suitable. Additionally, these residents may be less inclined to respond to your survey online (if you have a low response rate). Thanks

Single Yellow Lines (10am-11am):

Cleeve Road – **Support**

Grange Close – **Support**

Lockstile Way – **Support**

As above.

Lockstile Way (3pm-4pm) – **Support**

As above.

Parking provision amendments:

Croft Road – **Partially support**

Glebe Ride – **Partially support**

Manor Road – **Partially support**

Thames Road – **Partially support**

Cleeve Road – **Partially support**

As above.

General view – **No objection**

As above.

<p>(o122) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>I support the removal of the bays on Station road. This will clear the way for the proposed pedestrian marked footpath already accepted by the council.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>These changes would not affect me.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I do not drive and it is therefore not appropriate for me to express an opinion.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>They appear reasonable to me.</p> <p>General view – No objection</p>
<p>(o123) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Re Station Road - I live on Station Road and will be interested to see how this trial footpath works. As there is no footpath at present it can be dangerous, as cars sometimes come down at speed, ignoring the 20mph limit, and heavy construction vehicles taking up the whole road are alarming.</p> <p>Re the other locations: I have no doubt this has been carefully considered in the context of parking in the whole of Goring and have no objection.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>These proposals will not affect me and I have no objection</p>

	<p>Lockstile Way (3pm-4pm) – No objection</p> <p>Again, this does not affect me</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Many people seem to park on these residential roads when they are not benefiting Goring (eg using the shops). This may well be to avoid paying car parking charges.</p> <p>General view – No objection</p> <p>I am not against these parking restrictions and indeed welcome some of them. However, since the many restrictions currently in place are not enforced I am doubtful about how useful they will be. For example, cars are often parked dangerously at the Station Road end of Manor Road. Cars are left for days in Station Road when they are supposed to be there for a maximum of 2 hours. Nobody ever seems to do anything about it.</p>
(o124) Local resident, (Goring, Limetree Road)	<p><u>Double Yellow Lines:</u> No objection</p> <p>I have mobility problems and find the current arrangement extremely hazardous. This was also so for my late husband who was a wheelchair user. Even for able pedestrians it can be very dangerous.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I have mobility problems and current arrangement is dangerous. My late husband was a wheelchair user and it was extremely hazardous for him. When road markings are changed it is also essential that road surface is made safe, not only for those with mobility issues but all road users.</p>

	<p>Lockstile Way (3pm-4pm) – No objection</p> <p>As previously stated.</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>No objections</p> <p>General view – No objection</p> <p>Safety</p>
(o125) Local resident, (Goring, Milldown Avenue)	<p><u>Double Yellow Lines:</u> No objection</p> <p>I have no objection to any of the measures, HOWEVER, if parking restrictions are indeed put in place in Lockstile Way and/or Lockstile Mead, then it is essential that Milldown Avenue has the same parking restrictions as those other roads. It's already common for people to park in Lockstile Way and in Lockstile Mead and then walk to the railway station, and if these people are not allowed to park in those roads then they will very likely park in Milldown Avenue instead. When cars park on the road in Milldown Avenue it is very difficult for the Langtree School Bus to negotiate it's route to and from It's stop outside 1 Milldown Avenue.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>As above.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>As above.</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>As above.</p>

	<p>General view – No objection</p> <p>As above.</p>
(o126) Local resident, (Goring, Station Road)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Drivers use Station rd as an alternative route to avoid the High Street and drive at speed. This Rd is used frequently by pedestrians ,often wheel chair users , frail people and those with children en route to the village via The Wheel Orchard car park. With more cars using electric power and are therefore quieter this is a danger for those who have to walk into the centre of the Station Rd avoiding the cars in the allocated parking area. Therefore I support the proposed restrictions suggested for station Road.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I do not live in these areas and therefore have no concerns about the changes suggested</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I do not think car drivers will notice the restrictions since there is no enforcement and they will continue to park wherever they choose to park</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – No objection</p> <p>I agree with these proposals but I think they will be ignored by drivers because there is no obvious enforcement and people will continue to park where and when they wish</p> <p>General view – No objection</p>

	i do not think car users will observe the restrictions and change of use
(o127) Local resident, (Goring, Whitehills Green)	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Improved safety for pedestrians</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>No strong views</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>No strong views</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>No strong views</p> <p>General view – No objection</p>
(o128) Local resident, (Goring on Thames, Lockstile Way)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Cars parked by commuters on Lockstile Way are a nuisance and pose a danger and inconvenience especially at the junction with Wallingford Road.</p>

	<p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>We don't like our road being used as a car park by commuters, and even occasionally by people going by train to an airport for a week's holiday.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>As above</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>General view – No objection</p> <p>How will it be enforced?</p>
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To Councillor Andrew Gant
Cabinet Member for Transport Management
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

28th April 2024

Dear Councillor Gant,

Proposed parking restrictions in Thames Road and Glebe Ride, Goring on Thames.

Further to our telephone conversation and my subsequent email, we thought it would be helpful for you to have a summary setting out the reason and background to our petition. This is as follows:

- There are new restrictive parking proposals for Goring, which involve the removal of a number of current unrestricted parking spaces used by both residents and some businesses in our part of the village, on the two roads above, replacing them with two hour only waiting. There are acknowledged parking problems in Goring with commuter parking, but the solution, in our view, is not to make it impossible for residents of the village without private drives to park where they live or for businesses to occasionally use unrestricted spaces.
- We are a concerned group of residents who believe that the restrictions proposed specifically in Thames Road and Glebe Ride, Goring, which involve the effective loss of around 20 unrestricted parking places used by daily by residents and businesses, will be damaging to a viable life in this part of the village. (For background information this total is made up as follows: Last December 2023, there was a consultation on double yellow lines in the cul de sac part of Thames Road opposite the bell mouth of a new development of 4 houses. Despite around 27 objections these new double yellow went through resulting in the future loss of around **5/6** unrestricted parking spaces used by residents and others. These lines are yet to be implemented. The lay by in Thames Road adjacent The Birches currently takes **2** spaces used by residents and contrary to the OCC existing plan there are no restrictions on the ground. Mike Horton your highways Officer estimates that **12 spaces** are to be lost in Glebe Ride, this gives an approximate total of 12 +6 +2 equals **20 unrestricted Parking spaces lost** to residents and others **in the space of less than 6 months.**)
- As far as we are aware there has been no prior announcement or initial consultation on the proposals in this part of the village ie for Thames Road and Glebe Ride. We are not experts in Traffic Regulation Order processes, but we have come to believe that something may have gone awry in respect of the consultation process on the proposals which affect our part of the village. As we understand it the current final statutory Consultation by OCC now underway is intended to pick up minor anomalies and correct them. It is not meant to be used as means of primary consultation. We therefore feel that an early stage in the consultation process may have been missed out. We don't want to labour this point, but the current situation has placed Residents in a very difficult position with the need to react in a very short timescale to proposals of which they were previously unaware.

• Following representations we made to Mike Horton and Christian Mauz of OCC, they kindly agreed that they would accept further comments/objections after the closure of the online Survey on the 19th April up to the 30th April (this Tuesday) and that these comments would be included in their report. Several very hard working members of our group put together a petition objecting to the parking proposals and have been out over this weekend and last speaking to local residents in this area of the village, including businesses in the High Street. We have been astonished to collect around **224 signatures** objecting to the proposals from a small area of the village centre. This is the petition we are presenting today.

The petition signing took place principally over just two weekends. The signatures were collected by four people walking door to door in central Goring over minimal hours, totalling an average of just 8 hours per person. There were only 7 face to face refusals.

People have had varied reasons for signing. Residents in adjacent roads are worried about displacement parking ie parking moving to their roads. Besides the Birches, a group of 26 terraced houses where our group is based, there are numerous small properties and flats in the area who use on street parking. Besides residents, we have been pleasantly surprised that of the many businesses in the High Street have signed our petition. Some of them make use of unrestricted parking from time to time. Also, some of the staff, who work in the shops, cafes, hairdressers etc in the High Street travel in to Goring have signed. They are not on high wages and use nooks and crannies around the village when they come to work. Many respondents also raised the question of a residents parking scheme.

We hope that our petition is a positive thing which starts to shed some light on unrecognised parking needs for both residents and resident businesses in this part of the village centre.

• Last Friday some of our group met the Chairman of Goring Parish Council Andy Smith who heard our concerns with patience and courtesy. We are lodging a copy of our petition to you with the Parish Council for their information. We are hoping that the Parish Council will feel able to support changes to the existing proposals.

• We would add that we have no desire to delay or otherwise affect the other proposed parking changes in the village if they are found to be desirable. The proposals for Glebe Ride and Thames Road though make no sense. We would like to request that the **20 unrestricted spaces** be restored in an amended scheme, so our daily lives and that of others, both residents and businesses are not damaged.

In the longer term we feel that some form of Residents parking scheme for both residents and businesses in this area of the village will need to be reconsidered.

Don't hesitate to contact me if any further information is required and we hope that you will feel able to favourably consider our request.

Kind regards

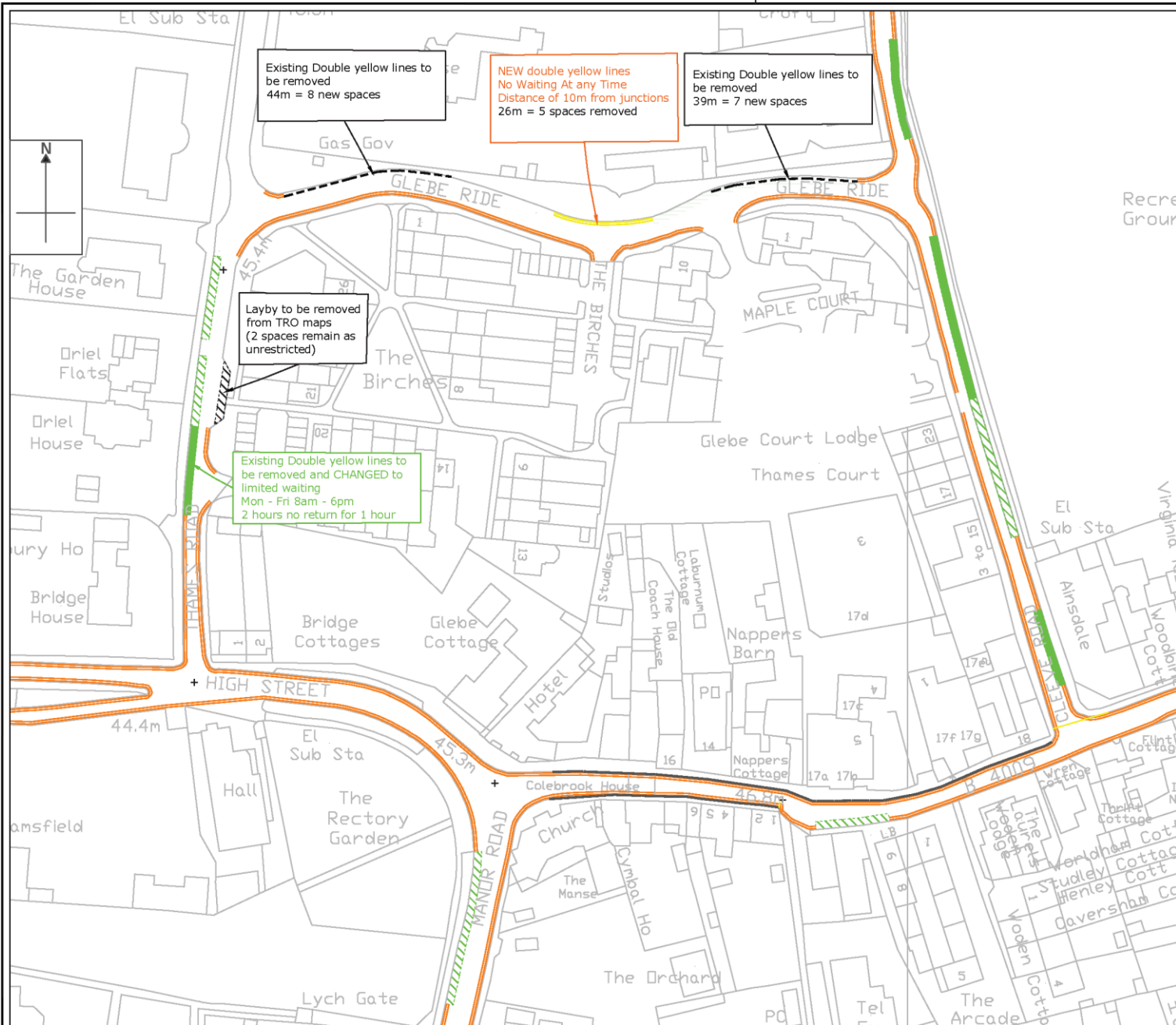
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ANNEX 5 – Analysis / summary of comments received.

	Comment summary	Number received
a)	Comments in support of the proposals (either partially or wholly)	55
b)	The proposals don't help resident / suggestions to consider a residents parking scheme	37
c)	Lack of enforcement currently or concerns about enforcing new proposals	32
d)	The proposals will displace parking / will not help solve commuter parking	28
e)	Manor Road – proposed parking bays are dangerous and may contribute to congestion	10
f)	Removing parking increases vehicle speeds, or concerns over speeding generally	10
g)	Lockstile Way – change proposed single yellow lines to double / other concerns about parking	8
h)	Rail commuters need parking, review the station car park charges / increase number of spaces	7
i)	Cleeve Road – do not downgrade the double yellow lines to single	5
j)	Lockstile Way – proposed single yellow lines are unnecessary	5
k)	All proposed double yellow lines are unnecessary	3
l)	Glebe Ride – proposed double yellow lines are unnecessary.	3
m)	Lockstile Way – proposed double yellow lines are unnecessary	3
n)	Station Road – proposed double yellow lines are unnecessary	3
o)	Station Road – the parking bay (proposed for removal) is needed for businesses / customers	3
p)	Thames Road – proposed parking bays are dangerous and may contribute to congestion	3
q)	Cleeve Road – proposed double yellow lines are unnecessary	2
r)	Cleeve Road – proposed parking bays are dangerous and may contribute to congestion	2
s)	The proposals will impact on the economy of the village / need to provide short-stay parking	2
t)	Croft Road – proposed parking bays are dangerous and may contribute to congestion	1
u)	Croft Road – the proposed time limit is too short / not enough spaces / not needed	1
v)	Glebe Ride – the proposed removal of double yellow lines is dangerous	1
w)	Grange Close – the single yellow line restriction is unnecessary	1
x)	Grange Close – the single yellow line restriction should also operate in the afternoon	1
y)	Lockstile Way – change the proposed single yellow line to morning only	1
	Comments on parking problems not covered by these proposals	3
	Responder made no specific comment, but made a general objection	2
	Other response – some confusion with proposals /unsure	1

Drawing No.		PRD/2023/006		U	
KEY					
		EXISTING No waiting at any time (double yellow lines)			
		PROPOSED No waiting at any time (double yellow lines)			
		EXISTING No waiting for 1-hour periods (times vary) (single yellow lines)			
		PROPOSED No waiting for 1-hour periods (times vary) (single yellow lines)			
		EXISTING Limited waiting for 2-hour periods (times vary) (white parking spaces)			
		PROPOSED Limited waiting for 2-hour periods (times vary) (white parking spaces)			
		RESTRICTIONS TO BE REMOVED			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE)					
USE (ENTER 'NONE' IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	2/24	Remove Electric charging from Glebe Ride	MH	JW	JW
2	2/24	Extend Glebe Road proposals and add SYL	MH	JW	JW
3	6/24	Glebe Ride and Thames Road changes ONLY	MH	JW	JW
<p>Owen Jenkins Director for Infrastructure Delivery Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>					
Project title Goring Parking Review 2024					
Drawing title GLEBE RIDE & THAMES ROAD Revised recommendation					
Drawing Status Preliminary					
Scale @ A3	Drawn by	MDH	Checked by	JW	Approved by
Not to scale	Date drawn	Dec 2023	Date checked	Dec 2023	Date approved
Dec 2023					
Oxfordshire Project No. & File Ref					
Drawing No.		PRD/2023/006		Revision 2	



DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

ALLOCATION OF ADDITIONAL £5M CAPITAL BUDGET FOR HIGHWAY MAINTENANCE

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Support the allocation of an additional £5m for Highway Maintenance into the Highway Asset Management Plan (HAMP) capital programme.**
- b) **Support the distribution of that £5m across the various programmes of the HAMP as set out in this paper.**

Executive Summary

- 1) At the County Council Meeting of February 20th 2024, the Council the Labour and Co-operative Group proposed by amendment, an additional £5m of capital funding for highway maintenance for the year 2024/25.
- 2) The purpose of the report is to recommend and seek approval for the allocation of the additional £5m of capital funding to specific works programmes within the Highway Asset Management Plan (HAMP) portfolio.
- 3) As the expenditure is greater than £1m, the decision on how it is invested is considered to be a Key Decision.

Background

- 4) At the County Council Meeting of February 20th 2024, the Labour and Co-operative Group proposed under item 8; Budget and Business Planning, a series of budget amendments.
- 5) Section 5.3 of the amendments included an additional £5m capital budget for Highways Maintenance. Section 5.4 of the amendments allocates that £5m to the HAMP portfolio.
- 6) The proposed amendment was approved by Council (Decision item 'C').
- 7) Whilst allocated to the HAMP, the budget requires further allocation to specific programmes of maintenance / management activity.

- 8) The Labour and Co-operative group have expressed that the additional funding should be directed towards carriageways and footways, and that it should not be used for bridges and other structures.

Proposed Distribution

- 9) It is proposed to allocate the £5m to programmes in line with the policies within the HAMP and priorities set out within the Highways Asset Management Strategy (in short a balanced approach between preventative highway maintenance whilst targeting more significant and localised investment where the need/risk is greatest) as set out in the table below.
- 10) The works will be delivered through the existing Highways Partnership Contract with Milestone Infrastructure. No further procurement exercise is required.

	Programme	(£ '000s)	Description
C.AT00471	Surface Treatments	2,000	Preventative treatments to prolong the life of the carriageway, reducing the likelihood of potholes from forming
C.AT00469	Traffic Mgmt Asset Maint'	500	Renewal of life expired road markings & traffic signs
C.AT00468	Structural Highway Improvements	1,800	Repair to deteriorated carriageway surfaces (localised patching / surfacing etc)
C.AT00491	Carriageways	500	
C.AT00471	Footway & Cycleways	200	Footway Reconstruction
	TOTAL	5,000	

Corporate Policies and Priorities

- 1) The maintenance-based safety works to be undertaken will contribute to the County Council's statutory obligations regarding the maintenance and management of the highway network.
- 2) The proposed works will contribute towards the prevention of traffic collisions that may otherwise be contributed to by the condition of highway assets.
- 3) The works are well aligned to the County Council's commitment to health and wellbeing of residents, and positively align with commitments made under the Council's 'VisionZero' programme to eliminate incidents of traffic collisions resulting in life changing injuries / fatalities.

Financial Implications

- 4) Whilst not directly impacted by the proposed distribution of the £5m, it should be noted that the investment is to be funded by way of borrowing. The cost of that borrowing creates a revenue pressure in year 2024/25 of £300k.
- 5) That financial revenue pressure (referenced as '2025L&CO7') was included and also approved in the same Labour and Co-operative group budget amendments at the same Council meeting of Feb 20th 2024.
- 6) Investment of the £5m will be subject to the usual processes and governance of all County Council capital expenditure.

Comments checked by:

Filipp Skiffins, AFBP

Fillip.Skiffins@Oxfordshire.gov.uk

Legal Implications

- 7) The Council is the local highway authority for Oxfordshire and has a duty to maintain the highway pursuant to Section 41 the Highways Act 1980. There are no procurement or contract implications arising from the report because the work will be delivered through the existing Highways Partnership Contract with Milestone Infrastructure.

Comments checked by: Jayne Pringle, Head of Contracts & Conveyancing & LBP

jayne.pringle@oxfordshire.gov.uk

Staff Implications

- 8) Existing staff structure and arrangements will be utilised to deliver the works, and the programmes against which the investment is intended.

Equality & Inclusion Implications

- 9) No implications in respect of equalities or inclusion have been identified in respect of the proposed distribution of the additional investment.

Sustainability Implications

- 10) The nature of the proposed work is typical of routine highway maintenance activity with no special considerations in relation to sustainability.
- 11) Existing standard approaches to ensuring sustainability in material selection and operational methodology will be followed.

Risk Management

- 12) There are not any notable, special, or extraordinary risks to the delivery of the project. The works fall within the ordinary and routine business of the County Council in its capacity as the Highway Authority.
- 13) Any operational risks identified, such as inclement weather affecting works will be managed through the pre-existing governance structure for the service.

Consultations

- 14) No consultation is required prior to the proposed distribution being approved.
- 15) Scheme specific notification will be made to those affected by any proposed works (disruption caused by temporary road closure etc) which will be administered and

managed through the ordinary day to day business of the highway maintenance service with no special provision being required.

Bill Cotton
Corporate Director, Environment and Place

Background papers: Nil

Contact Officer: Matt Archer (Portfolio Manager; Central Programme Delivery, Highway Maintenance)

June 2024

Divisions affected: *Cowley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

GARSINGTON ROAD, OXFORD: ACTIVE TRAVEL SCHEME

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following highway improvement measures, as advertised:

- a) Flat Top Road Humps located at the John Smith Drive, Oxford Business Park, Phipps Road, Napier Road and St. Lukes Road junctions with the B480 Garsington Road,
- b) Toucan crossing on the B480 Garsington Road, located approx 74 metres southeast of the centre line of Phipps Road,
- c) Shared-Use Foot & Cycleways:
 - i. on the south side, from east of the central island on John Smith Drive, to a point northwest with its junction with St. Luke's Road,
 - ii. on the north side, from southeast of the central island to Oxford Business Park, to a point southeast of its junction with Phipps Road.

Executive Summary

- 2. This report presents responses to the statutory consultation on the proposals to introduce various highway improvement measures on the B480 Garsington Road in Oxford, as shown in **Annex 1**.
- 3. The proposals are being put forward following a local pre-engagement exercise, and comprise of three key objectives:
 - a) Make it easier and more enjoyable to walk, wheel and cycle in Garsington Road
 - b) Improve safety for everyone making a journey in Garsington Road
 - c) Support local businesses by improving the quality of active travel options and making the local highway safer.

4. The Garsington Road active travel scheme is strongly aligned with the county council's 'vision' set out within the 'Local Transport and Connectivity Plan (LTCP, 2022 – 2050)', which includes reducing the need to travel by private car journeys by making walking, cycling, public and shared transport the natural first choice.
5. In addition, the scheme will play an important role in helping OCC to meet the headline targets that underpin the vision and key themes that are set out in the LTCP.
6. The schemes are prioritised to recognise the need to improve walking, wheeling, and cycling connectivity along the route. The routes and extents of the cycle network have been defined in the Local Cycling and Walking Infrastructure Plan (LCWIP), which can be considered as a master plan with incremental delivery required to achieve the full envisaged cycling and walking network.

Financial Implications

7. Funding for the proposals (including consultation & implementation if approved) has been provided by the UK government Department for Transport, through the Active Travel Fund Tranche 3 (ATT3) funding round.

Legal Implications

8. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

9. An Equalities Impact Assessment is at **Annex 4**. The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.
10. The Equalities Impact Assessment will be reviewed as the detailed design is finalised and will be reviewed again after the infrastructure is improved and it has been used for a sufficient period of time.

Sustainability Implications

11. The proposals will help encourage walking, wheeling, and cycling along the Garsington Road corridor, and also help improve road safety, especially for the more vulnerable road users (pedestrians & pedal cyclists) in the area.

Informal Consultation

12. An informal consultation was held between 27 February and 28 March 2024 to share early proposals to gather feedback ahead of the formal statutory consultation. The feedback received broadly supported the proposed improvements and provided useful further insight. Analysis of the feedback indicated that there was not a need to make changes to the design as initially proposed – so these remained the same for the formal consultation.
13. Summary tables & charts of the results are shown in **Annex 5**, whilst all feedback and comments received are held on file to support officer monitoring of the county's highways.

Formal consultation

14. Formal consultation was carried out between 25 April and 25 May 2024. 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, local City Cllrs, and the local County Councillor representing the Cowley division.
15. A letter was also sent directly to approx. 210 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposals.
16. 25 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
Flat-top road humps	6 (24%)	2 (8%)	16 (64%)	1 (4%)	25
Toucan crossing	5 (20%)	2 (8%)	15 (60%)	3 (12%)	25
Shared-Use foot & cycle	3 (12%)	8 (32%)	13 (52%)	1 (4%)	25

17. Additionally, a further two emails were received, comprising of a detailed response from 'Cycling UK' raising various concerns (shown in full at **Annex 3**), and one non-objection.
18. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to Objections/Concerns

19. Thames Valley Police raised no objection to the proposals.

Shared use footway/cycle way:

20. Whilst responses to the consultation demonstrate support for the proposed segregated footway/cycleway on the grounds that it will provide improved facilities for active travel compared to the existing infrastructure and the current significant gap in the network, others objected or expressed concerns on the grounds that they believe cyclists should be physically separated from pedestrians and should not just be separated by pavement markings or share space with pedestrians. Some respondents also felt that the segregated footway/cycleway should be wider for people walking wheeling, and cycling.
21. The proposed segregated footway/cycleway is a 200-metre section on the southern side of Garsington Road/John Smith Drive Roundabout and the Garsington Road between the B480/Hollow Way junction. In this location there is currently a missing section of segregated cycle path on the southern side of the road. Officers believe that providing cyclists and pedestrians with separately defined alignments, with segregation by white line markings, represents a significant improvement compared to the existing infrastructure.
22. The proposal offers a segregated cycle facility on the southern side of Garsington Road in this location, extending an existing segregated cycleway on Garsington Road between the Eastern Bypass and the John Smith Drive Roundabout, and similar to the existing facilities for pedestrians and cyclists on the northern side of Garsington Road. Physical infrastructure to segregate pedestrians and cyclists, and wider segregation will not be possible due to the limited existing footway space available but improved pavement markings and signage will be considered.
23. There was some concern expressed about the width of the shared use footway/cycleway around John Smith Drive roundabout at the point where it meets the uncontrolled crossing. Some respondents felt that this section was a sharp and constrained angle. The Highway boundary is a major constraint in this section, but it will be reviewed and considered as part of the detailed design process to enable greater comfort for pedestrians and cyclists.

Toucan crossing:

24. The main concerns raised about the proposed Toucan crossing at the Garsington Road/John Smith Drive Roundabout (western side of the roundabout) were the proximity of the crossing to the roundabout and potential for the roundabout to get blocked with queuing vehicles when the crossing is in use. It was suggested by some respondents that it would be more attractive to users if the crossing was located to the west of the petrol station. The location of the crossing is constrained by the petrol station entry and the roundabout. It has been proposed to be close to the north-south pedestrian desire line at the roundabout, and to enable safer and direct crossing trips to the Business Park.
25. There is an existing uncontrolled crossing at this location, which will be removed and replaced with the signalised (Toucan) crossing to provide a safer crossing facility for pedestrians and cyclists. Officers are confident that the Toucan crossing will be sufficiently attractive to people wanting to get to and

from the Business Park and facilitate access requirements for pedestrians and cyclists at roundabout. However, the location of the Toucan crossing will be reviewed and considered as part of the Road Safety Audit, Stage 2.

26. There was some objection to the type of crossing to be introduced at this location, with some respondents stating that they believe the Toucan crossing prioritises motor vehicles. They felt that a parallel (combined cycling and pedestrian zebra) crossing would provide greater priority to pedestrians and cyclists and reduce the need for pedestrians and cyclists to wait for the toucan crossing to stop traffic before being able to cross the road. As traffic volumes are in excess of 8,000 vehicles per day, LTN 1/20 design guidance identifies a signalised crossing as the preferred option in this location.

Flat-top road humps (side road entry treatments at the petrol station entrance, Phipps Road, Napier Road, & St Luke's Road junctions):

27. The main concerns raised about the side road entry treatments were the possibility that they could create congestion on Garsington Road as vehicles slowed down to turn across them and also that pedestrians using them might not take due care and attention. Some respondents felt that these should be implemented as fully continuous footways, and not as road humps. It would be logical for these not to be seen as humps but as continuous footway and cycleway Side Road Entry Treatments. Similar features have been used successfully in other locations in Oxford where side streets meet main roads.
28. The Highway Code is clear that pedestrians and cyclists using footways and/or shared use facilities adjacent to roads have priority over vehicles turning across them, and the proposed side road entry treatments support this. Officers believe that this continuous footway and cycleway treatment contributes to safer, more accessible, and efficient urban environments for pedestrians and cyclists alike.
29. Some people reported that they were concerned about the ramp gradient of the side road entry treatments. They suggested that Dutch style entrance kerbs should be used and the average height ramp to be the same as pavement elevation. They felt that no coloured surfacing or texture should be used for the footway and preferred the use of the same material / colour as pavement on either side.
30. The Dutch style entrance kerbs have been considered for the Side Road Entry Treatments, however – due to budget constraints standard bituminous ramps have been proposed. Officers will work closely with the consultant to ensure that the design of these features makes them as continuous as possible across the side roads and as effective as possible in ensuring vehicles give way to pedestrians and cyclists using them (i.e. balancing the maximum gradient and desired visibility). The surfacing material of the footway will be reviewed and designed in accordance with the scheme budget.

Miscellaneous comments or concerns about the proposal:

31. Various other comments were made including that a respondent felt more roadworks are not needed in an area which has ample space for cyclists and dedicated pedestrian/cycling paths. People also felt that road traffic is generally slow on B480 Garsington Road and no further calming features are required.
32. LTN 1/20 suggests segregation of cyclists in location such as this with high traffic volumes. We will coordinate the work to minimise the impact on the network as far as possible and seek to minimise the impact of construction for all road users. Further details of proposed traffic management arrangements will be available closer to the commencement of construction.

Next Steps

33. Feedback from this consultation will be used by design consultant to complete the detailed design. As part of the design process, an independent road safety audit will be carried out ensuring that the audit recommendations are incorporated into the design as appropriate.
34. We will be undertaking pre and post scheme monitoring of proposals. This will include Speed surveys and Manual Classified Counts of traffic.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses
	Annex 3: 'Cycling UK' full consultation response
	Annex 4: Equalities Impact Assessment
	Annex 5: Informal consultation response summary

Contact Officers: Tayo Akinyosade (Project Manager – Active Travel)

June 2024

GENERAL KEY

- PROPOSED PAVED AREA (1.7m to 2.4m WIDTH)
- PROPOSED MMA COLOURED SURFACING
- PROPOSED/AMENDED LANDSCAPED AREA
- PROPOSED ROAD MARKINGS
- EXISTING ROADMARKING
- PROPOSED RED TACTILE PAVING FOR CONTROLLED CROSSING
- PROPOSED BUFF 'TRAMLINE' / 'LADDER' TACTILE PAVING
- PROPOSED TACTILE PAVING
- PROPOSED KERBING
- SCHEME EXTENTS
- HIGHWAY BOUNDARY

- NOTES:
- DO NOT SCALE FROM THIS DRAWING.
 - STREET LIGHTING, DRAINAGE AND SIGNS HAVE NOT BEEN SHOWN FOR CLARITY.

FIRST ISSUE				
REV	DATE	DESCRIPTION	BY	CHKD
1	21/01/2021	ISSUED FOR CONSULTATION



Working for you

MILESTONE INFRASTRUCTURE

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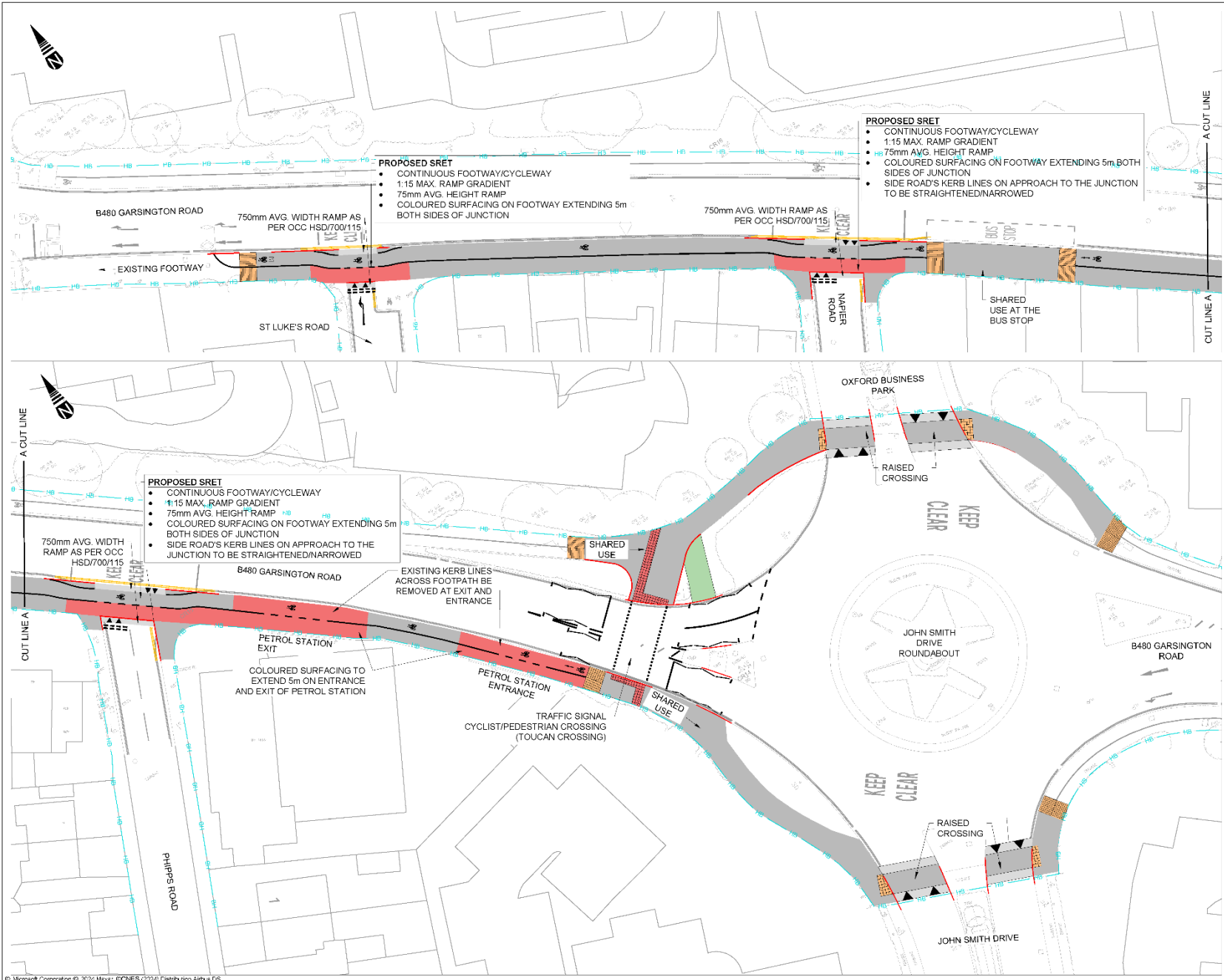
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FOR INFORMATION

Project Name: ATT3 GARSINGTON ROAD, OXFORD

Statutory Consultation SHEET 1 OF 1

Sheet No	Scale	Drawn by	Checked by	Approved by
A1	1:250
Drawing No		Drawn Date	Checked Date	Approved Date
5101471-MI-HGN-GR-1H-CH-0007		21/01/2021	21/01/2021	21/01/2021
Revision		Drawn by	Checked by	Approved by
S2	



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	No objection
(2) Cycling UK	Concerns – <i>see full response at Annex 3</i>
(3) CYCLOX	<p>Road humps – Support This response is on behalf of Cyclox. We are overall in support of this scheme but only if the side road entries are completely flat and continuous, with texture that is no different from the rest of the pathway. There must be no road humps using the red imprinted cement typical of so many side road entries in Oxford. There should be no kerb or double yellow lines across the path as those are seen by drivers as their priority rather than the priority of people walking and cycling. The aim should be to slow motor traffic turning into side roads seeing that there is a change in level. The entrance to the road needs to be a Dutch entrance - please don't use sharks teeth on slope up to the continuous foot path.</p> <p>Toucan crossing – Support This is a busy road (which should be 20 mph). This crossing will be well used by pedestrians and by more cautious cyclists who don't wish to go round the roundabout on the carriageway.</p> <p>Shared-use path – Partially support We are saddened that space is taken away from pedestrians rather than motor traffic but understand that this is a low cost scheme.</p>
(4) Local resident, (Oxford, Fairfax)	<p>Road humps – Object Will slow Traffic turning off what is going to be a very congested road. Once Holloway is shut off</p> <p>Toucan crossing – No objection Pedestrians will not be able to cross the heavy traffic without</p>

	<p>Shared-use path – Object Cyclists have no respect for pedestrians and just bomb along and expect everyone to make way for them</p>
(5) As part of a group/organisation, (Oxford, western)	<p>Road humps – Object It would be logical for these not to be seen as Humps but as Side Road Crossovers, a number of design changes would follow.</p> <p>Toucan crossing – No objection No comment</p> <p>Shared-use path – Partially support Width is constrained. Worse still the path width varies and is narrow around the roundabout - which itself is too large and an inappropriate 'normal' design when a compact type is more desirable in an urban setting.</p>
(6) Local resident, (Oxford, Lower Road)	<p>Road humps – Object We do not need yet more roadworks in an area which has ample space for cyclists</p> <p>Toucan crossing – Object See answer to previous Q</p> <p>Shared-use path – No objection As long as this does not involve more roadworks</p>
(7) Local resident, (Oxford, Maidcroft Road)	<p>Road humps – Object Please provide fully continuous foot-ways using proper entrance kerbs to slow motor traffic.</p> <p>Toucan crossing – Object Toucan crossing priorities motor vehicles. Please make this a parallel (combined cycling and pedestrian zebra) crossing so car drivers have to wait as soon as a pedestrian or cyclists arrives to cross.</p>

	<p>Shared-use path – Object Please provide fully continuous foot-ways using proper entrance kerbs to slow motor traffic.</p>
(8) Local resident, (Oxford, Marriott Close)	<p>Road humps – Object Road traffic is generally slow on the B480, and dedicated pedestrian/cycling paths and no further calming features are required.</p> <p>Toucan crossing – Object There are currently more than enough crossing points available for pedestrians/cyclists.</p> <p>Shared-use path – Partially support So long as there is clear demarcation of space.</p>
(9) Local resident, (Oxford, Napier Road)	<p>Road humps – Object I don't know why they are necessary. I live on Napier Road and we already have a slightly raised hump already. Why are these being suggested?</p> <p>Toucan crossing – Support There is no way to safely cross this road which can get very busy, so I fully support the addition of a toucan crossing.</p> <p>Shared-use path – Support Cyclists already use the pavement but it can feel unsafe walking especially with a pram as you don't know where they are, so I fully support having designated lanes for walking and cycling. It would be ideal if they could extend all the way to the big tesco roundabout with clear instructions for cyclists to use the walking routes to cross the roundabout. I have increasingly seen cyclists going round this roundabout alongside the cars and it is so unsafe.</p>
(10) Local resident, (Oxford)	<p>Road humps – No objection</p> <p>Toucan crossing – No objection</p> <p>Shared-use path – Object Pedestrians and cyclists sharing spaces put pedestrians at risk</p>

<p>(11) Member of public, (Benson, High Street)</p>	<p>Road humps – Partially support The only thing that I have concerns over is having the pedestrian crossing so close to the roundabout. The roundabout can easily get blocked when someone is crossing the road (as seen regularly in Didcot). Perhaps it would make more sense to put the crossing after the petrol garage i.e. in the direction of the police station.</p> <p>Toucan crossing – Object See previous answer</p> <p>Shared-use path – Support Anything that helps get cyclists to get out of the road towards better safety</p>
<p>(12) As part of a group/organisation, (Oxford, Stratfield)</p>	<p>Road humps – Partially support Given the low volume of traffic on the side entries involved, these should be implemented as fully continuous footways, not as "road humps". They should be designed and laid out so that they appear to be - and legally are - part of the footway (over which vehicles are allowed to cross) rather than part of the carriageway (over which pedestrians are allowed to cross). The goal should be to calm motor traffic, but also to make pedestrian (and cycle) priority as clear and unambiguous as possible.</p> <p>Please use entrance kerbs and do not include the "sharks teeth" found on speed humps.</p> <p>Toucan crossing – Partially support The speed limit here should be dropped to 20mph, allowing this to be implemented as a parallel (tiger) crossing instead of a signalled toucan crossing.</p> <p>Shared-use path – Partially support These kind of shared-used foot/cycleways are substandard and only acceptable as a temporary measure. We expect any proper rebuild of this route to provide proper cycle tracks separated from the footway by a kerb.</p>
<p>(13) Member of public, (Oxford, Marston Street)</p>	<p>Road humps – Support I would like to go on cycle trips here but it is currently too dangerous.</p>

	<p>Toucan crossing – Object Support active travel in this area.</p> <p>Shared-use path – Support I would like to be able to cycle safely here.</p>
(14) Local resident, (Oxford, Leafield Road)	<p>Road humps – Support Shows priority is with the cycle paths</p> <p>Toucan crossing – Partially support No changes have been made to the exit from the roundabout. It is possible to exit at high speed and this will be a safety risk. Reduced radius curb is needed at this exit</p> <p>Shared-use path – Support The path on both sides of the road is suitable for a shared path</p>
(15) Member of public, (Banbury, Woodfield)	<p>Road humps – Support They seem fine to me.</p> <p>Toucan crossing – Support Crossing Garsington Road can be challenging and there aren't many places to do so safely, so having the crossing will benefit pedestrians.</p> <p>Shared-use path – Partially support I assumed there already were shared-use foot and cycleways. Regardless, there's more space to add improved infrastructure if it's needed.</p>
(16) Local resident, (Oxford, Rawsone Close)	<p>Road humps – Support traffic calming is necessary to improve cycle and pedestrian safety.</p> <p>Toucan crossing – Support This crossing will be greatly improved by a dedicated toucan crossing.</p>

	<p>Shared-use path – Partially support I support that Cycle users should be segregated from the road with purpose built cycle route for the safety of all, but worry that the proposed route may not be straight and level enough for cyclists to want to use. A cycle route must be a preferred alternative to the road, not a worse one with bumps (dropped kerbs) and lots of swerving (around lamps, existing infrastructure, etc).</p>
(17) Local resident, (Oxford, Howard Street)	<p>Road humps – Support They provide a useful physical indicator to vehicles on the side roads that they need to cede priority to passing cyclists on the path on the main road, while giving cyclists a level surface.</p> <p>Toucan crossing – Support Reasonable location for the likely routes that users of the cycle paths on both sides of the road are likely to be taking, and should serve to moderate vehicle speeds joining and exiting the roundabout, which can easily exceed the speed limit because of the g</p> <p>Shared-use path – Partially support The lack of visual guidance to pedestrians and cyclists at the bus stop east of the Napier Road junction may lead to conflict. The poor quality and quantity of cycling facilities in general means that pedestrians are typically not good at thinking about how well they share spaces with cyclists - just try using any heavily trafficked shared use path in Oxford (e.g. Botley Road, London Road). If there is no visual indication and the bus stop has any significant number of people waiting they will disperse themselves across the whole path. Deflecting the cycle path to the back of the shared path might be a better option.</p>
(18) Local resident, (Oxford, Divinity Road)	<p>Road humps – Support Anything to make road safer for pedestrians is positive</p> <p>Toucan crossing – Support As above</p> <p>Shared-use path – Partially support Prefer separate paths for pedestrians and cyclists</p>

<p>(19) Local resident, (Oxford, Glanville Road)</p>	<p>Road humps – Support Bike priority and traffic taming are vital at this junction if it is to be of any practical use.</p> <p>Toucan crossing – Support A proper crossing in this area is long overdue. Without it, there is no meaningful way to cross for a long way in either direction.</p> <p>Shared-use path – Support The current cycle infrastructure here is way below standard and represents a significant gap in the network.</p>
<p>(20) Local resident, (Oxford, Napier Road)</p>	<p>Road humps – Support As a cyclist living in the area, the current setup of partial cycle paths suddenly disappearing, particularly with no priority or safety considerations at the roads, is terrible.</p> <p>Toucan crossing – Support The current unsignalled crossing near the roundabout has poor visibility and it is not clear when it is safe to cross when traffic is heavy.</p> <p>Shared-use path – Support As a cyclist living in the area, the current setup of partial cycle paths suddenly disappearing, or moving on/off the road, is terrible.</p>
<p>(21) Local resident, (Oxford, Florence Park Road)</p>	<p>Road humps – Support These are a good design - continuous, uninterrupted footway/cycleways, with good colour differentiation. Only question is about the upwards arrow speed hump markings - these can invite road traffic progression (i.e. a 'straight-on' arrow) for drivers. As these flat top road humps are creating continuous footways, are the upwards arrow markings actually needed? Could a different marking be used that indicates a level change, without suggesting driver progression?</p> <p>Toucan crossing – Support More crossings always a good thing.</p>

	<p>Shared-use path – Support Best solution with the space constraints.</p>
<p>(22) Local resident, (Cowley, Horspath Road)</p>	<p>Road humps – Support This will make the road safer for pedestrians and cyclists</p> <p>Toucan crossing – Support At present there is no safe crossing place here and it is good to have one which both cyclists and pedestrians can use</p> <p>Shared-use path – Support Safer for cyclists</p>
<p>(23) Local resident, (Oxford, Townsend square)</p>	<p>Road humps – Support Please ensure cars are more likely to yield to pedestrians by adding signs and road markings informing them of their obligations</p> <p>Toucan crossing – Support Ensure the light turns green for pedestrians and cyclists immediately. Give them sufficient time to cross</p> <p>Shared-use path – Support Ensure this is sufficiently wide for both pedestrians and cyclists, taking space from the road if necessary. No obstructions in either space. Lamp posts, signs, cycle parking, street furniture should all take from the road, not pavement.</p>
<p>(24) Local resident, (Oxford, St Nicholas Rd)</p>	<p>Road humps – Support It's good to be able to cross junctions if you are on wheels or pushing something with wheels</p> <p>Toucan crossing – Support It's good</p> <p>Shared-use path – Support It's good</p>

(25) Local resident, (Oxford, Marston Road)	<p>Road humps – Support improve safety for cyclists</p> <p>Toucan crossing – Support improve safety for pedestrians</p> <p>Shared-use path – Support anything to encourage cycling and get people out of their cars</p>
(26) Local resident, (Oxford, Clive Road)	<p>Road humps – Support I travel this section of road a lot on bike and in car and think it would benefit everyone for traffic to be slowed</p> <p>Toucan crossing – Support Sensible to give pedestrians a place to cross safely as it's a busy section of road</p> <p>Shared-use path – Support I find this section of road impossible to travel safely by bike. I tend to avoid</p>
(27) Local resident, (Oxford, Badger's Walk)	<p>Road humps – Support Cycle route and footway should be flat with proper entrance curbs.</p> <p>Toucan crossing – Support I think a parallel crossing would be better.</p> <p>Shared-use path – Support I support this because it's very dangerous to cycle on the road at the moment. It should also be in the 20mph area.</p>

Oxford: B480 Garsington Road - proposed highway improvements

Reponse on behalf of Cycling UK, CAN network.

We begin by reminding the Council of the summary principles in the current national guidance:

LTN1//20

Summary Principles

2) Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.

Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/ or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities. Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb.

We are not satisfied that all which could be done has been attempted on this scheme. We welcome the move towards making the footway and cycleway more continuous but have serious objections to the design of the proposals.

We find that “*Improving safety*” is an inadequate basis for design of active travel measures. This goal is not acceptable – we suggest that it is more appropriate, and in conformance with guidance (LTN1/20), to use “continuous footway/cycleway” which would lead to a demand for the height to be continuous rather than being depressed to 75mm. We note that 100mm is the maximum height for a vertical measure. Similarly, we object to a 1:15 ramp when a standard Side Road Kerb is 1:12. This would reduce the incursion into the cycle path.

On the plan you have this description:

Proposed SRET

- Continuous footway/cycleway
- 1:15 max ramp gradient
- 75mm avg. height ramp
- Coloured surfacing on footway extending 5m both sides of the junction.
- Side roads kerb lines on approach to the junction to be straightened and narrowed.

We propose the following criteria as being clearer and better fitted for walking and cycling in this context :-

Proposed SRET

- Continuous footway/cycleway
- 1:12 max ramp gradient using Charcon Dutch entrance kerbs: <https://www.aggregate.com/products-and-services/commercial-landscaping/kerbs/dutch-kerb>
- Avg. Height ramp to be the same as pavement elevation.
- No coloured surfacing or texture for the footway – use the same material / colour as pavement on either side.

Specific comments on the proposal:



Figure 2 St Luke's Rd, current situation.

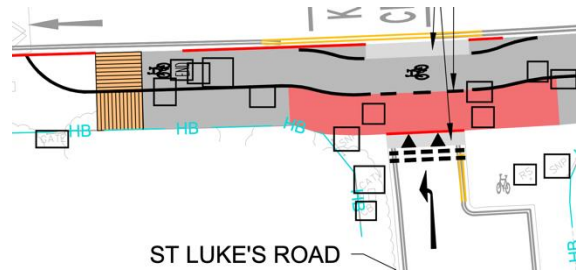


Figure 2 St Luke's Rd proposed design.

Flat Top Road Humps - to be located at the following junctions with the B480 Garsington Road: John Smith Drive, Oxford Business Park, Phipps Road, Napier Road and St. Lukes Road, (with ramp heights of no greater than 75mm & gradients no greater than 1:15)

- Ramp: the reference to OCC HSD/700/115, regarding the ramp design, is opaque and not available obviously to consultees.

St Luke's Road:

The path re-entry to the carriageway is: -

- too abrupt,
- No dropped kerb is shown, whilst we can see the red line for 'proposed kerbing'.
- The DYs continue across the cycle path which is not as described in s86 of the Traffic Management Act 2004.¹
- This design is potentially dangerous being located at the point where two westbound lanes begin.
- This is unsatisfactory and we would ask for a protected, that is a physically protected re-entry.

All side road treatments

- DYs continue across all side road entries. We believe this is an incorrect marking.
- The 'shark's teeth' marking is unnecessarily related to motor traffic and is not required for a raised crossover.
- The '*Coloured surfacing of the footway extending 5m both sides of the junction*' is confusing.
 - What needs to be the design goal is to visually continue the footpath context - in material, texture and colour - to deliver a clear message to both drivers pedestrians and cyclists.
- It is also worrying that the colour red is used. A continuous colour for cycling provisions is extremely desirable for all potential users, a red colour is most often associated with cycling provisions. Whereas using red for the pedestrian surface is a confusing choice.
- The written description: '*Side roads kerb lines on approach to the junction to be straightened and narrowed*' can be seen in St Luke's Road (which is already narrowed and one-way, see phot above), but no narrowing is proposed at Napier and Phipp's Roads. We recommend that these junctions should be narrowed to ensure that in and out traffic slows to lessen the risk of collision with users of the shared footway.

Petrol Station entrance and exits.

¹ <https://www.legislation.gov.uk/ukpga/2004/18/section/86>

- Whilst we appreciate the effort to enhance walker and wheeler's convenience and priority at these junctions, but we are not satisfied that adequate design measures, in particular vertical measures, have been proposed.
- We like the use of colour, with the proviso above that it is the cycle path which we would like to see coloured and continuous (and continuous, not for a mere 5m).
- Using the example of the Access to Headington works at Cherwell Drive and the BP filling station (2018), we are aware of continuing problems since the new design was built. We would say that a greater effort is needed to make drivers aware of a new situation.
- The shared path should be maintained at a footway level with drivers visibly, and in tactile terms, having to cross over a path that is raised.
- Removal of kerb lines, and presumably a level surface, is likely to prove a risk for active travel. We believe that much greater design effort is need to ensure clarity.

Toucan crossing (signal-controlled crossing for use by both pedestrians & pedal cyclists)
- on the B480 Garsington Road, located southeast of the junction with Phipps Road, and

- No comment

Shared-Use foot & cycleways:

- South side – from east of the central island on John Smith Drive, to a point northwest with its junction with St. Luke's Road, a distance of approx. 308 metres,
- North side - from southeast of the central island to Oxford Business Park, to a point southeast of its junction with Phipps Road, a distance of approx. 90 metres.

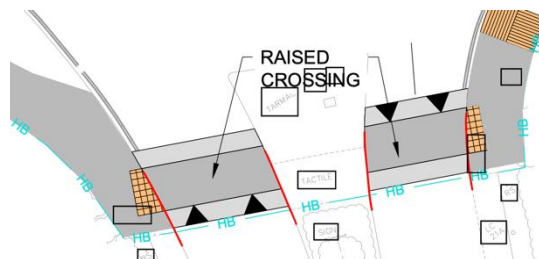
Roundabout

- The shared use path around John Smith Drive roundabout and across the raised crossings, are significantly narrower than the already narrow shared footway designs to the east of the roundabout. This is not acceptable.
- The Highway boundary appears to be a major constraint on the design of a comfortable and inclusive arrangement where the shared path meets the uncontrolled crossing of John Smith Drive. It is a sharp and constrained angle. As pointed out by others this will prove uncomfortable for many cycle users, perhaps unusable too, and is not acceptable.
- The roundabout design is thus not appropriate

Yours,

Reponse on behalf of Cycling UK, CAN network
Western Rd, Oxford, OX1 4LF

24 May 2024



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Oxfordshire County Council

Equalities Impact Assessment

Garsington Road, Oxford: Active Travel Scheme

June 2024

Contents

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Section 1: Summary details

Directorate and Service Area	Environment and Place – Infrastructure Delivery
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Garsington Road Active Travel Scheme
Is this a new or existing function or policy?	New project
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The project aims to provide pedestrians, cyclists and school children with safer crossing facilities and priority on the Garsington Road corridor between the Eastern Bypass and the junction with Between Towns Road. The scheme will provide segregated facilities to separate cyclists from motor vehicles and pedestrians. When designing changes to the public highway there is a potential to exclude access for people who identify with having disabilities, particularly those experiencing mobility issues or visual impairment.</p> <p>The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.</p> <p>The proposals may have a positive impact with regard to protected characteristics for age and disability through the provision of improved crossing facilities on Garsington Road and the segregation of pedestrians and cyclists.</p> <p>The Equalities Impact Assessment will be reviewed as the detailed design is finalised and will be reviewed again after the infrastructure is improved and it has been used for a sufficient period of time.</p>
Completed By	Tayo Akinyosade
Authorised By	John McLauchlan

Date of Assessment	30/05/2024
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Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>In May 2022 Oxfordshire County Council (OCC) was allocated funding as part of the Active Travel Fund Tranche 3 (ATF3) funding round. This funding is allocated for infrastructure delivery and feasibility/design work on a selection of defined projects that OCC put forward in its bid. Two adjacent projects along Oxford Cycle Route (OCR) 14, on Garsington Road B480, received funding.</p> <ul style="list-style-type: none"> • Improvements to OCR 14 on Garsington Road between Hollow Way and the Eastern Bypass, for design and construction only • Improvements to OCR 14 (Between Towns Road B480 and B4495 Junctions, as well as Cowley Interchange) - for scheme feasibility and preliminary design only. <p>The Garsington Road Active Travel scheme is strongly aligned with the County Council's 'vision' set out within the 'Local Transport & Connectivity Plan (LTCP, 2022 – 2050)', which includes reducing the need to travel by private car journeys through making walking, cycling, public and shared transport the natural first choice. In addition, the scheme will play an important role in helping us to meet the headline targets that underpin the vision and key themes that are set out in the LTCP.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Garsington Road Active Travel scheme is prioritised in recognition of the need to improve walking, wheeling, and cycling connectivity along the route. The routes and extents of the cycle network have been defined in the Local Cycling and Walking Infrastructure Plan (LCWIP), which can be considered as a master plan with incremental delivery required to achieve the full envisaged cycling and walking network.</p> <p>It is a condition of ATF3 funded schemes that they must be designed and implemented in accordance with the DfT's 'Cycle Infrastructure Design' Local Transport Note 1/20 (LTN1/20). There are five core design principles which represent the essential requirements to achieve more people travelling by cycle or on foot, based on best practice both internationally and across the UK. Networks and routes should be: Coherent, Direct, Safe, Comfortable and</p>

	<p>Attractive. Inclusive design and accessibility are key considerations in all five of these core design principles. Designers will aim to provide infrastructure that meets these principles and therefore caters for the broadest range of people. Infrastructure should be legible, intuitive, consistent, joined-up and inclusive for all users.</p> <p>The section for design and construction is a 200-metre section of Garsington Road between the B480/Hollow Way junction and the Garsington Road/John Smith Drive Roundabout (the entrance to Oxford Business Park). In this location there is a missing section of segregated cycle path on the southern side of the road. The proposals also include the installation of a Signalised (toucan) crossing for pedestrians and cyclists on Garsington Road, located approximately 74 metres east of the junction with Phipps Road, and the delivery of improved side road entry treatments at the St Lukes Road, Napier Road and Phipps Road junctions and also on the northern and southern arms of the John Smith Drive Roundabout.</p> <p>The section for feasibility and preliminary design only will provide improved walking, wheeling and cycling facilities at the Between Towns Road and Hollow Way junctions and will also include a review of toucan crossings at the Garsington Road /Eastern Bypass junction to consider reducing the number of stages that pedestrians and cyclists have to cross in this section of the route, and to realign the route according to desire line.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The scheme will be designed and constructed in accordance with LTN 1/20. This means that the physical layouts will accommodate the range of non-standard cycles and cycle combinations, including those used by families with young children, the elderly, and people with disabilities.</p> <p>The proposals will introduce additional, safe road crossings to make crossing the road easier for all users. There are not expected to be any changes to parking or impacts on motor vehicles using the road.</p> <p>Public consultation and engagement with key stakeholders, including groups representing people with disabilities have been carried out as part of design stage of the project.</p>

<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>OCC's Implementation of Active Travel schemes contributes explicitly to three of OCC's 9 priorities as set out in out in the Strategic Plan:</p> <p>Priority 1: Put action to address the climate emergency at the heart of our work.</p> <p>Priority 3: Prioritise the health and wellbeing of residents.</p> <p>Priority 5: Invest in an inclusive, integrated and sustainable transport network.</p> <p>The schemes also align with and indirectly contribute to other priorities in the Strategic Plan.</p> <p>Under Priority 5 in the Strategic Plan the stated commitment is: 'We will create a transport network that makes active travel the first choice for short journeys and invest in public transport to significantly reduce our reliance on car journeys. In areas of planned housing growth, we will prioritise active and public transport over road capacity for cars'.</p> <p>In the context of OCC's fundamental vision and aims, doing nothing is not considered an option.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provision of improved active travel facilities and safer crossing facilities for school children, and addition of signalised crossing on Garsington Road will assist residents of various ages (especially those with mobility issues) to access local services and facilities			
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved crossing facilities and segregation of pedestrians and cyclists will provide greater accessibility	Engagement / consultation with accessibility groups to ensure the highway changes do not adversely impact disabled users. Design and construct in accordance with LTN 1/20	Tayo Akinyosade, Project Manager, OCC	To be arranged with the relevant accessibility groups. Early engagement was undertaken in February 2024 before the informal public consultation
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	High quality, safe and convenient active travel routes in Garsington Road will encourage active travel between Oxford city and rural areas to the east of the city when considering the entire route including its extents up to Grenoble Road.	Early engagements with key stakeholders were undertaken in February 2024 before the informal public consultation.	Tayo Akinyosade, Project Manager, OCC	Comments on the proposals for the preliminary design should be integrated before the public consultation.
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Wider Impacts

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

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

Section 4: Review

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

Review Date	October 2025 (1 year after scheme implementation)
Person Responsible for Review	Tayo Akinyosade
Authorised By	John McLauchlan

Project Report

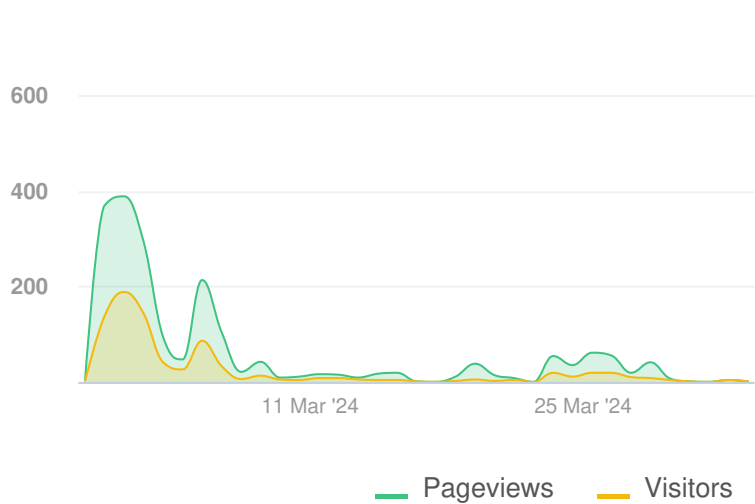
27 February 2024 - 01 April 2024

Let's Talk Oxfordshire

Oxford, Garsington Road - proposed cycle way improvements



Visitors Summary

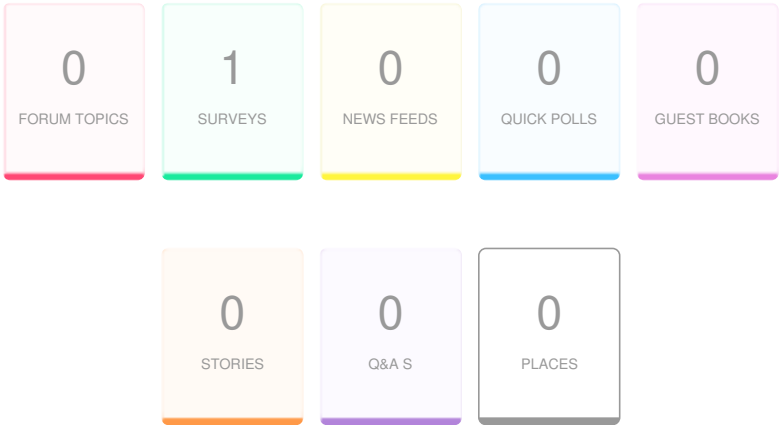


Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
882	188	
NEW REGISTRATIONS		
9		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
56	274	747

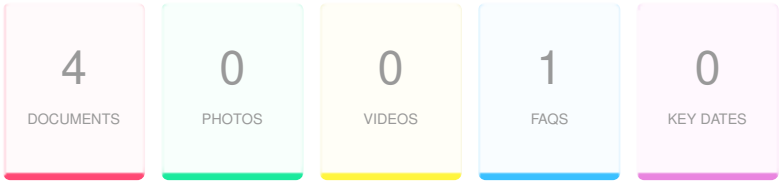
Aware Participants	747	Engaged Participants	56		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	747				
Informed Participants	274	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	56	0	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	185	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	58	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	215	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	56	Page 225			

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Garsington Road active travel scheme survey	Archived	110	56	0	0

INFORMATION WIDGET SUMMARY



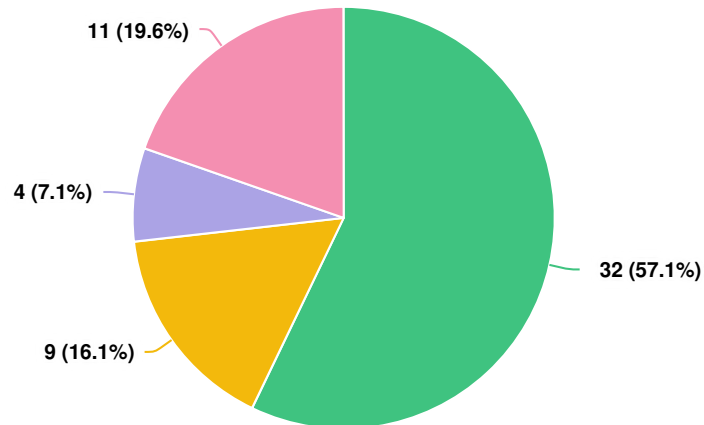
Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Garsington Road active travel scheme plan_alt text enabled.pdf	170	182
Document	Garsington Road active travel plan full size.pdf	48	51
Document	Garsington Road ATF3 Consultation Letter.pdf	33	33
Document	Oxford, Garsington Road - proposed cycle way improvements - survey ...	0	0
Faqs	faqs	58	69

ENGAGEMENT TOOL: SURVEY TOOL

Garsington Road active travel scheme survey

Visitors 110	Contributors 56	CONTRIBUTIONS 56
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Please indicate your overall opinion of the following proposed improvement: To create a new 200 metre section of footway and...



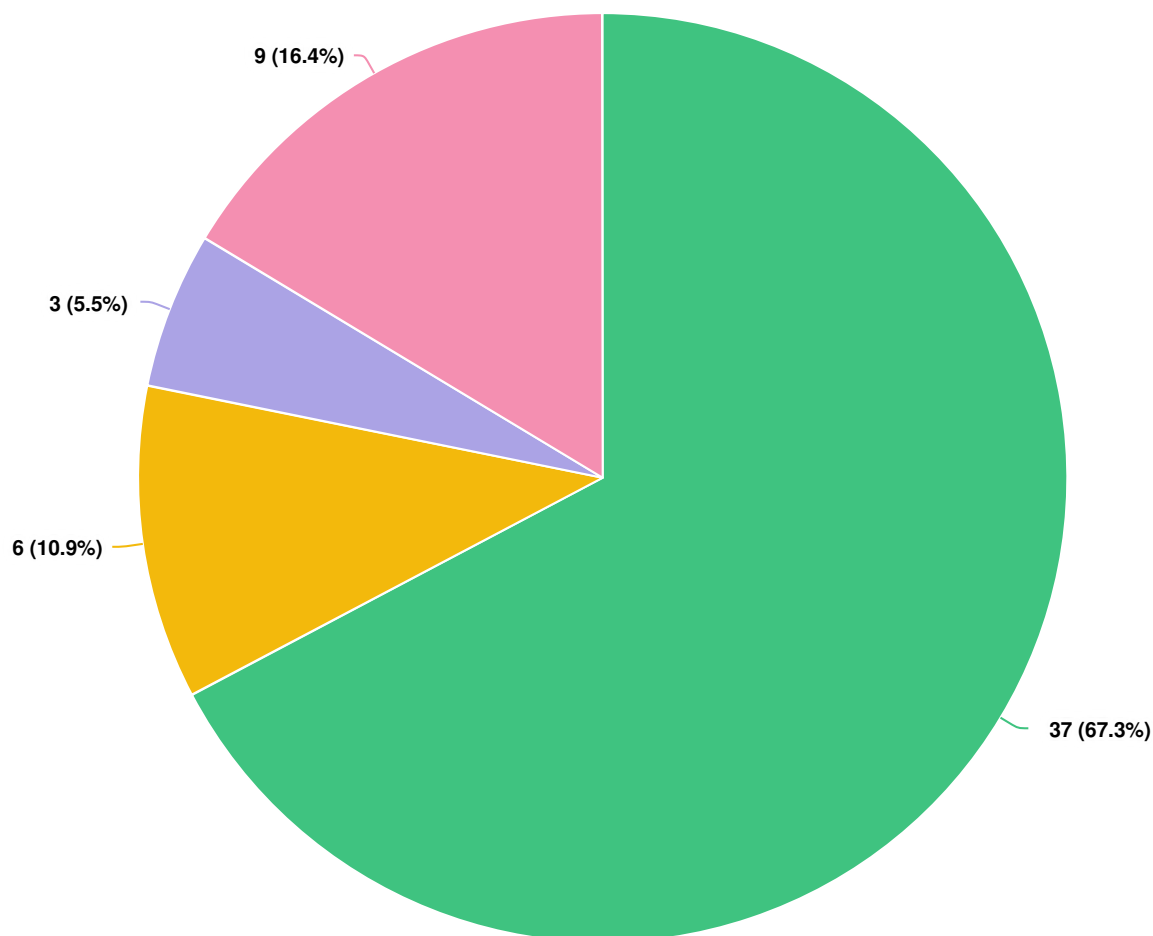
Question options

☒ Fully support
 ☐ Partially support
 ☐ Do not support
 ☐ Really do not support

Optional question (56 response(s), 0 skipped)

Question type: Radio Button Question

Please indicate your overall opinion of the following proposed improvement: To provide measures to highlight priority access for pedestrians and cyclists at the petrol station entrance. (Choose only one option)



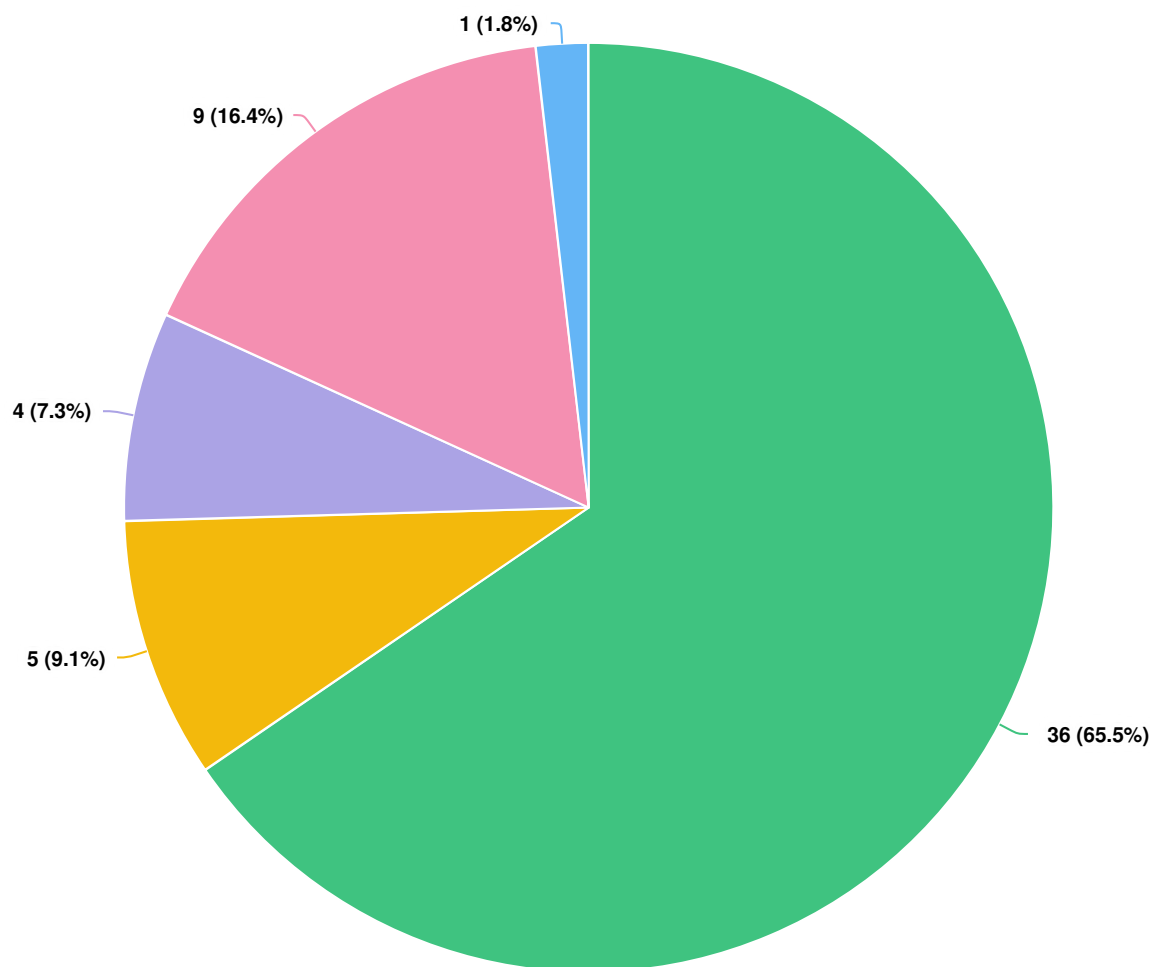
Question options

● Fully support ● Partially support ● Do not support ● Really do not support

Optional question (55 response(s), 1 skipped)

Question type: Radio Button Question

Please indicate your overall opinion of the following proposed improvement: To provide measures to highlight priority access for pedestrians and cyclists at the Phipps Road junction. (Choose only one option)



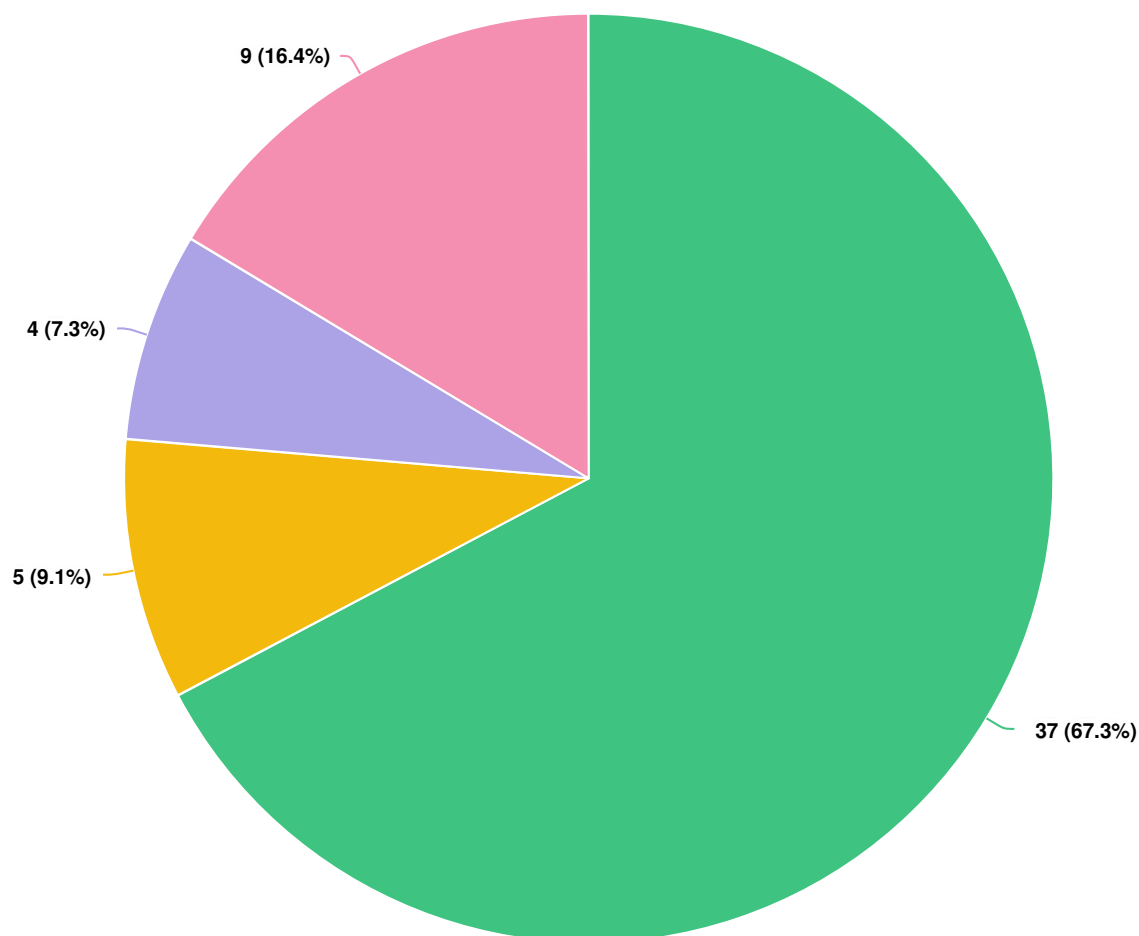
Question options

☒ Fully support ☐ Partially support ☐ Do not support ☐ Really do not support ☐ No opinion

Optional question (55 response(s), 1 skipped)

Question type: Radio Button Question

Please indicate your overall opinion of the following proposed improvement: To provide measures to highlight priority access for pedestrians and cyclists at the Napier Road junction. (Choose only one option)



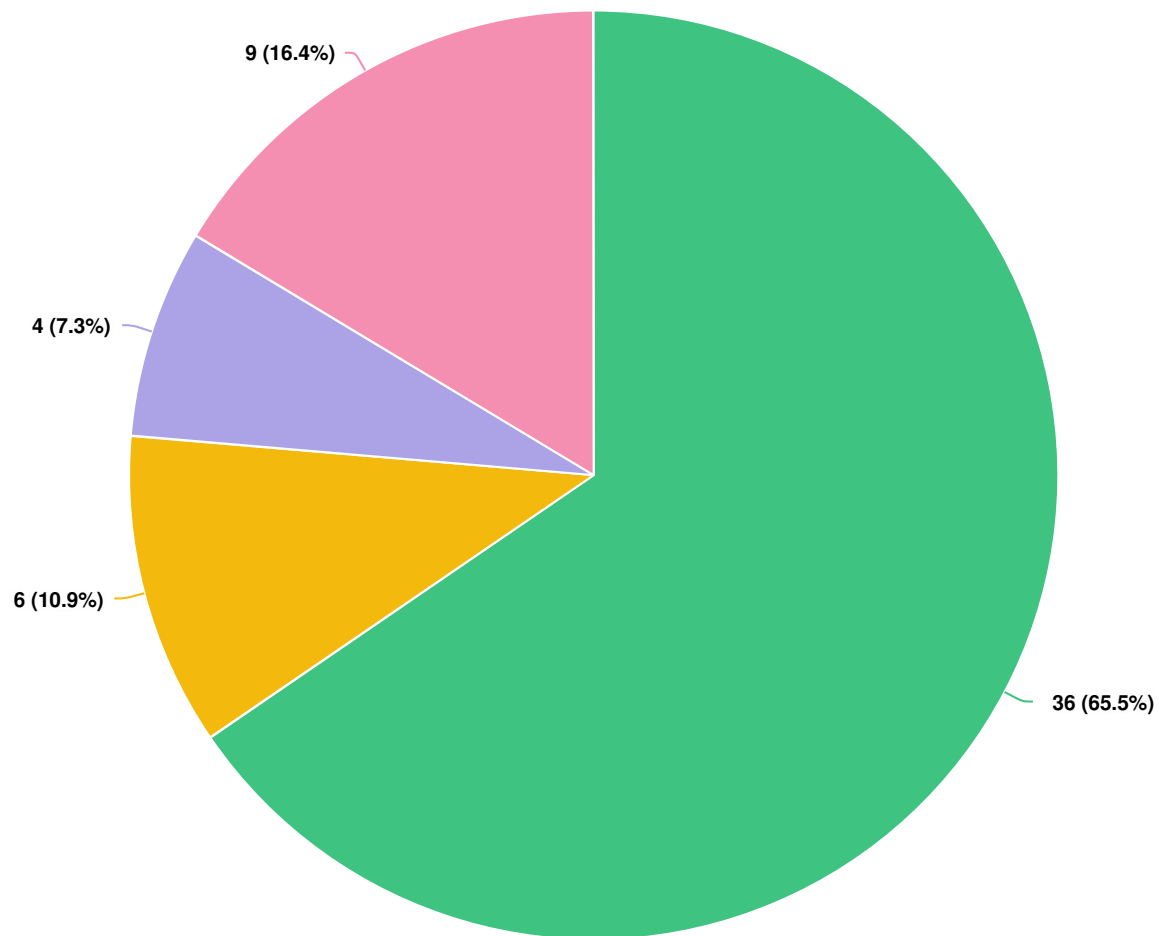
Question options

☒ Fully support ☐ Partially support ☐ Do not support ☐ Really do not support

Optional question (55 response(s), 1 skipped)

Question type: Radio Button Question

Please indicate your overall opinion of the following proposed improvement: To provide measures to highlight priority access for pedestrians and cyclists at the St Luke's Road junction. (Choose only one option)



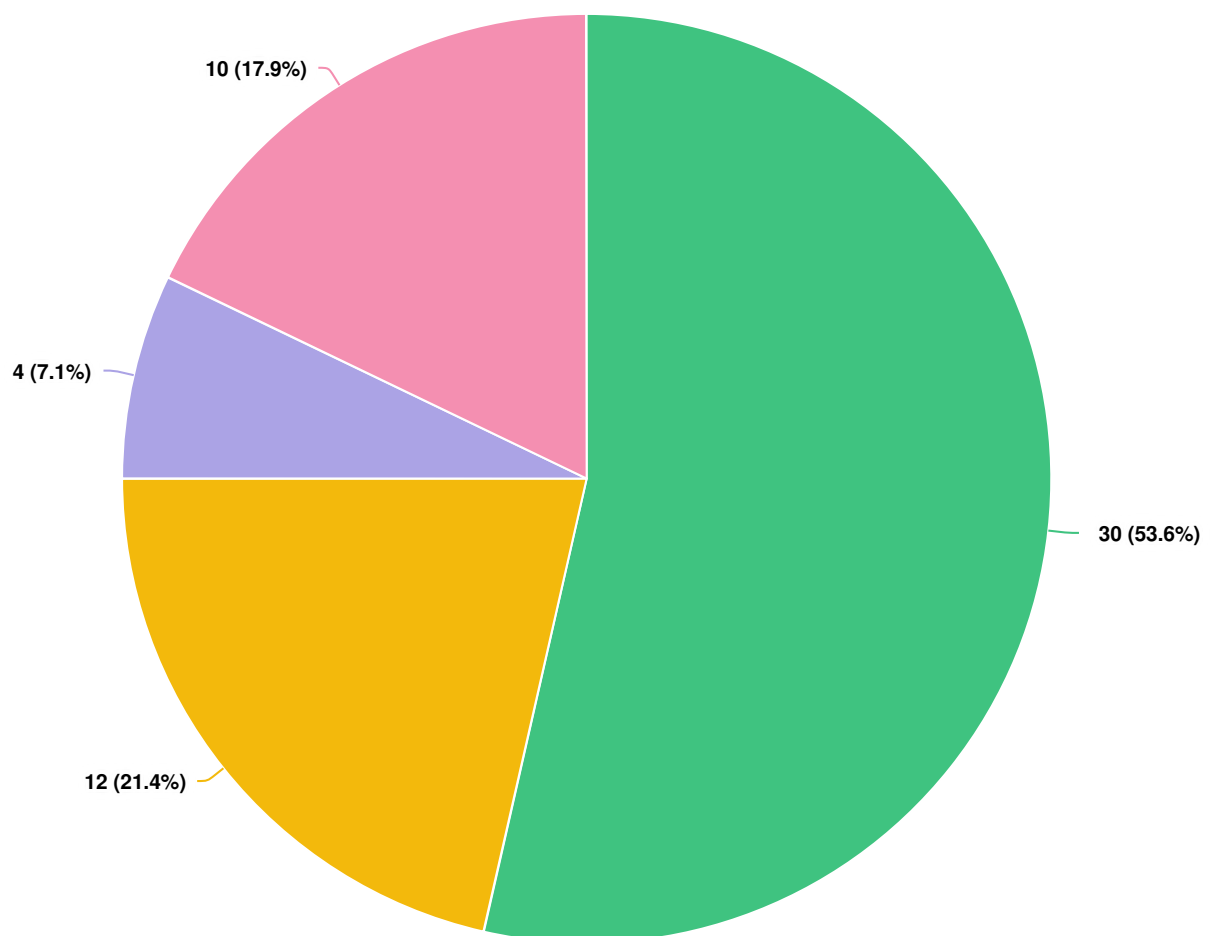
Question options

● Fully support ● Partially support ● Do not support ● Really do not support

Optional question (55 response(s), 1 skipped)

Question type: Radio Button Question

Please indicate your overall opinion of the following proposed improvement: To add a new toucan crossing with lights at the Garsington Road/John Smith Drive Roundabout (western side of the roundabout). The crossing would replace the existing crossin...



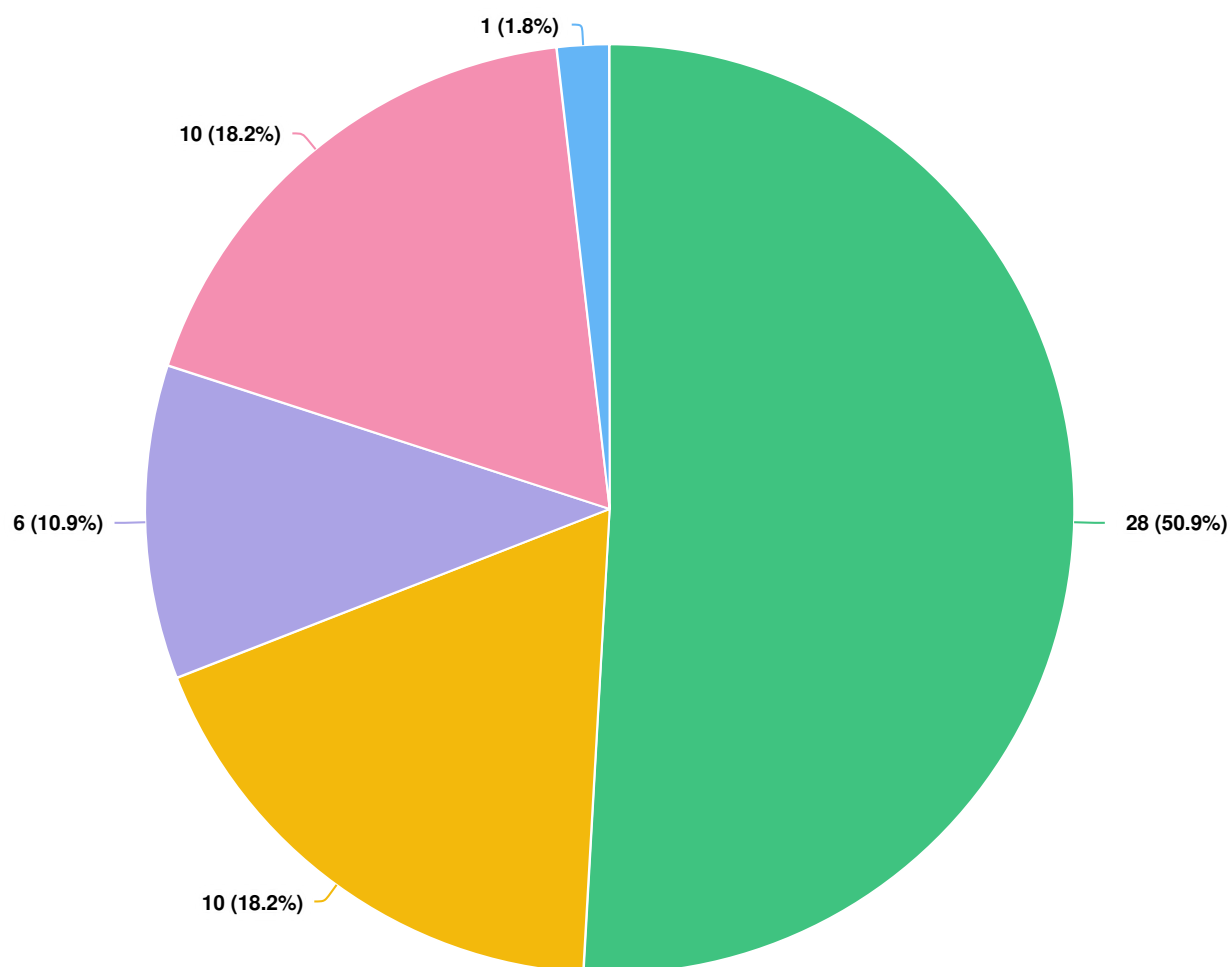
Question options

● Fully support ● Partially support ● Do not support ● Really do not support

Optional question (56 response(s), 0 skipped)

Question type: Radio Button Question

Please indicate your overall opinion of the following proposed improvement: To add new raised sections on the northern (Oxford Business Park entrance) and southern (John Smith Drive) arms of Garsington Road/John Smith Drive? This will make it safer ...



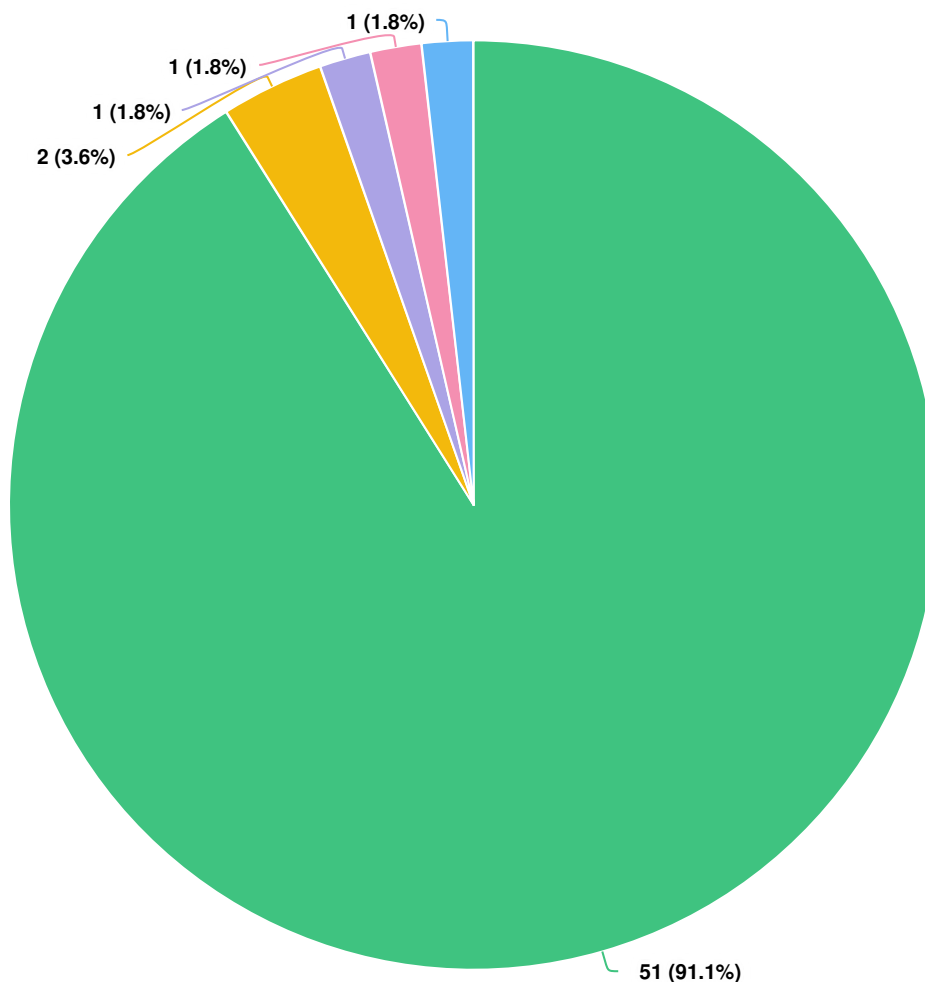
Question options

☒ Fully support ☒ Partially support ☒ Do not support ☒ Really do not support ☒ No opinion

Optional question (55 response(s), 1 skipped)

Question type: Radio Button Question

In what capacity are you responding to this consultation? (Tick one option only)



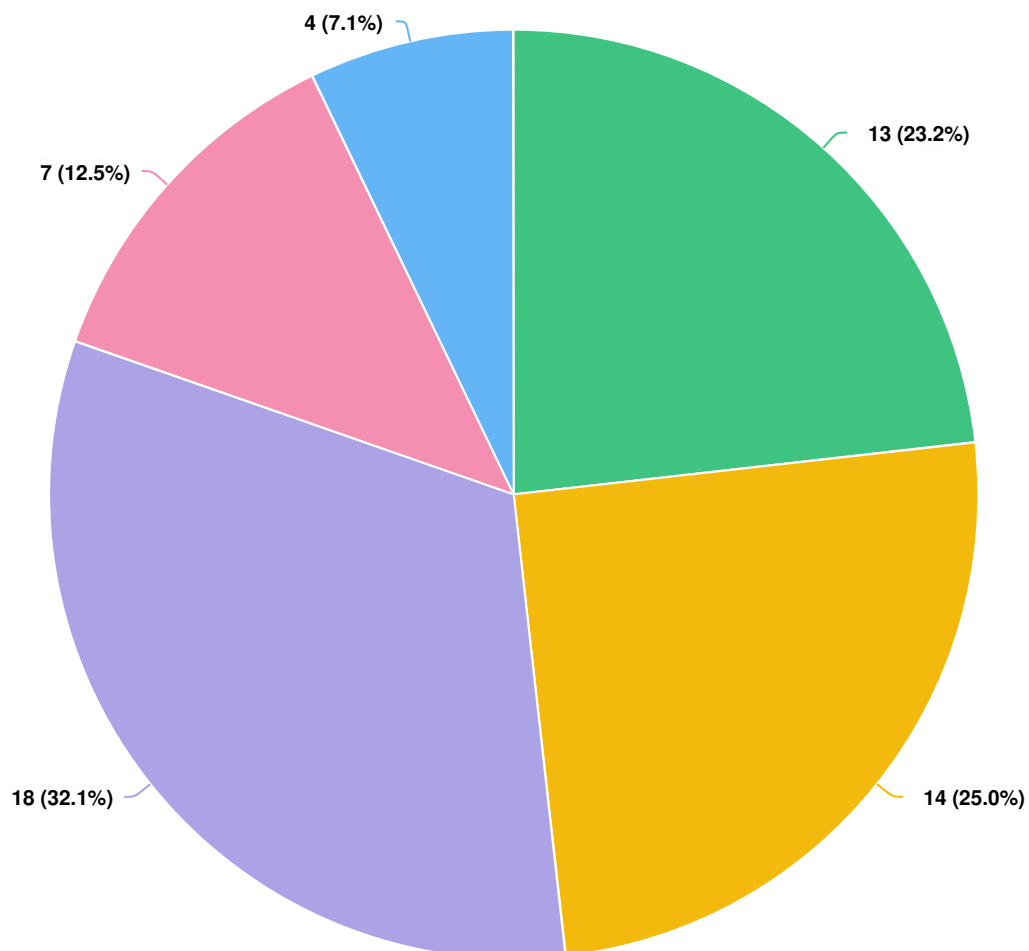
Question options

- Resident living in Oxford
- Resident of wider Oxfordshire
- Work locally
- Representative of an Oxford business, faith group, interest group, charity/ organisation or education establishment
- Parish, town, district, or county councillor

Optional question (56 response(s), 0 skipped)

Question type: Radio Button Question

How often do you travel in and around the locations of the proposed cycle, wheeling and walking route? (Choose only one option)



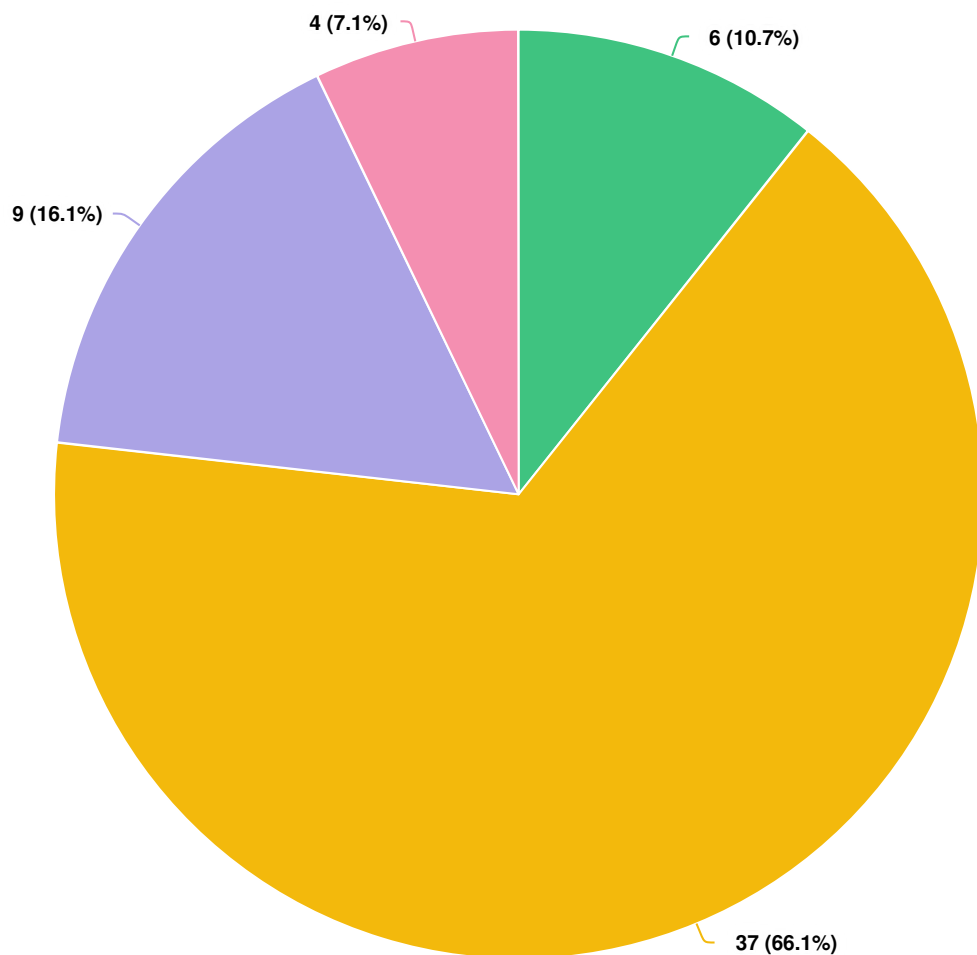
Question options

● Every day ● 3-5 days a week ● Once or twice a week ● Every 2 weeks ● Once a month

Optional question (56 response(s), 0 skipped)

Question type: Radio Button Question

When travelling in and around the locations of the proposed cycle, wheeling and walking route, what is your main method of transportation? (Choose one main option, or use 'other' to give more details)



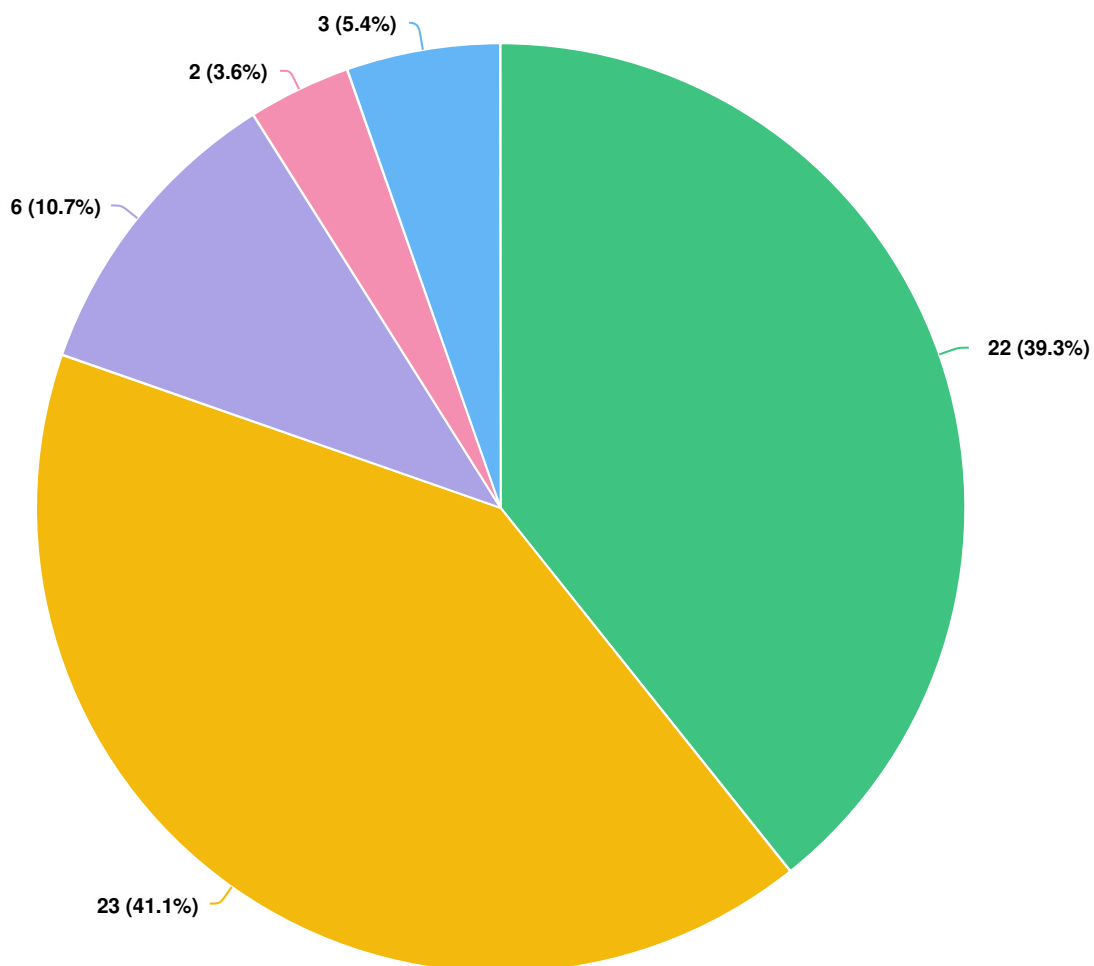
Question options

- Walk
- Bicycle/e-bike or scooter
- Car, van, or other type of private motor vehicle as a driver
- Other (please specify)

Optional question (56 response(s), 0 skipped)

Question type: Radio Button Question

If these scheme proposals were made, would you be more or less likely to cycle, wheel or walk in the locations of the proposed route? (Choose only one option)



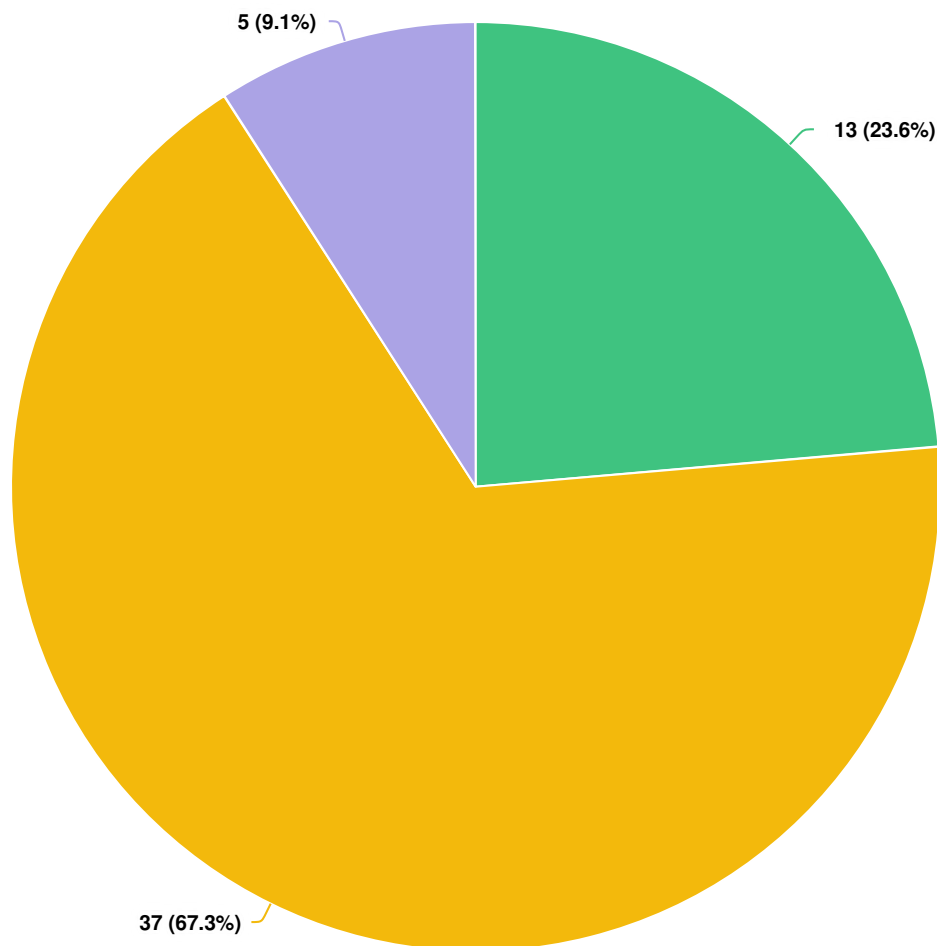
Question options

☒ More likely ☒ Neither more likely nor less likely ☐ Less likely ☐ Not sure ☐ Other (please specify)

Optional question (56 response(s), 0 skipped)

Question type: Radio Button Question

What is your sex?



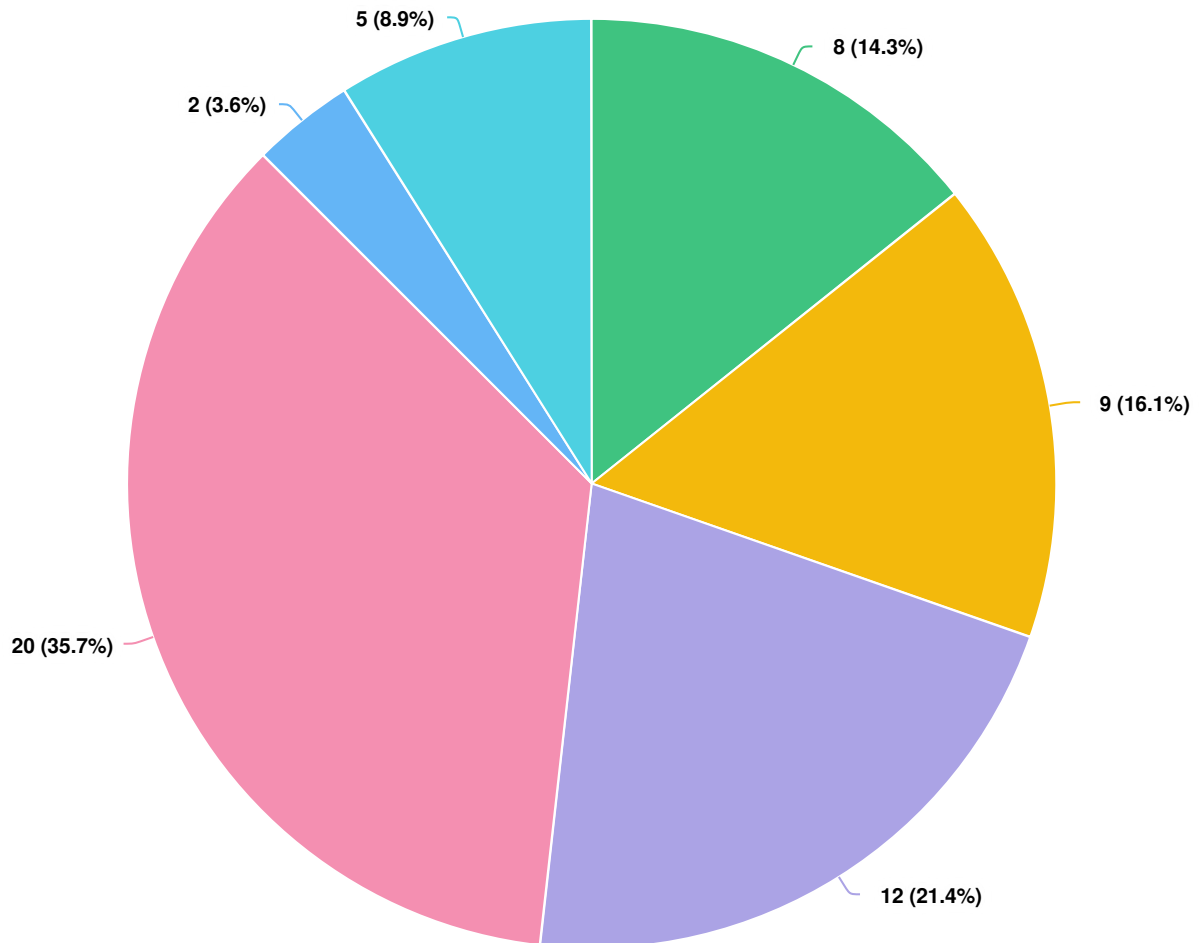
Question options

● Female ● Male ● Prefer not to say

Optional question (55 response(s), 1 skipped)

Question type: Radio Button Question

What is your age? (Please choose one option)



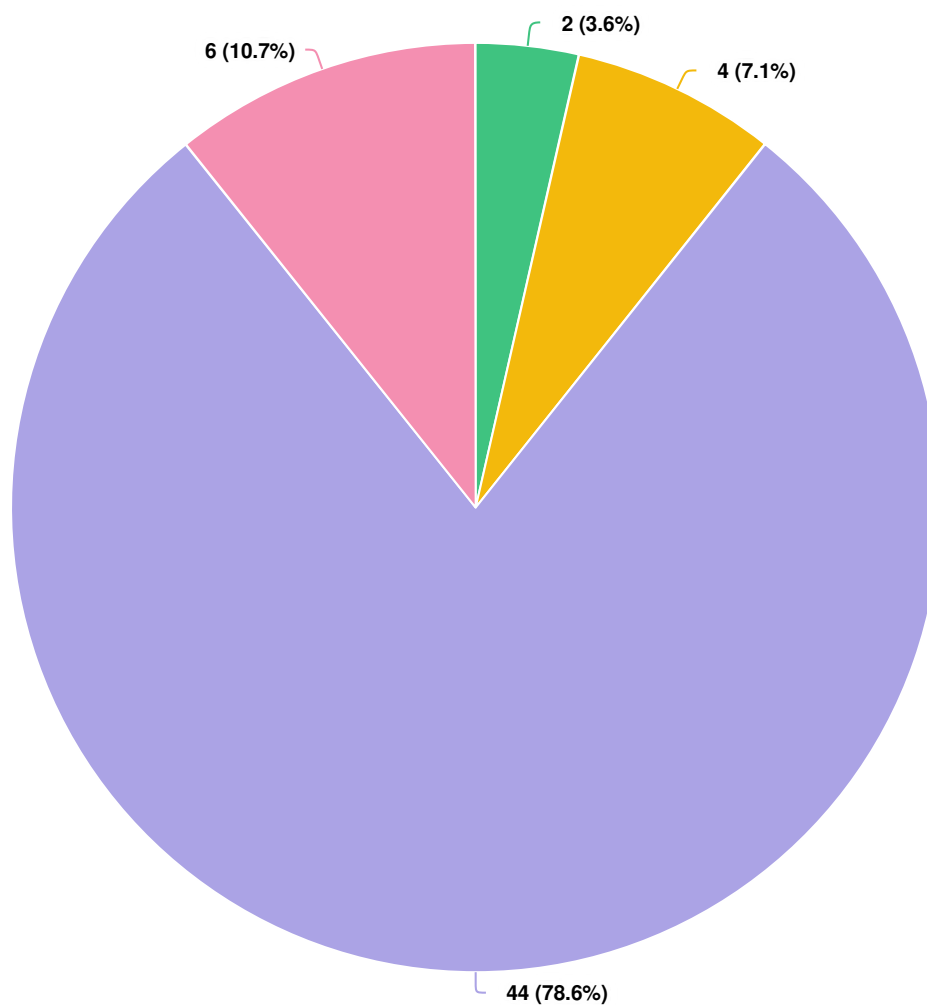
Question options

25-34 35-44 45-54 55-64 65 and over Prefer not to say

Optional question (56 response(s), 0 skipped)

Question type: Radio Button Question

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? (Please circle one option)



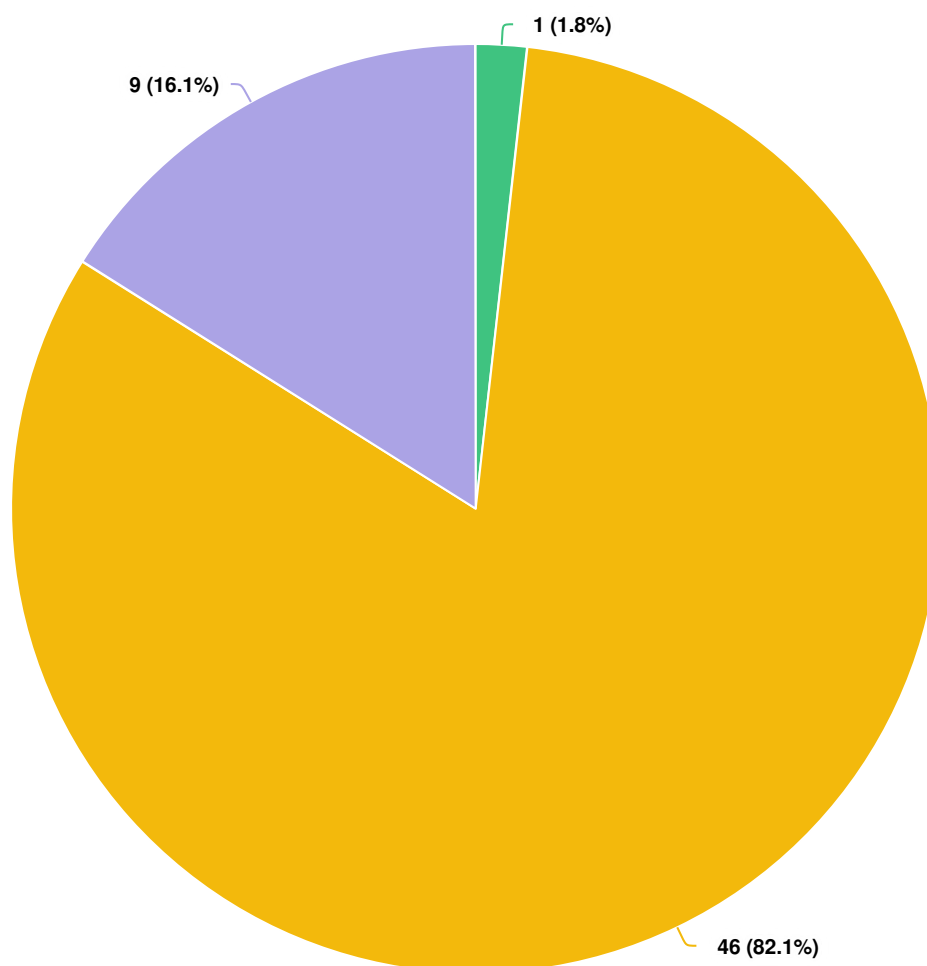
Question options

Yes – a lot Yes - a little No Prefer not to say

Optional question (56 response(s), 0 skipped)

Question type: Radio Button Question

What is your ethnic group? (Please choose one option)



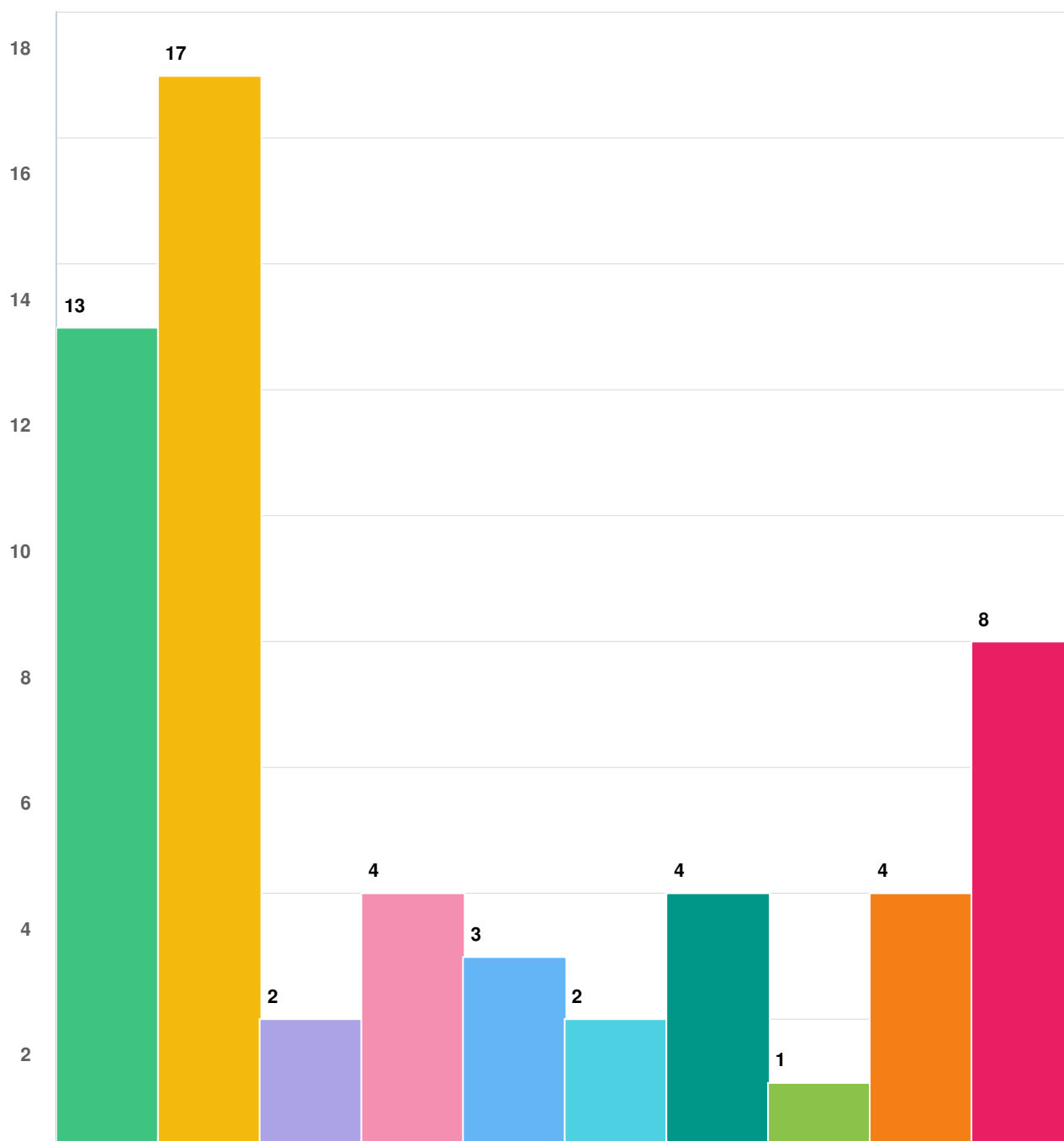
Question options

- Black or Black British (Caribbean, African, or any other Black background)
- White (British, Irish, Scottish, Welsh or any other white background)
- Prefer not to say

Optional question (56 response(s), 0 skipped)

Question type: Radio Button Question

How did you find out about this consultation?(Please check all that apply)



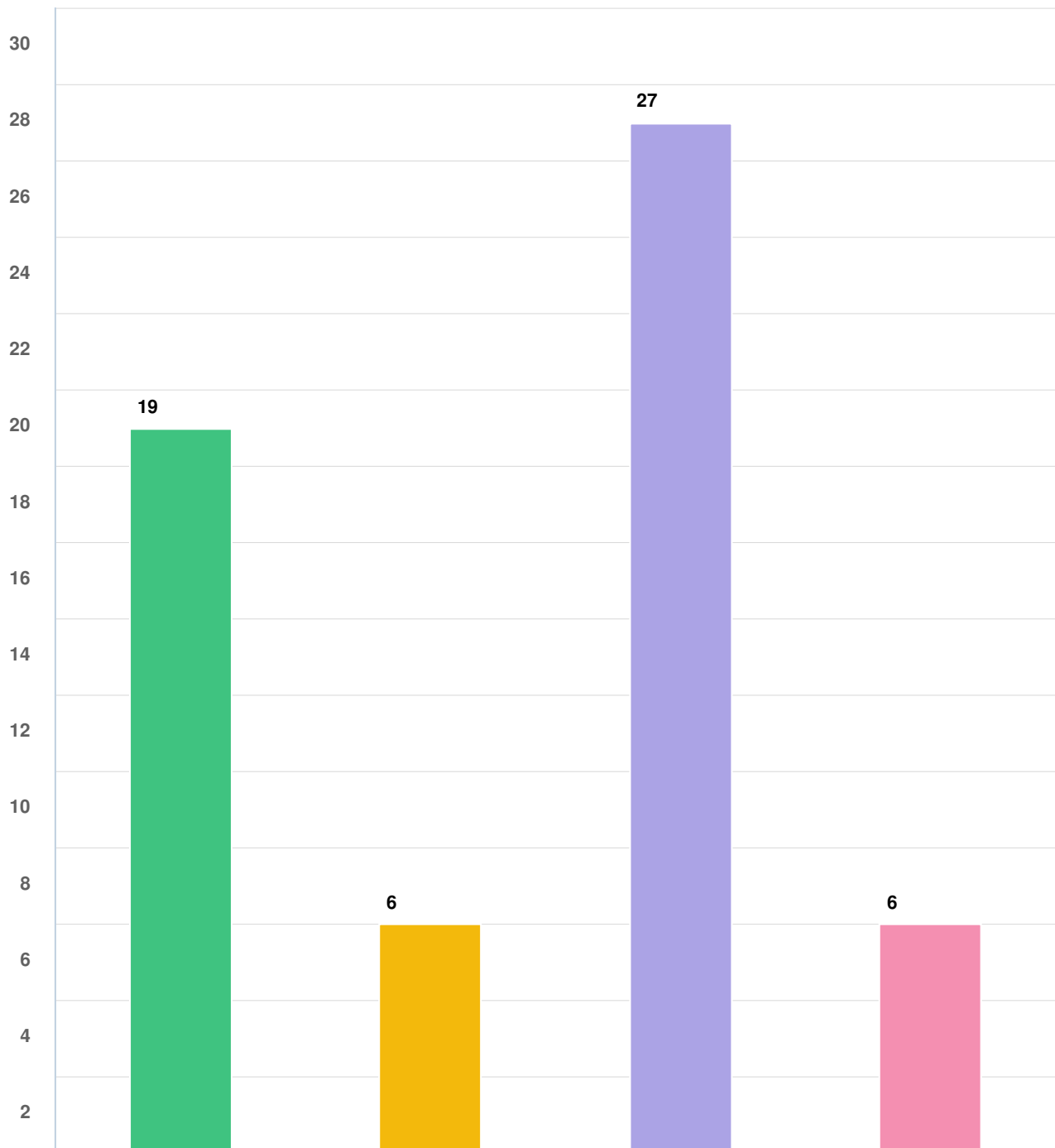
Question options

- Nextdoor
 ● Other social media
 ● Oxfordshire.gov website
 ● Email from the county council
- Letter from the county council
 ● OCC newsletter (Your Oxfordshire or Travel Bulletin)
- Local news item (newspaper, online, TV, radio)
 ● A local councillor
 ● Friend/relative/neighbour/colleague
- Other (please specify)

Optional question (55 response(s), 1 skipped)

Question type: Checkbox Question

Stay in touch.We invite you to sign up to get regular email updates on news, events, and developments from across the county.Any contact details you provide will be separated from the feedback you have shared in this survey.



Question options

- Yes, I'd like to receive updates about activities on Let's Talk Oxfordshire
- Yes, I'd like to sign-up to get regular updates on the county's news, events, and developments from the council
- No thanks
- If you responded 'Yes' to any of the sign-up options above, please provide your email address:

Optional question (47 response(s), 9 skipped)

Question type: Checkbox Question

Divisions affected: *Cowley, Churchill & Lye Valley, Jericho & Osney, Wolvercote & Cutteslowe*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

OXFORD: PROPOSED RESIDENT & VISITOR PARKING PERMIT ELIGIBILITY AMENDMENTS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following proposals in respect of eligibility for parking permits within various Controlled Parking Zones (CPZs) within Oxford, as advertised:

- a) Cowley Central East – i) exclude No.31 Bailey Road from eligibility for resident's parking permits and residents' visitors' parking permits, and ii) allow eligible properties in Lockheart Crescent to apply for two residents permits per property as per others within the zone,
- b) Cowley Central West – exclude No.6 Bartholomew Road from eligibility for resident's parking permits and residents' visitors' parking permits,
- c) Florence Park – exclude i) No.26 Clive Road, and ii) No.7 Cornwallis Close from eligibility for resident's parking permits and residents' visitors' parking permits,
- d) Headington West – exclude i) No.59 Grays Road, ii) No.64 Valentia Road, and iii) No.25 Gipsy Lane from eligibility for resident's parking permits and residents' visitors' parking permits,
- e) Jericho – exclude No.77A (Basement Flat) Walton Street from eligibility for resident's parking permits and residents' visitors' parking permits,
- f) Wood Farm – exclude No.17 Pauling Road from eligibility for resident's parking permits and residents' visitors' parking permits,

- g) Upper Wolvercote – allow all boats at the ‘Agenda 21’ residential moorings to be eligible to apply 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. Planning permissions are granted for residential units on the basis that applications for Residents Parking Permits will be subject to the relevant Traffic Regulation Order for that area, which may limit eligibility for residents to obtain residents and/or visitors parking permits.

Financial Implications

4. Funding for consultation (and all other aspects) on the proposals has been provided by the various developers of the properties in question.

Legal Implications

5. These proposals have been put forward because of associated conditions within the planning permissions granted by Oxford City Council as a result of the development of properties within the city for residential purposes.
6. The developers have separately entered into a ‘Unilateral Undertaking’ with the County Council to undertake the promotion, consultation and, if appropriate, the making of a traffic regulation order to exclude the specific sites from eligibility for parking permits as appropriate.
7. The ‘Unilateral Undertaking’ is a simplified version of a planning agreement, which is considered to be a relatively quick and straightforward option and is entered into by the landowner and any other party with a legal interest in the development site.
8. The proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

9. 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 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.
10. 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.
11. Proposals brought forward for changing permit eligibility link to the City Council's planning policies which require developments to be car free where criteria stipulates that there is good transport links and access to local facilities.

Sustainability Implications

12. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes, whilst ensuring that developments do not generate a level of on-street vehicular parking which would be prejudicial to highway safety or cause parking congestion in the immediate locality.

Formal Consultation

13. Formal consultations were carried out between 11 April & 10 May 2024. 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, local Oxford City Councillors, and the local County Councillors.
14. Letters were also sent directly to approx. 630 properties in the areas surrounding the various proposed amendments.
15. 29 responses were received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
No.31 Bailey Road	5	2	2	20	29
Lockheart Crescent	6	1	2	20	29
No.6 Bartholomew Road	5	2	2	20	29
No.26 Clive Road	4	2	2	21	29
No.7 Cornwallis Close	4	2	2	21	29

No.59 Grays Road	4	3	2	20	29
No. 64 Valentia Road	5	3	2	19	29
No. 25 Gipsy Lane	5	3	2	19	29
No.77A Walton Street	4	1	3	21	29
No.17 Pauling Road	4	1	3	21	29
'Agenda 21' moorings	17	2	2	8	29

16. Additionally, a further four emails were also received comprising of one supporting the inclusion of the 'Agenda 21' moorings but objecting to No.77A Walton Road being excluded, one supporting the amendments in the Florence Park CPZ, and two non-objections.

17. 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

18. Thames Valley Police & Oxford Bus Company expressed no objections to the various proposals.

19. In response to the general concerns 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.

20. 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.

Cowley Central East:

21. In the Cowley Central East CPZ – which was introduced in 2021 – residents are currently permitted to apply for a maximum of one permit per resident (with a maximum of two permits per property), with 50 visitor permits also permitted a year.

22. At No.31 Bailey Road, planning approval has been granted by Oxford City Council change of use from dwellinghouse (Use Class C3) to a large House in Multiple Occupation (Sui Generis) for up to 9 occupiers (23/02014/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for residents' parking permits and residents' visitors' parking permits.

23. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
24. Additionally, the development is located within a 400m walk of a regular public transport service and within 800m of a local supermarket, and is therefore considered to be eligible to be car-free.
25. At Lockheart Crescent, when the CPZ was originally introduced, residents were limited to a maximum of one permit per property – unlike the rest of the zone. Following representations from local residents, and input from the local County Cllr, it was proposed that residents should be able to apply for one additional permit per property.
26. Officers feel that the potential level of demand for additional permits – if approved – is unlikely to generate a significant increase of on-street vehicular parking, and as such wouldn't have an impact on parking congestion in the immediate locality either.

Cowley Central West:

27. In the Cowley Central West CPZ – which was introduced in 2021 – residents are currently permitted to apply for a maximum of one permit per resident (with a maximum of two permits per property), with 50 visitor permits also permitted a year.
28. At No.6 Bartholomew Road planning approval has been granted by Oxford City Council for change of use from dwellinghouse (Use Class C3) to House of Multiple Occupation (Use Class C4) (22/00586/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits.
29. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
30. The house is situated within 800m of a local shop and 400m of a frequent bus service, and is therefore considered to be eligible to be car-free. Additionally, where existing sites/properties are being redeveloped the planning technical advice note states that there should be no net increase in the number of parking spaces.
31. It should also be noted that there would be continued provision of two (off-street) spaces and a garage for use by the occupants.

Florence Park:

32. In the Florence Park CPZ – which was introduced in 2022 – residents are currently permitted to apply for a maximum of one permit per resident (with a

maximum of two permits per property), with 50 visitor permits also permitted a year.

33. At No.26 Clive Road planning approval has been granted by Oxford City Council for the change of use from dwelling house (Use Class C3) to a large house in multiple occupation (Sui Generis) (23/00621/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits.
34. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
35. Where existing sites/properties are being redeveloped the planning technical advice note states that there should be no net increase in the number of parking spaces, whilst it should also be noted that an existing area of hardstanding to the front of the property would be retained, likely to accommodate up to two vehicles.
36. At No.7 Cornwallis Close planning approval has been granted by Oxford City Council for the change of use from dwellinghouse (Use Class C3) to a large House in Multiple Occupation (Sui Generis) of up to 8 occupants (23/02688/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits.
37. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
38. An existing area of hardstanding to the front of the property would be retained for the purposes of vehicle parking, large enough to accommodate a single car.

Headington West:

39. In the Headington West CPZ – which was introduced in 2000 – residents are currently permitted to apply for a maximum of one permit per resident, with 50 visitor permits also permitted a year.
40. At No.59 Grays Road planning approval has been granted for the change of use of a House of Multiple Occupation (Use Class C4) to a Large House in Multiple Occupation (19/02527/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
41. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

42. One off-street parking space is proposed as part of the development, which whilst under the guidance of one parking space for every two bedrooms was considered acceptable. Additionally, cycle parking for up to 10 cycles will be provided through a store in the rear garden which is accessed via a side gate and under-croft passage.
43. At No.64 Valentia Road planning approval has been granted for the change of use of a House of Multiple Occupation (Use Class C4) to a Large House in Multiple Occupation (22/01692/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
44. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
45. The property is located within a 400m walk to frequent public transport services and within 800m walk to a local supermarket, and is therefore considered to be eligible to be car-free.
46. One off-street parking space is proposed as part of the development, and cycle parking for up to 10 cycles (i.e. one space per occupant) will be provided through a covered store in the rear garden.
47. At No.25 Gipsy Lane planning approval has been granted for the change of use of a House of Multiple Occupation (Use Class C4) to a Large House in Multiple Occupation (21/03305/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
48. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area, and to also ensure that the low-car nature of the development is met.
49. The site is in a location considered to be 'highly sustainable', with good access to public transport. The property also provides an area of hardstanding to the front of the property for two off-street car parking spaces.
50. Additionally, storage for eight cycles will be provided to the rear of the site, with access gained to the rear through an under-croft passage. The store would be covered and contain Sheffield stands, meaning the cycle parking would be accessible, useable and secure.

Jericho:

51. In the Jericho CPZ – which was introduced in 2000 – residents are currently permitted to apply for a maximum of one permit per resident, with 50 visitor permits also permitted a year.

52. At No.77A (Basement Flat) Walton Street planning approval was granted for the sub-division of building to form self-contained flat in basement (10/00942/FUL), a condition was placed as to exclude the new property from eligibility for resident's parking permits and residents' visitors' parking permits.
53. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

Wood Farm:

54. In the Wood Farm CPZ – which was introduced in 2019 – residents are currently permitted to apply for a maximum of one permit per resident, with 50 visitor permits also permitted a year.
55. At No.17 Pauling Road planning approval has been granted for the change of use from dwellinghouse (Use Class C3) to House of Multiple Occupation (Use Class C4) (24/00050/FUL), a condition as placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
56. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
57. The property is within 800m of a local shop and 400m of frequent bus service, and currently provides one car parking space. Additionally, storage for ten cycles will be provided to the rear of the property in the form of five Sheffield stands, which will allow for ten cycles to be secured.

Upper Wolvercote:

58. In the Upper Wolvercote CPZ – which was introduced in 2023 – residents are currently permitted to apply for a maximum of one permit per resident (with a maximum of two permits per property), with 50 visitor permits also permitted a year.
59. Following implementation of the CPZ, residents of the narrowboats stationed on the Oxford Canal at the 'Agenda 21' moorings requested consideration for eligibility to apply for permits. Following further input from the local County Councillor, an amendment to the permit eligibility was put forward to allow narrowboat residents in the vicinity to be able to apply for permits, which would be on the same basis as other residential properties within the CPZ.
60. Officers feel that the possible level of demand for permits – if approved – is unlikely to generate a significant increase of on-street vehicular parking, and as such wouldn't have an impact on parking congestion in the immediate locality either.

Bill Cotton

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation responses

Contact Officers:

James Whiting (Team Leader - TRO and Schemes)

June 2024

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – These proposals have no impact on regular scheduled bus services. The principle behind the changes proposed is understood and is broadly supported, in fact.
(3) Local resident, (Oxford, Walton Street)	<p>No.77A Walton Street - Object 'Agenda 21' moorings - Support</p> <p>We have received the consultations as house owners on Walton Street. Let me start by saying that I think its very good that boats moorings on Upper Wolvercote gets parking permits and visitor parking permits. The boat moorings across Oxford gives a lot of charm to the town and to enable people living on them ensures that the boats are kept floating.</p> <p>Then on the other questions we just wanted to say Jericho already today is way to gentrified. If smaller apartments/basement flats etc cannot be rented by trades persons we risk becoming a university ghetto, ie only students, junior researchers etc will be able to live here. We need those with occupations demanding a car to also be able to live here. This might be just one apartment and admittedly we did ourselves take one similar apartment off market when we bought our house and merged it into our family dwelling. Still the trend is not good. To many of the trades people are already forced out of town. So in short we would with regards to 77A hope it can keep its residents parking permit.</p>
(4) Email response, (unknown)	<p>No.26 Clive Road - Support No.7 Cornwallis Close - Support</p> <p>I am writing to support the changes to the Florence Park parking zone. It seems to me that car-free developments must be the way to go.</p>

(5) Local resident, (Cowley, Bailey)	<p>No.31 Bailey Road – Support</p> <p>The parking around Bailey Rd is far too busy for any extra cars.</p>
(6) Local resident, (Cowley, Bailey Road)	<p> No.31 Bailey Road – Object Lockheart Crescent – Object No.6 Bartholomew Road – Object No.26 Clive Road – Object No.7 Cornwallis Close – Object No.59 Grays Road – Object No. 64 Valentia Road – Object No.25 Gipsy Lane – Object No.77A (Basement Flat) Walton Street – Object No.17 Pauling Road – Object ‘Agenda 21’ moorings – Support </p> <p>I do not see a reason for applying this parking restriction as we never had any issues with parking and cant see any forthcoming reasons to restrict parking in this area.</p>
(7) Local resident, (Headington, Valentia)	<p> No. 64 Valentia Road – Support No.25 Gipsy Lane – Support </p> <p>We have no parking availability as it is, Brookes, NHS and HMO’s take up visitor parking and we have little resident only parking.</p>
(8) Local resident, (Headington, Valentia Road)	<p> No.59 Grays Road – Object No. 64 Valentia Road – Object No.25 Gipsy Lane – Object </p> <p>Too many cars on Valentia Road and Gipsy Lane.</p>

<p>(9) Local resident, (Headington, Gispys lane)</p>	<p>No.31 Bailey Road – Object Lockheart Crescent – Support No.6 Bartholomew Road – Object No.26 Clive Road – Object No.7 Cornwallis Close – Object No.59 Grays Road – Object No. 64 Valentia Road – Object No.25 Gipsy Lane – Object No.77A (Basement Flat) Walton Street – Concerns No.17 Pauling Road – Concerns ‘Agenda 21’ moorings – Concerns</p> <p>Most houses are not near any other means of parking some with only a driveway with space for one car. This is not suitable for houses with more than one bedroom, it means partners/children do not have a space to park and if work is carried out on their house there is no suitable alternative for the residents to park while this is ongoing</p>
<p>(10) Member of public, (Kidlington, Wilsdon Way)</p>	<p>‘Agenda 21’ moorings – Support</p> <p>The residents on boats always parked in this area historically. They need somewhere to park vehicles, if they have one.</p>
<p>(11) Local resident, (Oxford, Bailey Road)</p>	<p>No.31 Bailey Road – Support Lockheart Crescent – Concerns No.6 Bartholomew Road – Support No.26 Clive Road – Support No.7 Cornwallis Close – Support No.59 Grays Road – Support No. 64 Valentia Road – Support No.25 Gipsy Lane – Support No.77A (Basement Flat) Walton Street – Support No.17 Pauling Road – Support ‘Agenda 21’ moorings – Object</p>

	<p>My objections are that these are multi occupancies residents which are gone to clog up our local roads . We have rented houses local and each house seems to have not just cars but works vans parked across paths , with no permits etc.</p>
(12) Local resident, (Oxford, Lockheart Crescent)	<p>Lockheart Crescent – Support</p> <p>I support eligible properties in Lockheart Crescent having a second permit assuming it refers to those few properties on the odd side of the road whose front gardens have no direct access to the road (7, 9, 11 & 13).</p>
(13) Local resident, (Oxford, Lockheart Crescent)	<p>No.31 Bailey Road – Support Lockheart Crescent – Support No.6 Bartholomew Road – Support No.26 Clive Road – Support No.7 Cornwallis Close – Support No.59 Grays Road – Support No. 64 Valentia Road – Support No.25 Gipsy Lane – Support No.77A (Basement Flat) Walton Street – Support No.17 Pauling Road – Support 'Agenda 21' moorings – Support</p> <p>I live at no 11 Lockheart. I am 1 of 4 residents that doesn't have off road parking which is worrying for me as my daughter is taking driving lessons. she will eventually need somewhere to park. Since the CPZ have started only 6 residents have purchased permits as they use their gardens now. I would be grateful if we were allowed to purchase a second permit like all the other streets in this area.</p>
(14) Local resident, (Oxford, Lockheart Crescent)	<p>Lockheart Crescent – Support No.6 Bartholomew Road – Support</p> <p>I live in Lockheart crescent in one of the houses that can not have off road parking. I cant access my front car with a car because I have a green in front of me, this means my house can only own one car. My adult son lives with me</p>

	<p>and at some point may need a car. I doubt very much the council is going to make exceptions for the five houses that can't have off road parking. On top of that the timing of parking is the wrong way around anyway (the problem is when everyone is at home in the evenings and weekends, not week days 8.30-18.30). So I want the possibility the have two cars for the house, like everyone else in a CPZ.</p>
(15) Local resident, (Oxford)	<p>No.31 Bailey Road – Concerns Lockheart Crescent – Concerns No.6 Bartholomew Road – Concerns No.26 Clive Road – Concerns No.7 Cornwallis Close – Concerns No.59 Grays Road – Concerns No. 64 Valentia Road – Concerns No.25 Gipsy Lane – Concerns No.77A (Basement Flat) Walton Street – Concerns No.17 Pauling Road – Concerns ‘Agenda 21’ moorings – Concerns</p> <p>This consultation is useless without knowing the reasons why eligibility is withdrawn.</p>
(16) Local resident, (Oxford, Nelson Street)	<p>No objection</p> <p>All seems reasonable</p>
(17) Local resident, (Oxford)	<p>No.31 Bailey Road – Concerns No.6 Bartholomew Road – Concerns No.26 Clive Road – Concerns No.7 Cornwallis Close – Concerns No.59 Grays Road – Concerns No. 64 Valentia Road – Concerns No.25 Gipsy Lane – Concerns No.77A (Basement Flat) Walton Street – Concerns No.17 Pauling Road – Concerns</p>

	<p>I think parking permit eligibility shouldn't be taken away from specific houses. For example, I live in Jericho and there are plenty of spaces available at all times.</p>
(18) Local resident, (Oxford, Wolvercote)	<p>'Agenda 21' moorings – Support</p> <p>I live on the canal, although not on A21. I feel it is important that people living in alternative accommodation such as boats should not be discriminated against and should be able to apply for permits like other residents</p>
(19) Local resident, (Oxford, Lockheart Crescent)	<p>Lockheart Crescent – Support</p> <p>I am a resident of Lockheart Crescent and live on the section of the street where there is no road access to our front garden to make a driveway - we therefore have no option for off-road parking and therefore are only able to have one car parked on the street. My husband works outside of Oxford and work pattern means needing the car during weekends and some evenings. This has been extremely restrictive and isolating for our young family. I am very pleased to see this amendment has been considered, especially when all other streets in the ward have access to two permits per household if needed. There didn't seem to be a reasonable explanation as to why Lockheart Crescent was the only one singled out in this way.</p>
(20) Local resident, (Sunnymead, Aldrich Road)	<p>'Agenda 21' moorings – Support</p> <p>Boaters must be considered as residents</p>
(21) Local resident, (Temple Cowley, Bailey Road)	<p>No.31 Bailey Road – Support No.6 Bartholomew Road – Support No.26 Clive Road – Support No.7 Cornwallis Close – Support No.59 Grays Road – Support No. 64 Valentia Road – Support No.25 Gipsy Lane – Support</p>

	<p>No.77A (Basement Flat) Walton Street – Support No.17 Pauling Road – Support 'Agenda 21' moorings – Object</p> <p>Because placing HMO's in family residential areas shouldn't have been allowed in the first place.</p>
(22) Local resident, (Wolvercote, Agenda 21 Moorings)	<p>'Agenda 21' moorings – Support</p> <p>I live on a boat in Agenda 21 and need to be able to park my car within the upper wolvercote controlled area</p>
(23) Local resident, (Wolvercote, Agenda 21 Moorings)	<p>'Agenda 21' moorings – Support</p> <p>I live on the Agenda 21 moorings and am currently excluded from applying for a parking permit or visitors' parking permits. I would like to be able to do both these things!</p>
(24) Local resident, (Wolvercote, Collett Drive)	<p>'Agenda 21' moorings – Support</p> <p>Canal boat dwellers should not be discriminated against. They live in Wolvercote.</p>
(25) Local resident, (Wolvercote, Elmthorpe)	<p>'Agenda 21' moorings – Support</p> <p>This survey is the first small step for Council to finally undo their thoughtless oversight of disenfranchising the boat dwellers in the canal to the cost of parking space in Lower Wolvercote. Despite a precedent in Jericho, this should have been considered before the CPZ in Upper wolvercote was implemented. I really hope this amendment to allow the boat owners to park where they always have, will be approved. Your system / answers above are very badly presented and set up and will mislead the answers tally, as my interest is only in Wolvercote, yet your system requires an answer for all the points above in which I have no interest or knowledge.</p>
(26) Local resident, (Wolvercote, Godstow Road)	<p>'Agenda 21' moorings – Support</p>

	<p>The A21 boaters are Wolvercote residents, and should have access to the WPU parking areas on the same basis as residents on the streets in those areas. There appear to be adequate vacant parking spaces during the day in the WPU area, not least on the south side of the Godstow Rd hill.</p>
<p>(27) Local resident, (Wolvercote, Godstow Road)</p>	<p>‘Agenda 21’ moorings – Support</p> <p>The boaters on the canal have nowhere to park now so they have moved their vehicles to all parts. I would strongly support them in having permits for Upper Wolvercote.</p>
<p>(28) Local resident, (Wolvercote, Upper wolvercote)</p>	<p>No.31 Bailey Road – Support Lockheart Crescent – Support No.6 Bartholomew Road – Support No.26 Clive Road – Support No.7 Cornwallis Close – Support No.59 Grays Road – Support No. 64 Valentia Road – Support No.25 Gipsy Lane – Support No.77A (Basement Flat) Walton Street – Support No.17 Pauling Road – Support ‘Agenda 21’ moorings – Support</p> <p>I support residents to be able to apply and register for parking close to their homes. I particularly support the agenda 21 moorings to be allowed to register for a permit, the current situation is leading to a number of cars parked in inappropriate places e.g up the side of verges near by. I live in an agenda 21 mooring and i work for a children’s mental health charity, for this work I need to travel across Oxfordshire and Buckinghamshire to meet young people and their families. A car is essential to this work and not being able to park in wolvercote has been really difficult for me</p>
<p>(29) Local resident, (Wolvercote, Godstow Road)</p>	<p>‘Agenda 21’ moorings – Support</p> <p>I am a local resident and my neighbours on the canal need access to parking too.</p>

(30) Local resident, (Wolvercote, Oxford Canal)	<p>'Agenda 21' moorings – Support</p> <p>As permanent residents (and eligible voters) of upper wolvercote, it is reasonable we be granted parking permits in our locality. The computer generated problem has come about purely because our shared address is outside the wolvercote boundary.</p> <p>Obviously since the parking restrictions have come into force, lower wolvercote parking has become heavily inundated with vehicles. It would seem sensible to at least remove agenda 21 boaters cars from the problem.</p>
(31) Local resident, (Wolvercote, Oxford canal)	<p>'Agenda 21' moorings – Support</p> <p>I am in the agenda 21 boats and we would like to be included in our local area for parking permits</p>
(32) Local resident, (Wolvercote Oxford, Elmthorpe Road)	<p>'Agenda 21' moorings – Support</p> <p>Support the canal boat residents to be able to park in the area</p>
(33) Local resident, (Oxford, Duke's Lock Moorings)	<p>'Agenda 21' moorings – Support</p> <p>I am supporting that all boats on the agenda 21 residential moorings be given access to residents permits.</p>

Divisions affected: *Various in Cherwell & West Oxfordshire Districts*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

CHERWELL & WEST DISTRICTS: VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES

Report by Corporate Director for Environment and Place

Recommendation

The Cabinet Member is **RECOMMENDED** to

Approve the following:

- a) the proposed provision of Disabled Persons Parking Places (DPPP) at:
Abbey Road, Banbury; Middleton Road, Banbury; Portway, Banbury;
Westbeech Court, Banbury; Western Crescent, Banbury; Woodgreen
Avenue, Banbury; Lancaster Close, Bicester; Mallards Way (outside No's
72 & 74), Bicester; Cherry Tree Way, Carterton; Dovetrees, Carterton; The
Slade, Charlbury; Walterbush Road, Chipping Norton; Knott Oaks,
Combe; Horse Fair, Deddington; The Elms (outside No. 29), Langford;
Kent Banks, Long Hanborough; Corn Street, Witney; New Road,
Woodstock.
- b) the proposed removal of Disabled Persons Parking Places (DPPP) at:
Landells, Bampton; Villiers Road, Bicester; Kestrel Close, Carterton.
- c) defer approval of the proposals at the following locations pending further
investigations: Mallards Way (opposite No 91), Bicester; Kytes Place,
Kirtlington; The Elms (outside No. 20) Langford; The Village Close, Upper
Arncott and Bourton Close, Witney.
- d) defer approval of the removal of DPPP at the following locations: Hudson
Street, Deddington.

Executive Summary

1. The provision of Disabled Persons Parking Places is reviewed when requested
by members of the public. Specific proposals are assessed applying national
regulations and guidance on the suitability of providing new bays or amending
or removing existing ones.

2. This report presents objections received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the Cherwell and West districts
3. The 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. **Annexes 1 to 23** provide plans of the locations for which objections have been received or concerns raised.

Financial Implications

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

Legal Implications

5. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

6. The provision of disabled persons parking places assists those with a mobility impairment.

Sustainability Implications

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

Formal Consultation

8. The formal consultation on the proposal was carried out between 18 April and 17 May 2024. A notice was placed in the Banbury Guardian and Bicester Gazette newspapers and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, West Oxfordshire District Council, the local County Councillors and Parish Councils.

9. Notices were placed on site, and letters also sent directly to properties in the immediate vicinity, adjacent to the proposals.
10. Sixty-eight responses were received from members of the public during the course of the consultation (two other members of the public gave general online support for every proposal, which are not included in this report) and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Bampton	Landells (removal)	1		
Banbury	Abbey Road	1		1
	Middleton Road	1		
	Portway	1		
	Westbeech Court		1	1
	Western Crescent		2	
	Woodgreen Avenue	1	1	2
Bicester	Lancaster Close		1	
	Mallards Way outside No's 72 & 74	1		
	Mallards Way opposite No. 91		1	1
	Villiers Road (removal)	1		
Carterton	Cherry Tree Way		1	1
	Dovetrees		1	
	Kestrel Close (removal)	1		
Charlbury	The Slade			1
Chipping Norton	Walterbush Road	1	1	1
Combe	Knott Oaks	1		2
Deddington	Horse Fair	2		
	Hudson Street (removal)	1		
Kirtlington	Kytes Place	1	7	1
Langford	The Elms opposite No. 20		2	3
	The Elms outside No. 29		1	1
Long Hanborough	Kents Bank		1	
Upper Arncott	The Village Close		7	4
Witney	Bourton Close		3	1
	Corn Street		1	

Woodstock	New Road		2	3
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11. Thames Valley Police responded expressing no objection.
12. Deddington Parish Council objected to the bay removal in Hudson Street, and Kirtlington Parish Council objected to the Kytes Place proposals.
13. Cllr Broad (Cherwell District, Bicester West ward) supported the proposals for outside No's 72 & 74 Mallards Way in Bicester, but objected to those opposite No. 91. Cllr Williams (Cherwell District, Deddington ward) objected to the removal in Hudson Street, Deddington.
14. The responses are recorded in **Annex 24**, and copies of the full responses are available for inspection by County Councillors

Officer response to objections/concerns

15. Comments and recommendations are provided in response to the concerns and objections as given in **Annex 24** in respect of each of the proposed sites in the following paragraphs.
16. The eligibility for a blue badge is determined by teams at the County Council following thorough assessments, which are separate to the process for Disabled persons parking places applications (DPPP's). If through the DPPP application process evidence is provided that a valid blue badge is being used by the applicant this is deemed acceptable for the purposes of promoting the introduction of a DPPP.
17. If a member of the public believes that a blue badge is being misused or someone is committing benefit fraud, they should report it to the department for work and pensions (DWP) or the county council's blue badge team.

Bampton – Landells: proposed removal of DPPP

18. One expressions of support was received; it is recommended to approve the removal of the disabled parking place.

Banbury – Abbey Road: proposed new DPPP

19. One expression of concern and one expression of support was received; several blue badge holders are living in the area and would benefit from the disabled parking; it is recommended to approve the disabled parking place.

Banbury – Middleton Road: proposed new DPPP

20. One expression of support was received; it is recommended to approve the disabled parking place.

Banbury – Portway: proposed new DPPP

21. One expression of support was received; it is recommended to approve the disabled parking place.

Banbury – Westbeech Court: proposed new DPPP

22. One expression of concern and one objection was received; parking concerns were raised; it is recommended to approve the disabled parking place given that the applicant already parks in this area.

Banbury – Western Crescent: proposed new DPPP

23. Two objections were received; parking concerns have been raised, non residents i.e. commuters use the road to park. Residents only parking requested ; it is recommended to approve the disabled parking place given that the applicant is a local resident who already parks in the road.

Banbury – Woodgreen Avenue: proposed new DPPP

24. One objection, two expressions of concern and one expression of support was received; parking concerns were raised, two further disabled parking places in Woodgreen remain unused; it is recommended to approve this disabled parking place and consult on the removal of the existing disabled parking places.

Bicester – Lancaster Way: proposed new DPPP

25. One expression of concern was received; parking concerns were raised; given that the applicant already parks in the road, it is recommended to approve the disabled parking place.

Bicester – Mallards Way outside No's 72 & 74: proposed two new DPPP's

26. One expression of support was received; it is recommended to approve both disabled parking places.

Bicester – Mallards Way opposite No. 91: proposed new DPPP

27. One objection and one expression of concern was received; concerns were raised over the location of the proposed disabled parking place restricting visibility to the nearby access which is adjacent to a sharp bend, further observations were raised that the applicant has adequate parking in front of their house; it is recommended not to approve the disabled parking place at this location.

Bicester – Villiers Road: proposed removal of a DPPP

28. One expression of support was received; it is recommended to approve the removal of the disabled parking place.

Carterton – Cherry Tree Way: proposed new DPPP

29. One objection and one expression of concern was received; parking concerns were raised; given that the applicant already parks at this location, it is recommended to approve the disabled parking place.

Carterton – Dovetrees: proposed new DPPP

30. One objection was received; concerns over the location of the disabled parking place were raised, during the site assessment it was considered that this would be the most suitable location for the applicant; it is recommended to approve the disabled parking place.

Carterton – Kestrel Close: proposed removal of a DPPP

31. One expression of support to the removal was received; it is recommended to approve the removal of the disabled parking place.

Charlbury – The Slade: proposed new DPPP

32. One expression of concern was received; concerns over the lack of parking places for residents; given that the applicant already parks in the area, it is recommended to approve this disabled parking place.

Chipping Norton – Walterbush Road: proposed new DPPP

33. One objection, one expression of support and one expression of concern was received; concerns were raised over the lack of parking places; given that the applicant already parks in the area, it is recommended to approve the disabled parking place.

Combe – Knott Oaks: proposed new DPPP

34. One expression of support and two expressions of concern was received; concerns were raised over the lack of parking for residents living in this area; given that the applicant already lives and parks at this location, it is recommended to approve the disabled parking place.

Deddington – Horse Fair: proposed new DPPP

35. Two expressions of support were received; it is recommended to approve the disabled parking place.

Deddington – Hudson Street: proposed removal of a DPPP

36. One expression of support to the removal was received after the close of the consultation; residents have limited available parking on Hudson Street and the removal would give another space. Given the location of the existing disabled place (outside the pharmacy and near to the wellbeing centre) it is considered to be useful to retain the provision for blue badge holders, therefore it is

recommended not to approve the removal of the disabled parking place at this current time.

Kirtlington – Kytes Place: proposed new DPPP

37. Seven objections, one expression of support and two expressions of concern was received; during the consultation it was highlighted that the proposed location was in fact on unadopted highway; it is therefore recommended to not approve the disabled parking place.

Langford – The Elms opposite No. 20: proposed new DPPP

38. Two objections and three expressions of concern was received; concerns were raised over the large number of vehicles in the area – which often obscure accessways. Further concerns were also raised over the location of the disabled place causing access difficulties to adjacent properties; it is recommended not to approve the disabled parking place.

Langford – The Elms outside No. 29: proposed new DPPP

39. One objection and one expression of concern was received; the applicant is unable to use their driveway due to their disability, it is recommended to approve the disabled parking place.

Long Hanborough – Kents Bank: proposed new DPPP

40. One objection was received; concerns were raised over the location of the proposed disabled place, obstructing access to the opposite property and the walkway; a site assessment was carried out, the location of the DPPP will not obstruct the opposite property or the walkway, it is recommended to approve the disabled parking place.

Upper Arcott – The Village Close: proposed new DPPP

41. Eight objections and four expressions of concern were received; concerns were received to the location of the proposed DPPP causing obstruction to other vehicles and could potentially impede access for emergency vehicles, the road is narrow and cars already struggle to pass each other. A request was received to provide a hardstanding area on the grass verge for the DPPP, but this would prove too costly; due to the restricted width of the road it is recommended to defer the disabled parking place.

Witney – Bourton Close: proposed new DPPP

42. Three objections and one expression of concern was received; the applicant has adequate parking to the rear of the property; it is recommended not to approve the disabled parking place.

Witney – Corn Street: proposed new DPPP

43. One objection was received; blue badge holders can park on the limited waiting with no time restriction; however the applicant needs to be able to park close to their property, it is recommended to approve the disabled parking place.

Woodstock – New Road: proposed new DPPP

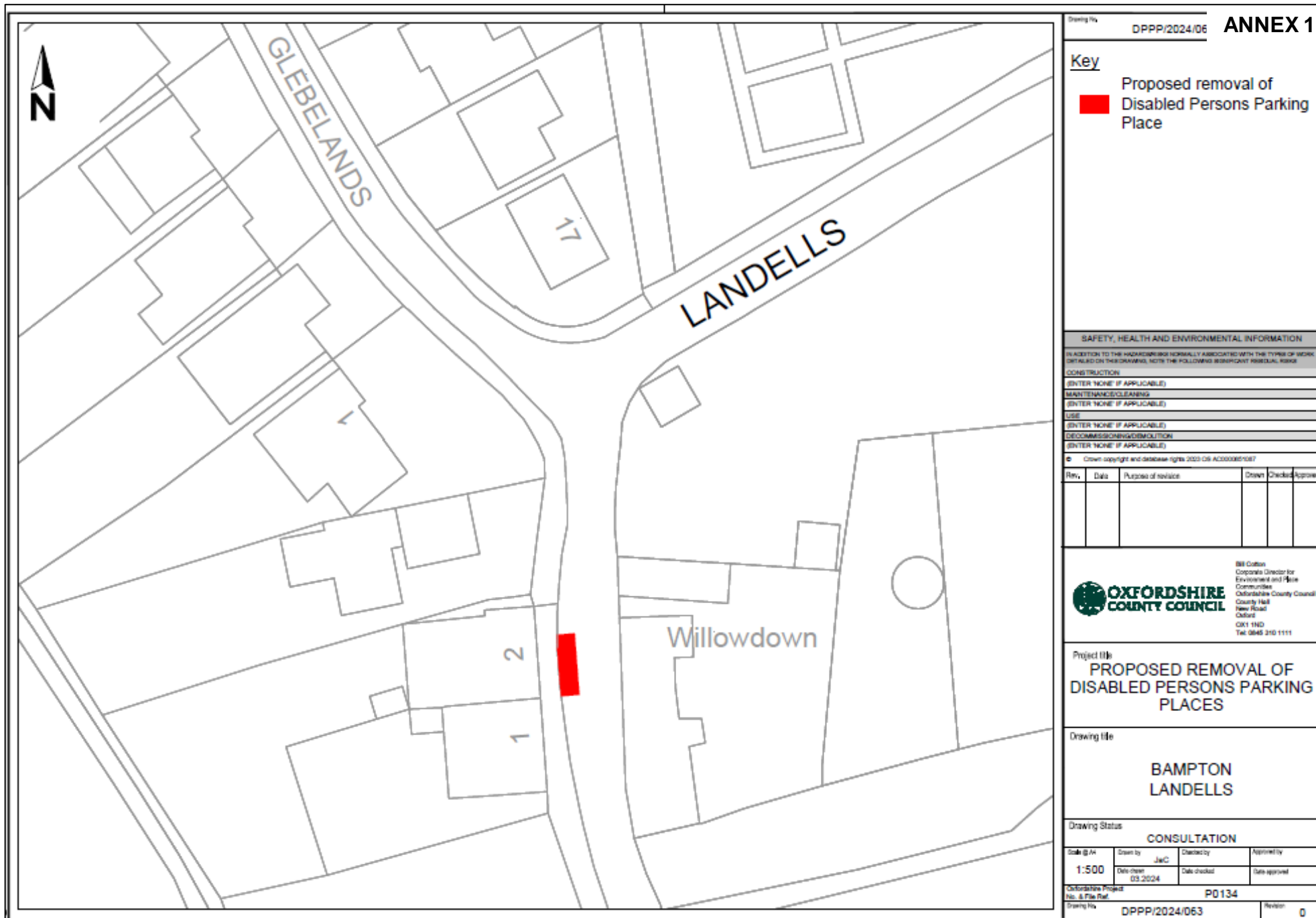
44. Two objections and three expressions of concern was received; concerns were received over parking in the area and the location of the DPPP; given that the applicant already parks in the area, it is recommended to approve the disabled parking place, ensuring to locate the DPPP directly outside the applicants house if feasible.

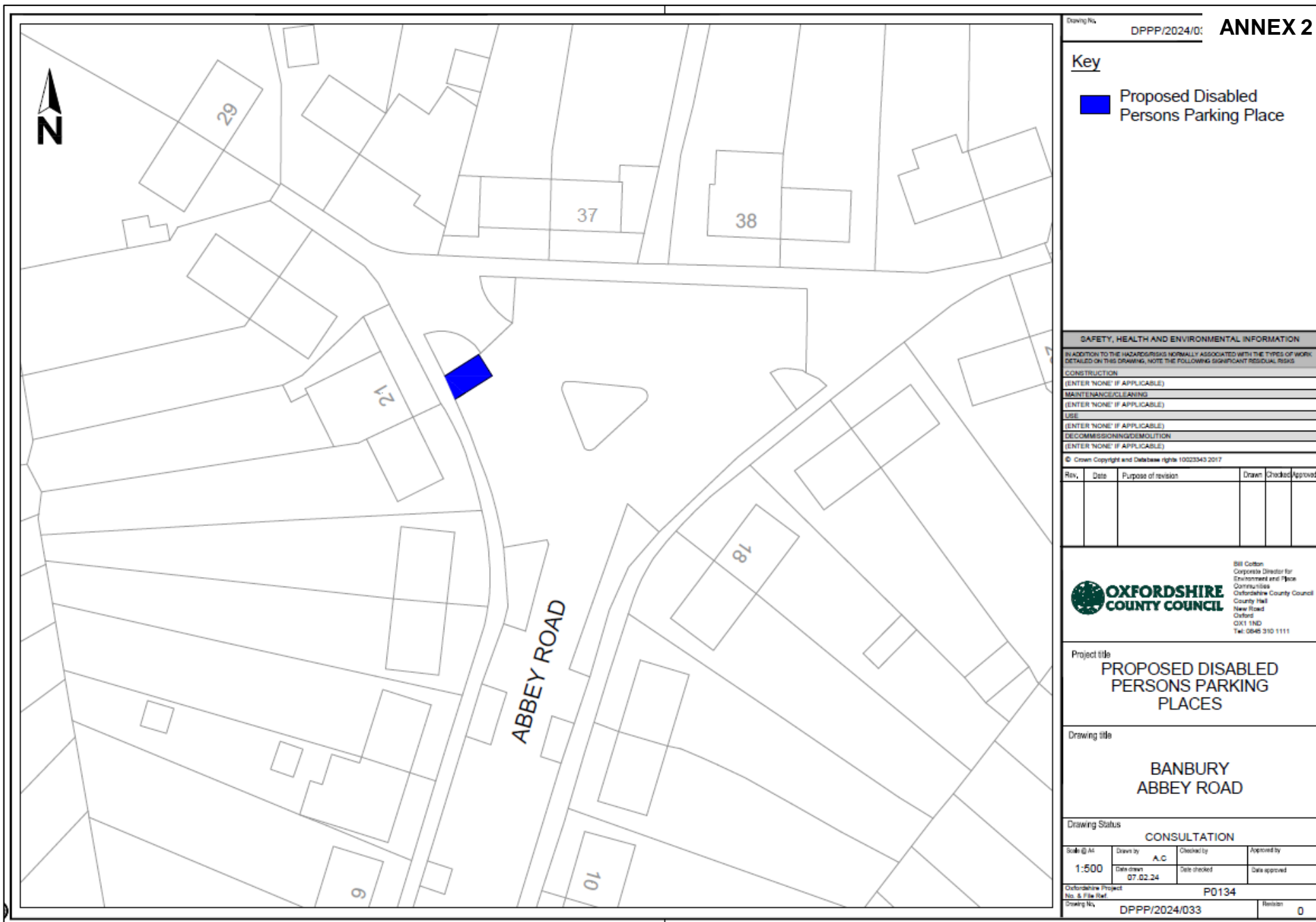
Bill Cotton
Corporate Director, Environment and Place


Annexes: Annexes 1-13: Consultation plans
 Annex 14: Consultation responses

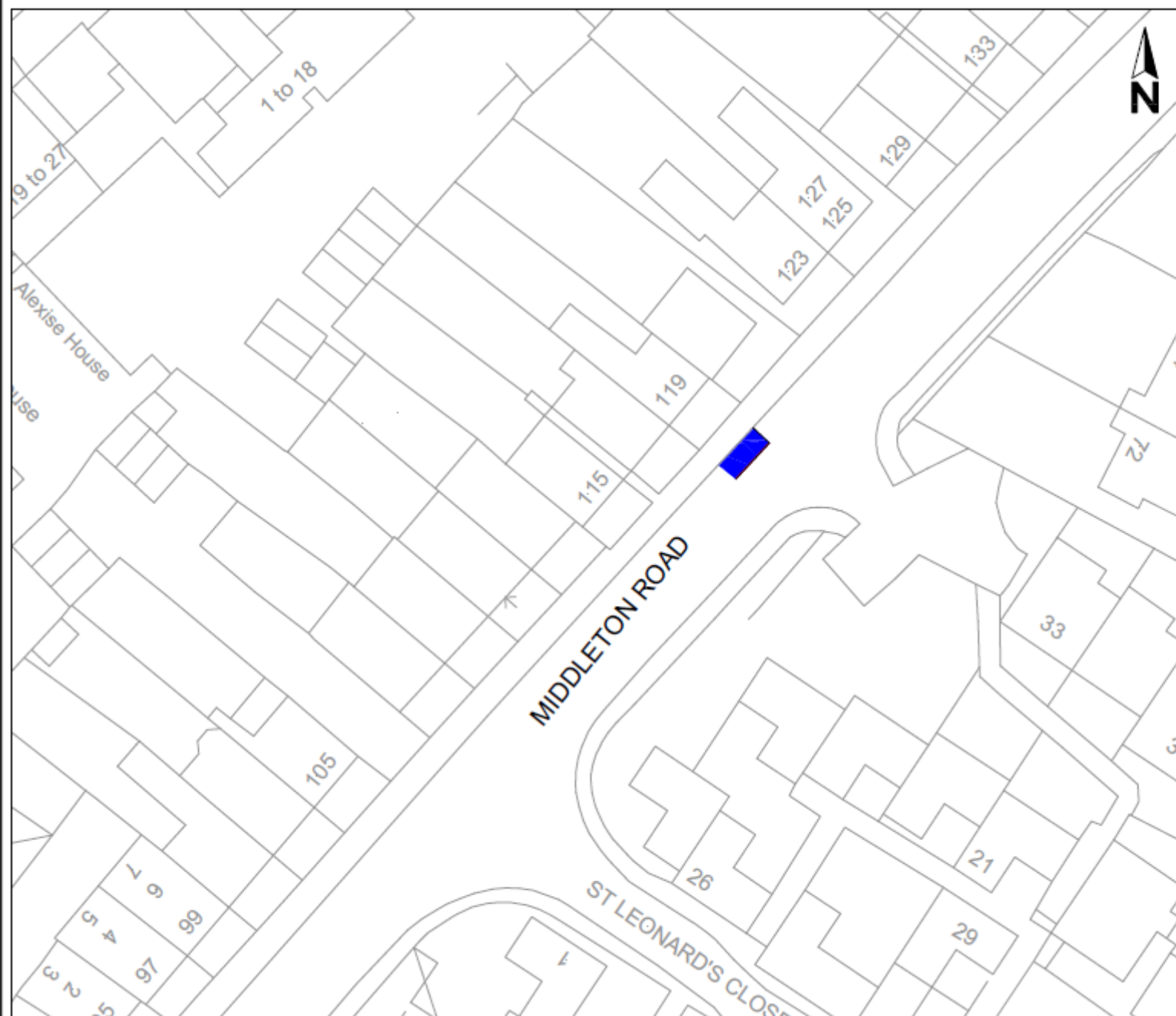
Contact Officer: Jim Whiting (Team Leader - TRO and Schemes)



June 2024

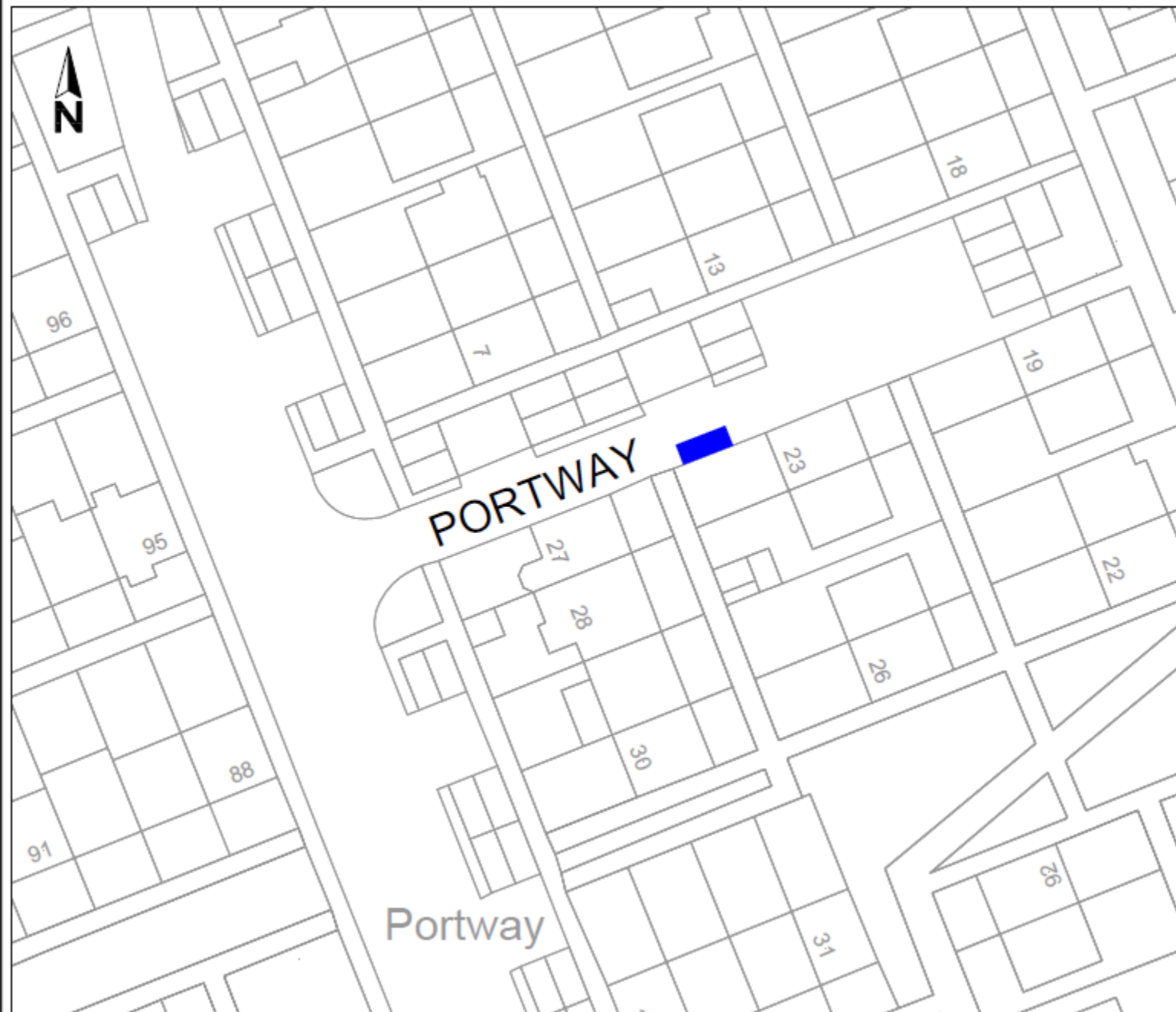








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Drawing Status CONSULTATION					
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Oxfordshire Project No. & File Ref.			P0134		
Drawing No			DPPP/2024/033		
Revision			0		

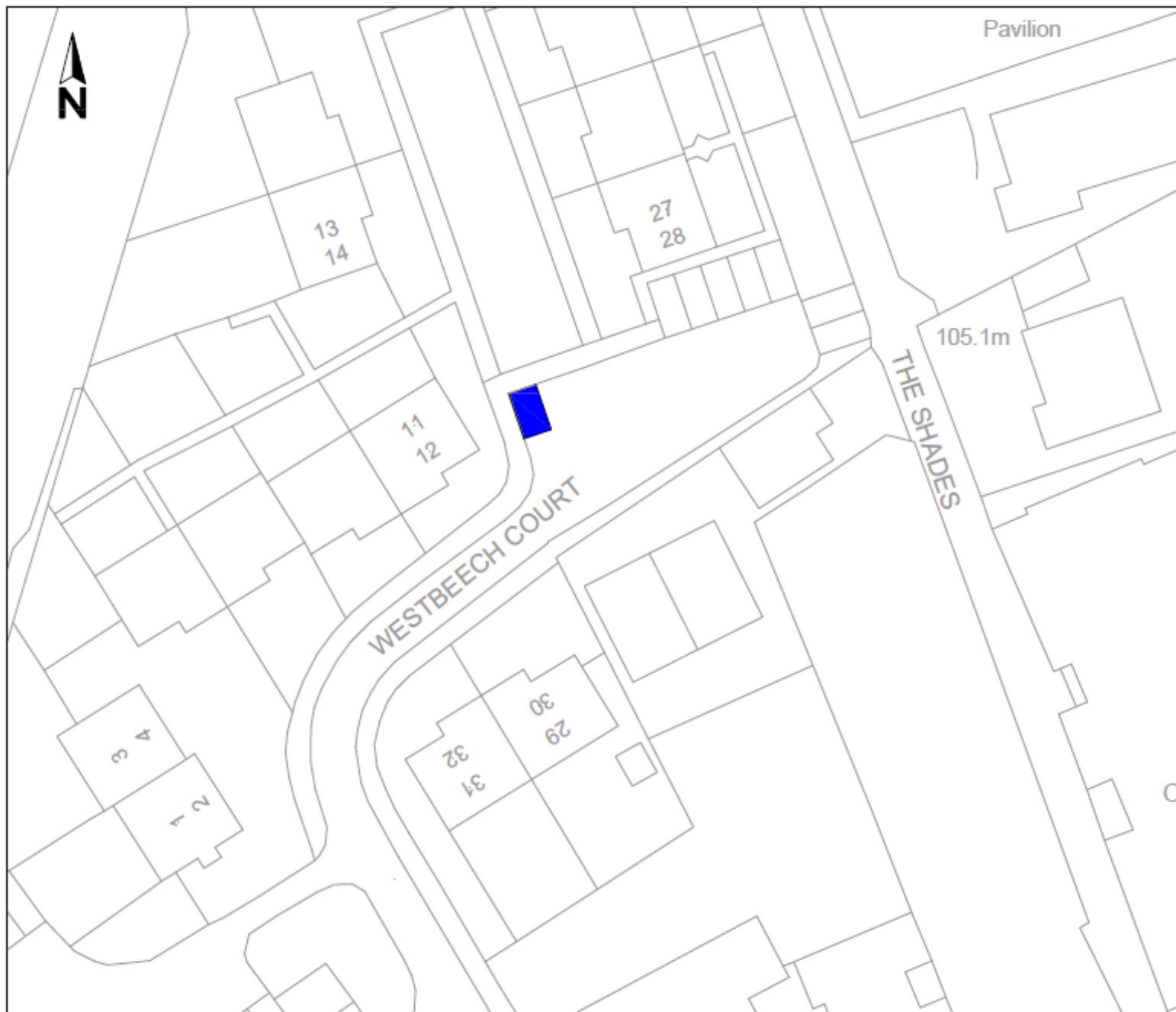


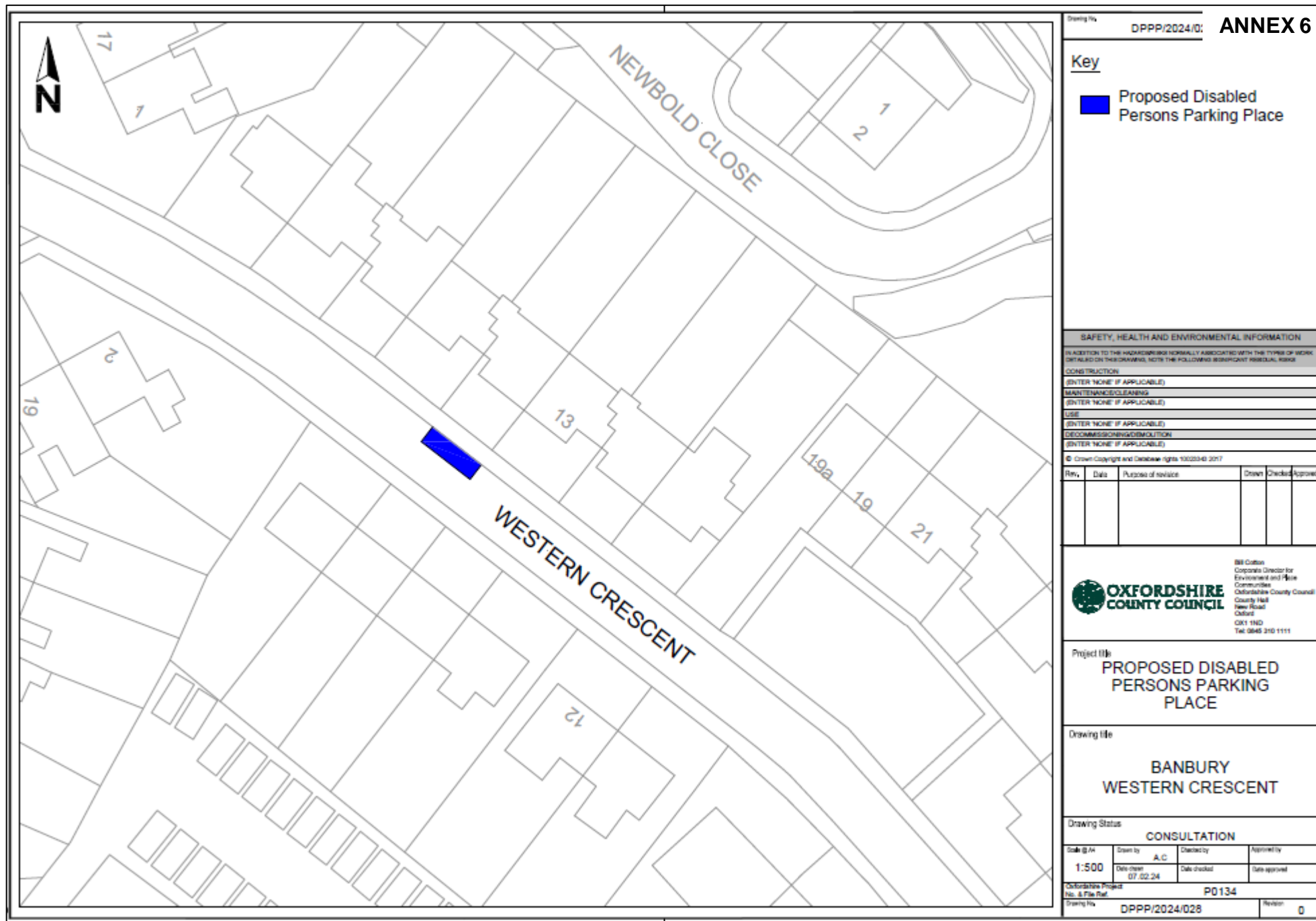
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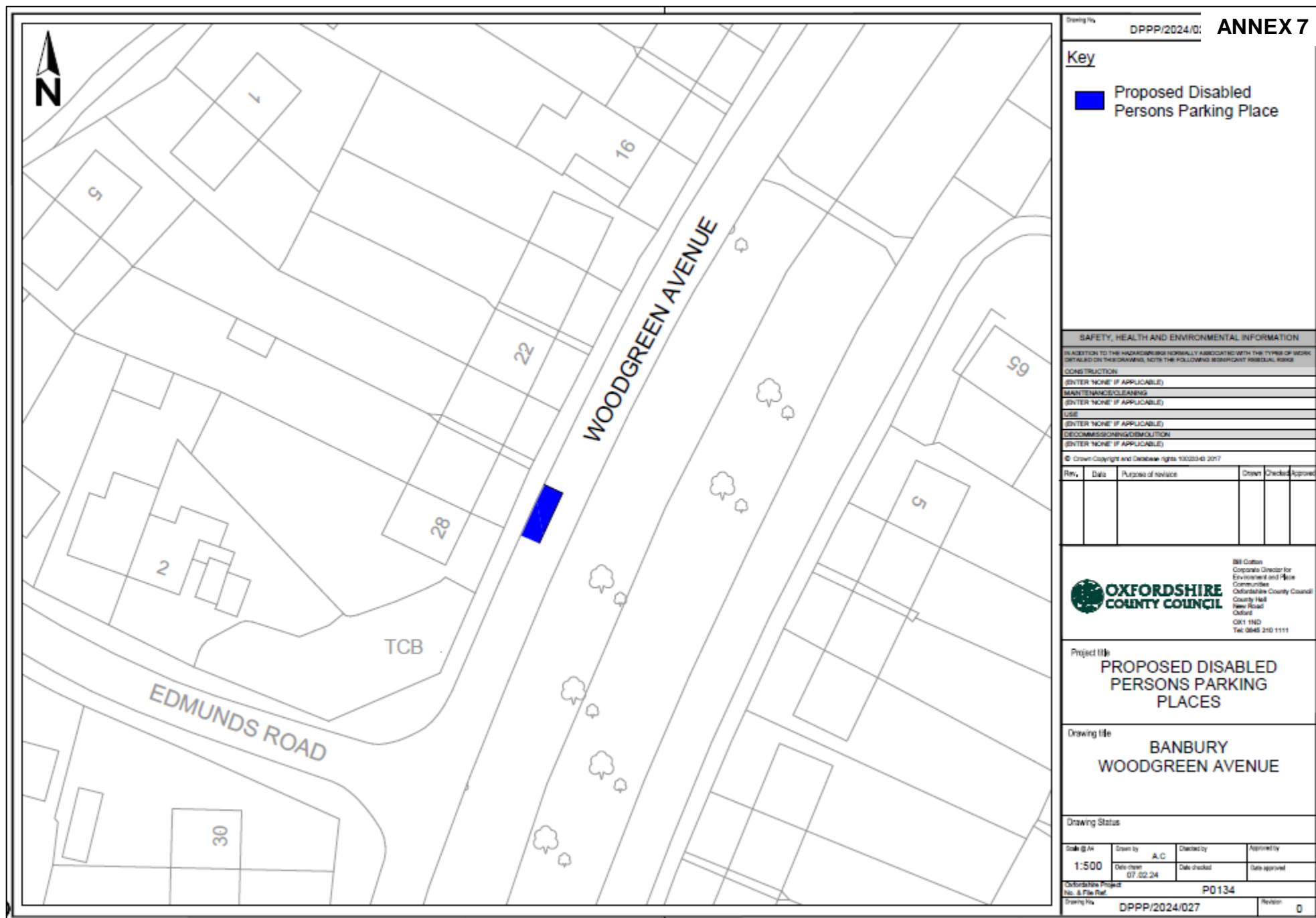


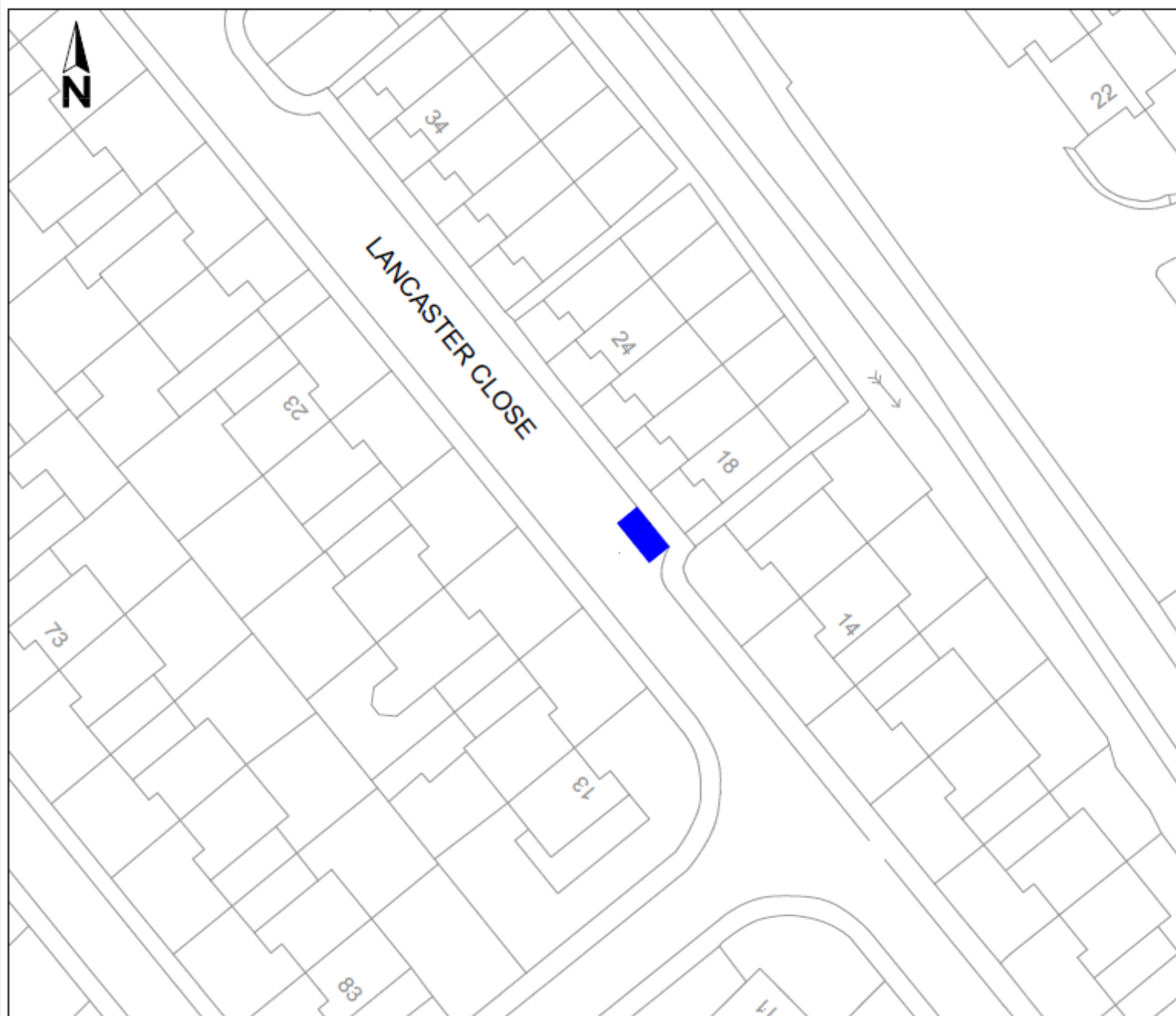
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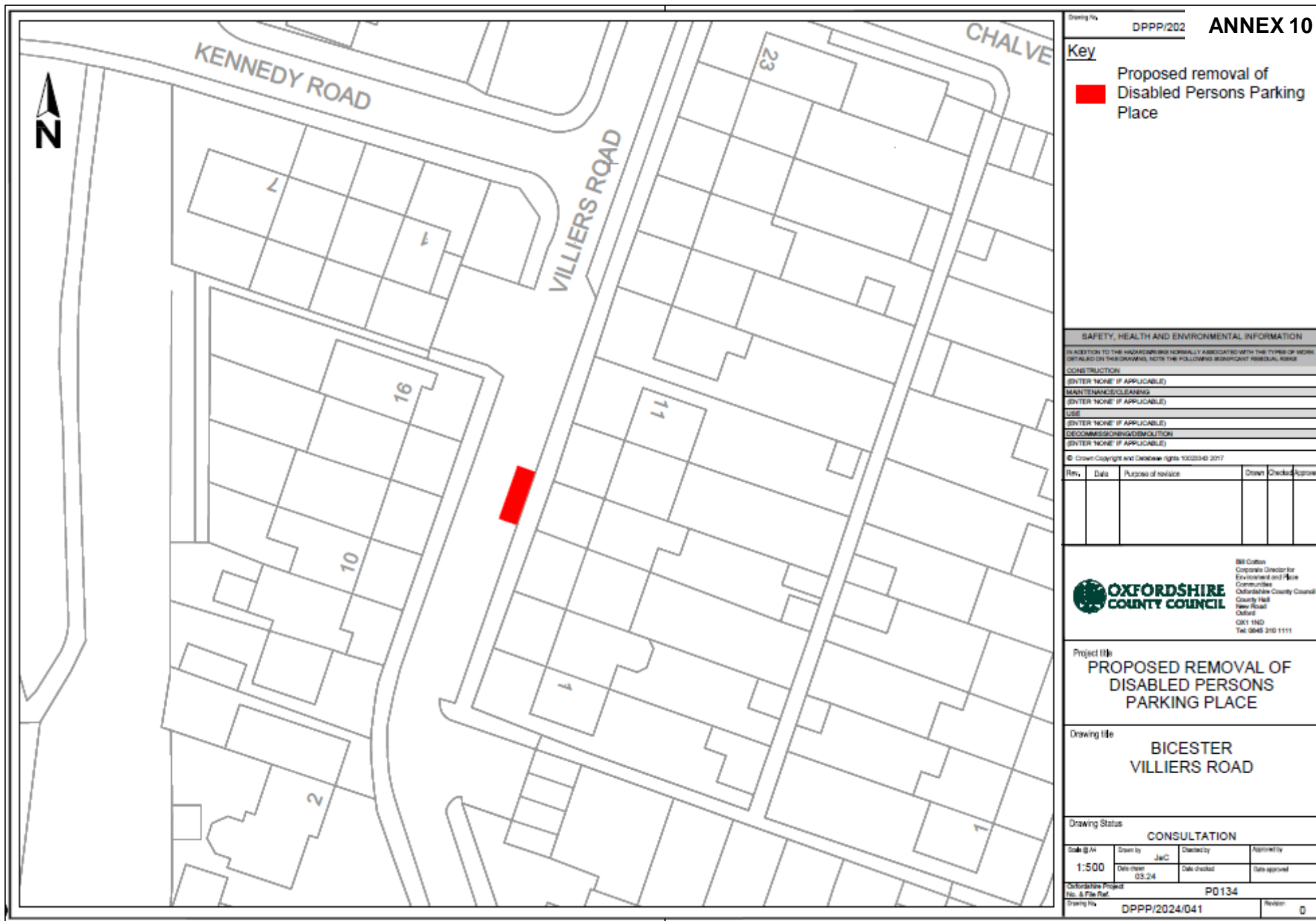




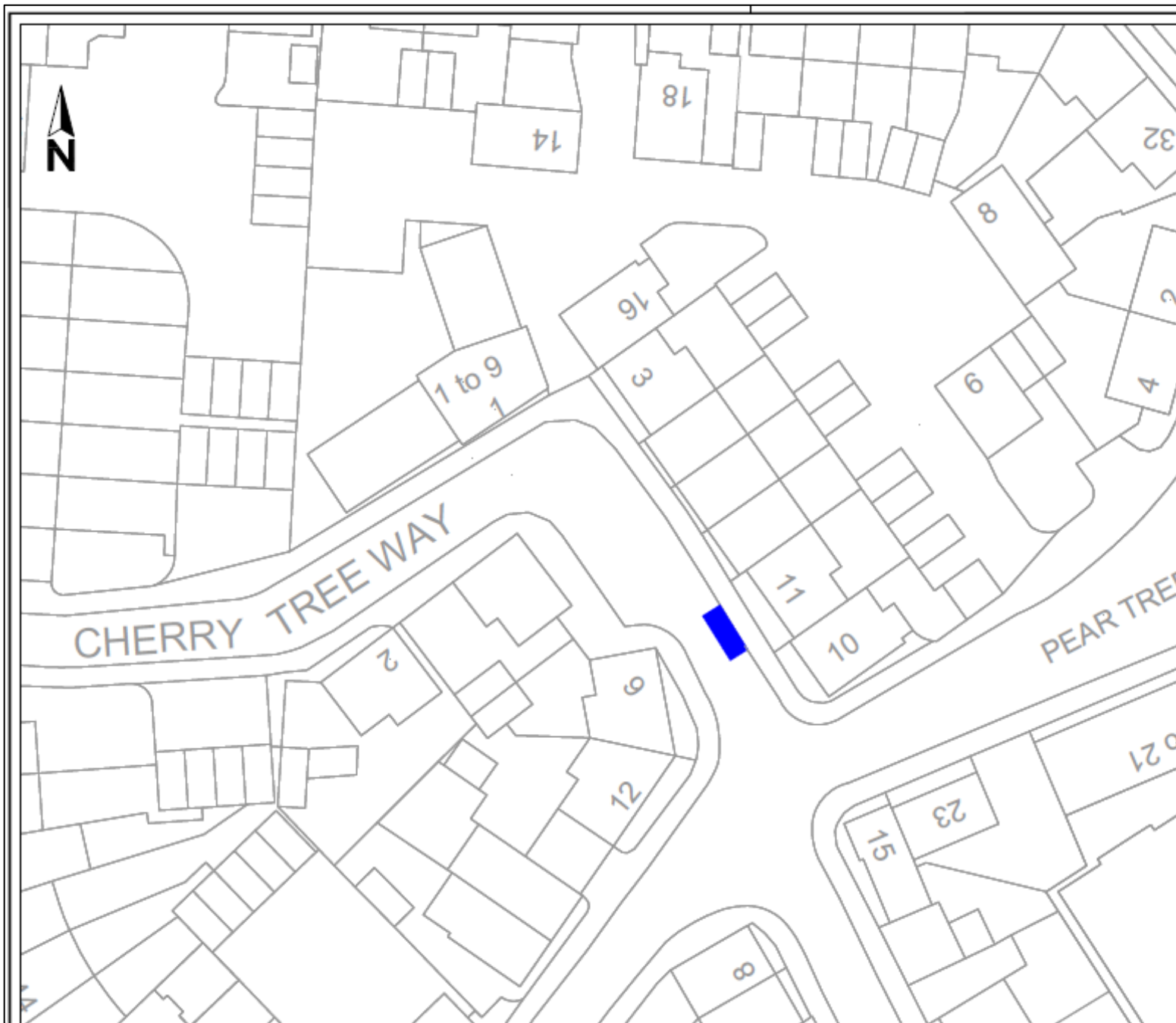




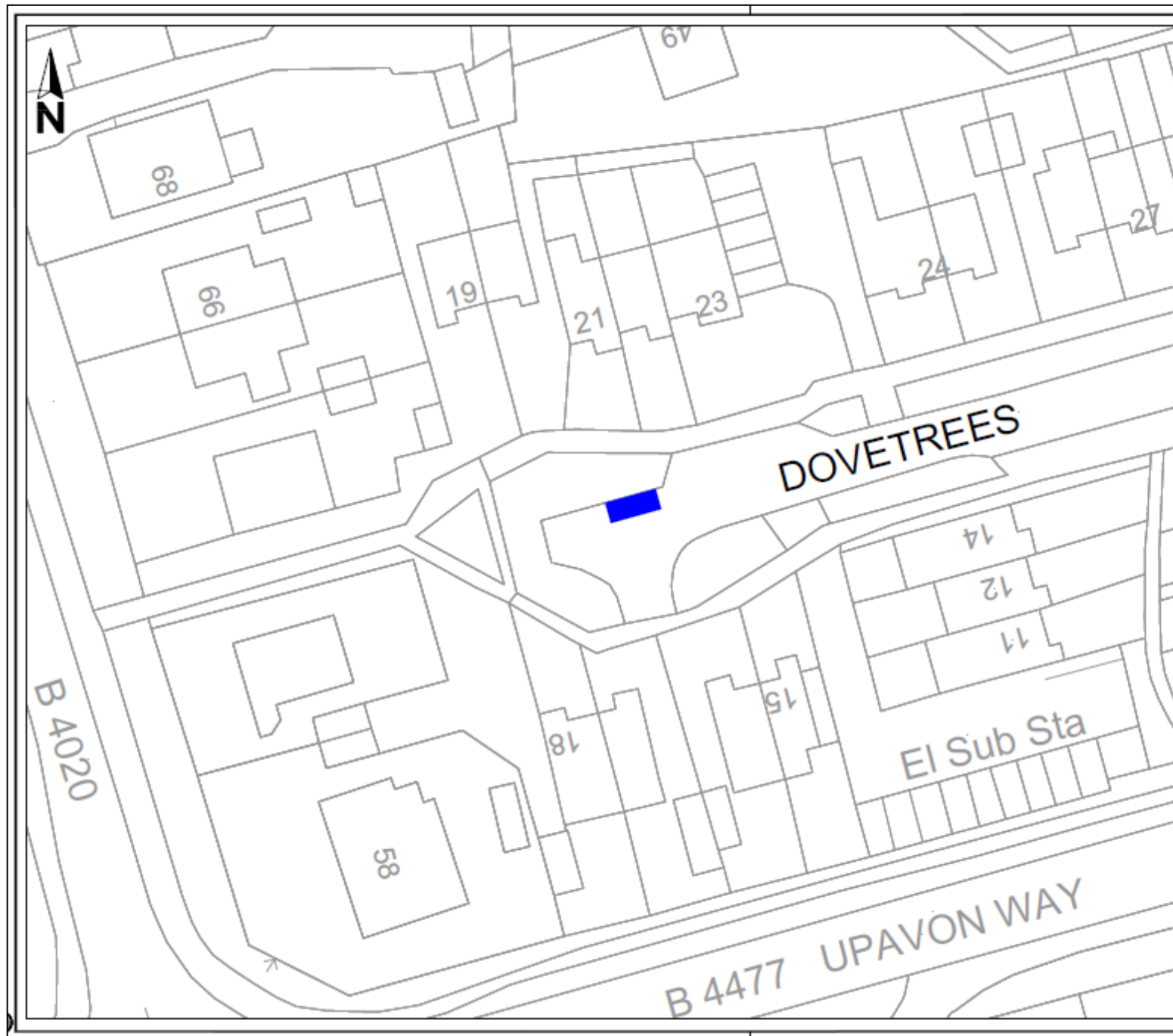
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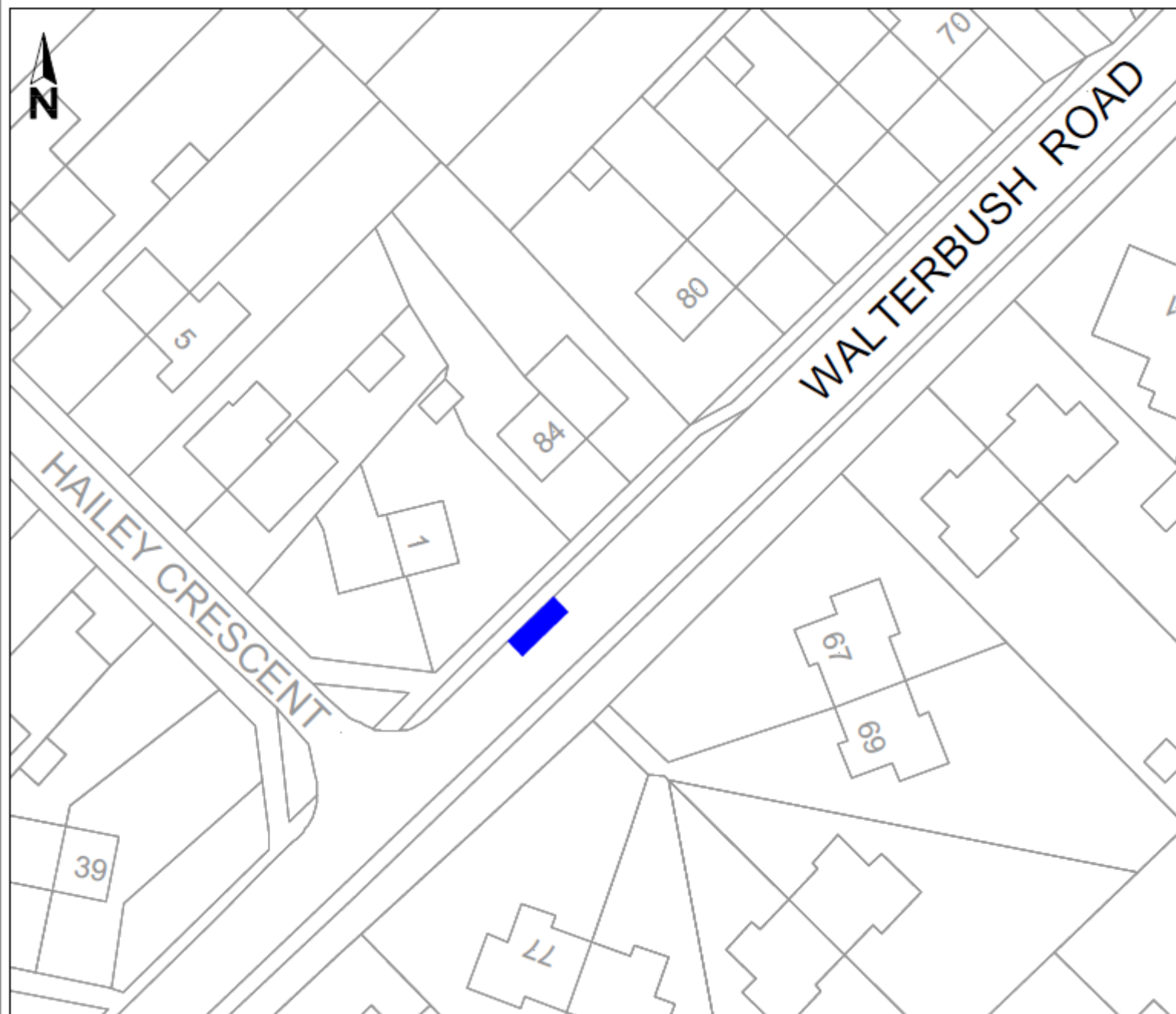
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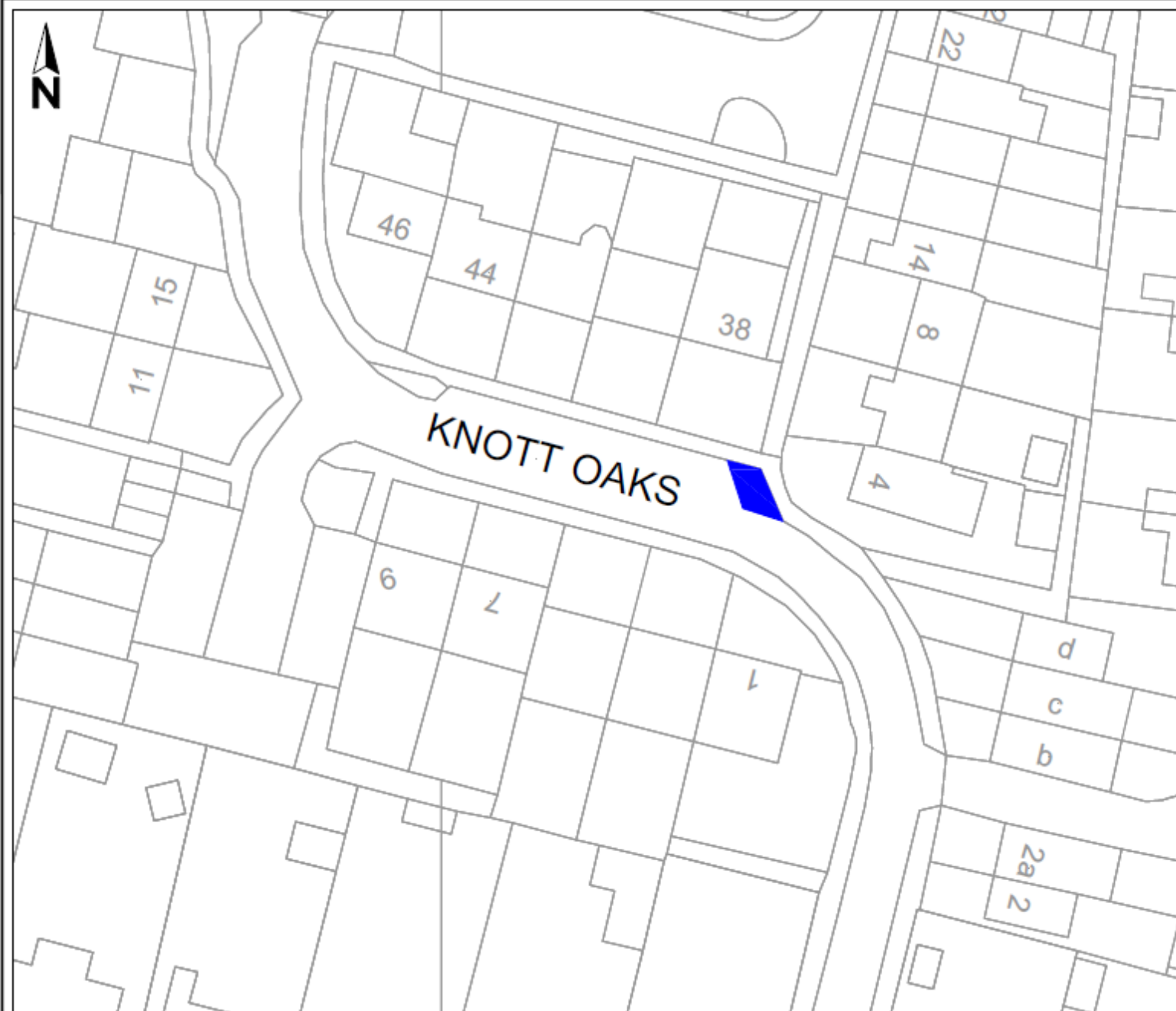
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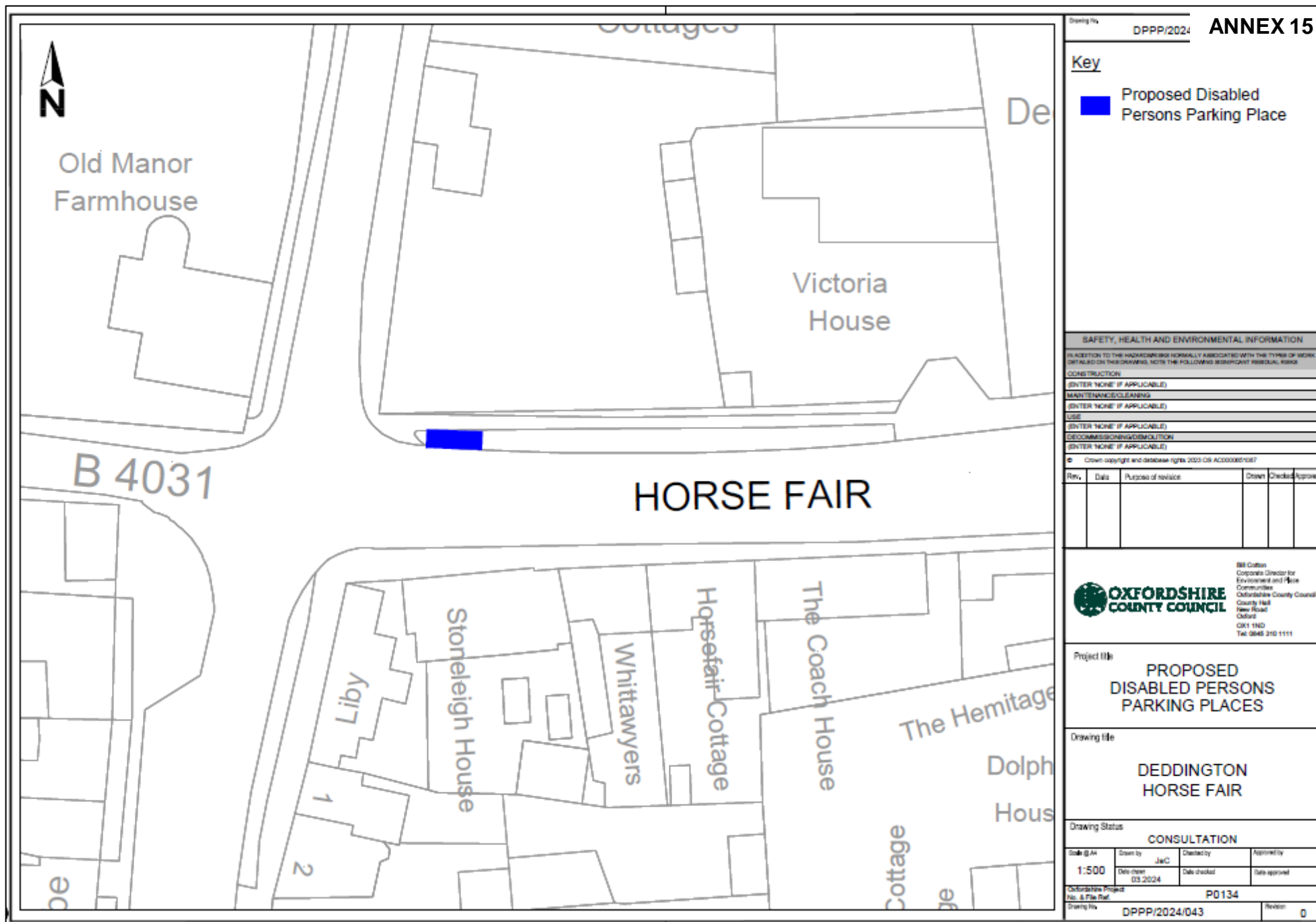
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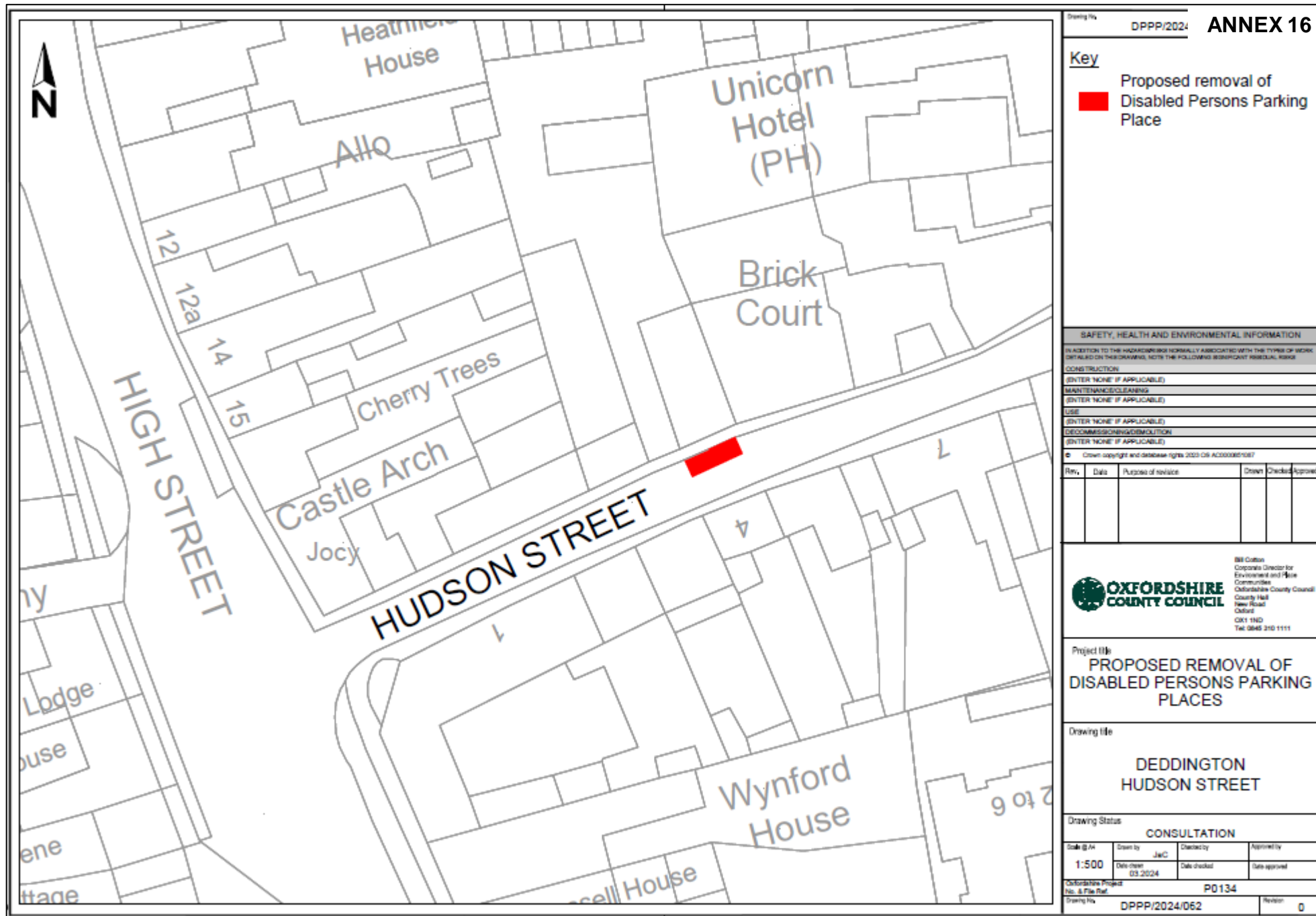


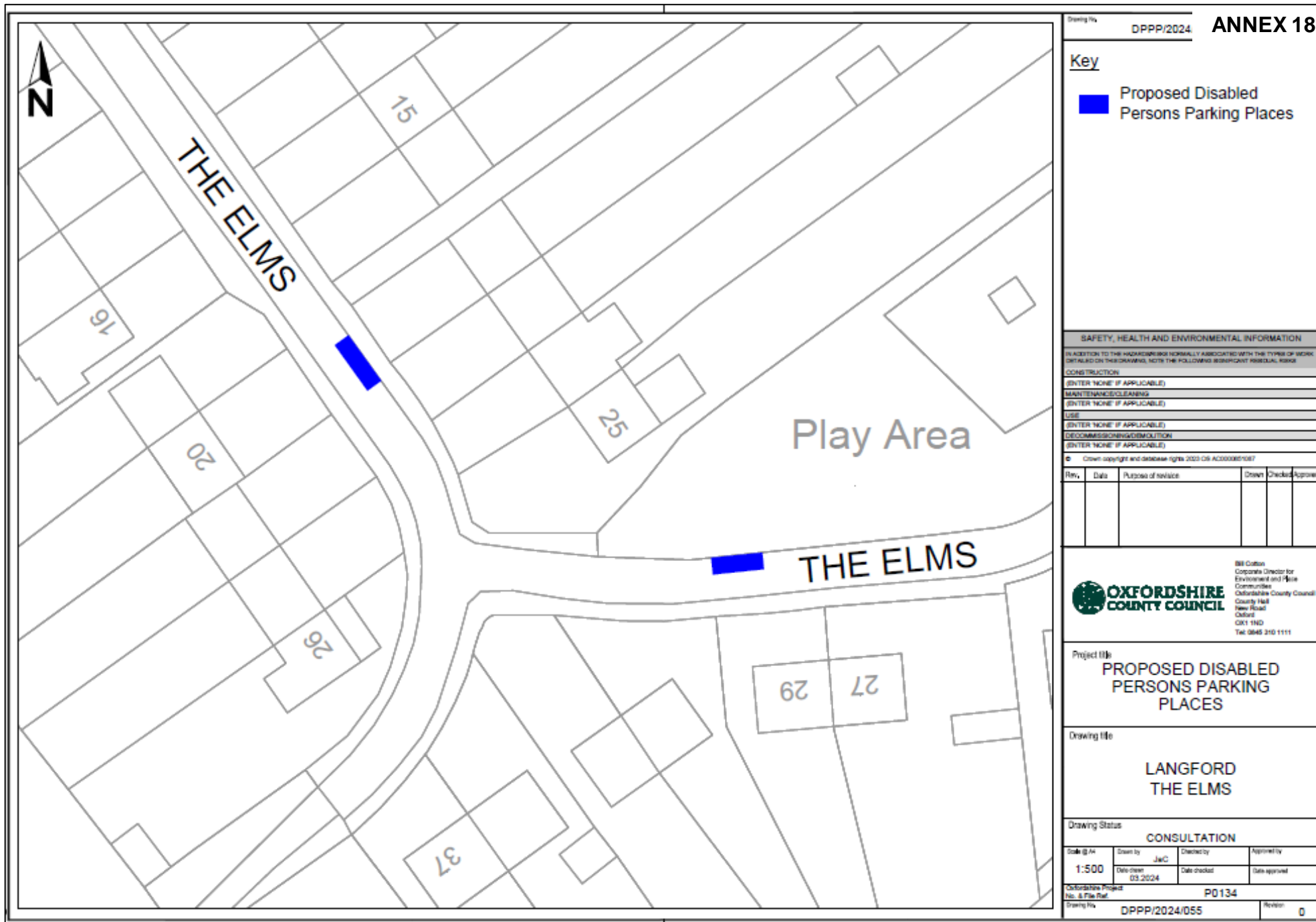
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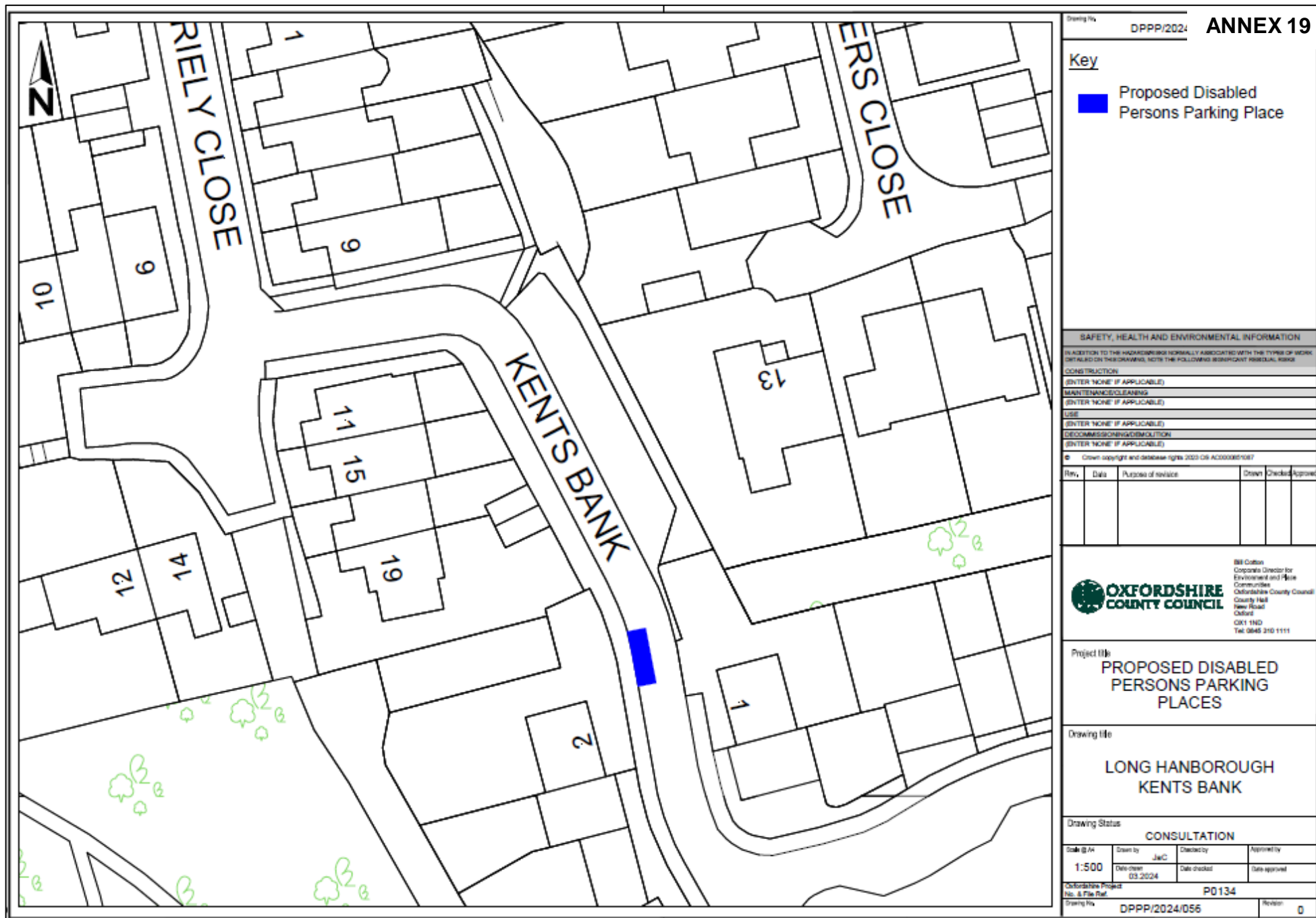
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p style="font-weight: bold; font-size: 12pt;">OXFORDSHIRE COUNTY COUNCIL</p> </div> <div style="text-align: right; font-size: 8pt;"> <p>Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0645 210 1111</p> </div> </div>					
<div style="display: flex; justify-content: space-between;"> <div>Project title</div> <div style="text-align: right;"> <p style="font-weight: bold; font-size: 14pt;">PROPOSED DISABLED PERSONS PARKING PLACE</p> </div> </div>					
<div style="display: flex; justify-content: space-between;"> <div>Drawing title</div> <div style="text-align: right;"> <p style="font-weight: bold; font-size: 18pt;">COMBE KNOTT OAKS</p> </div> </div>					
<div style="display: flex; justify-content: space-between;"> <div>Drawing Status</div> <div style="text-align: right;"> <p style="font-weight: bold; font-size: 14pt;">CONSULTATION</p> </div> </div>					
Scale 1:500	Drawn by JwC	Checked by	Approved by	Date drawn 03/2024	Date approved
Oxfordshire Project No. & File Ref			P0134		
Drawing No			DPPP/2024/060		Revision

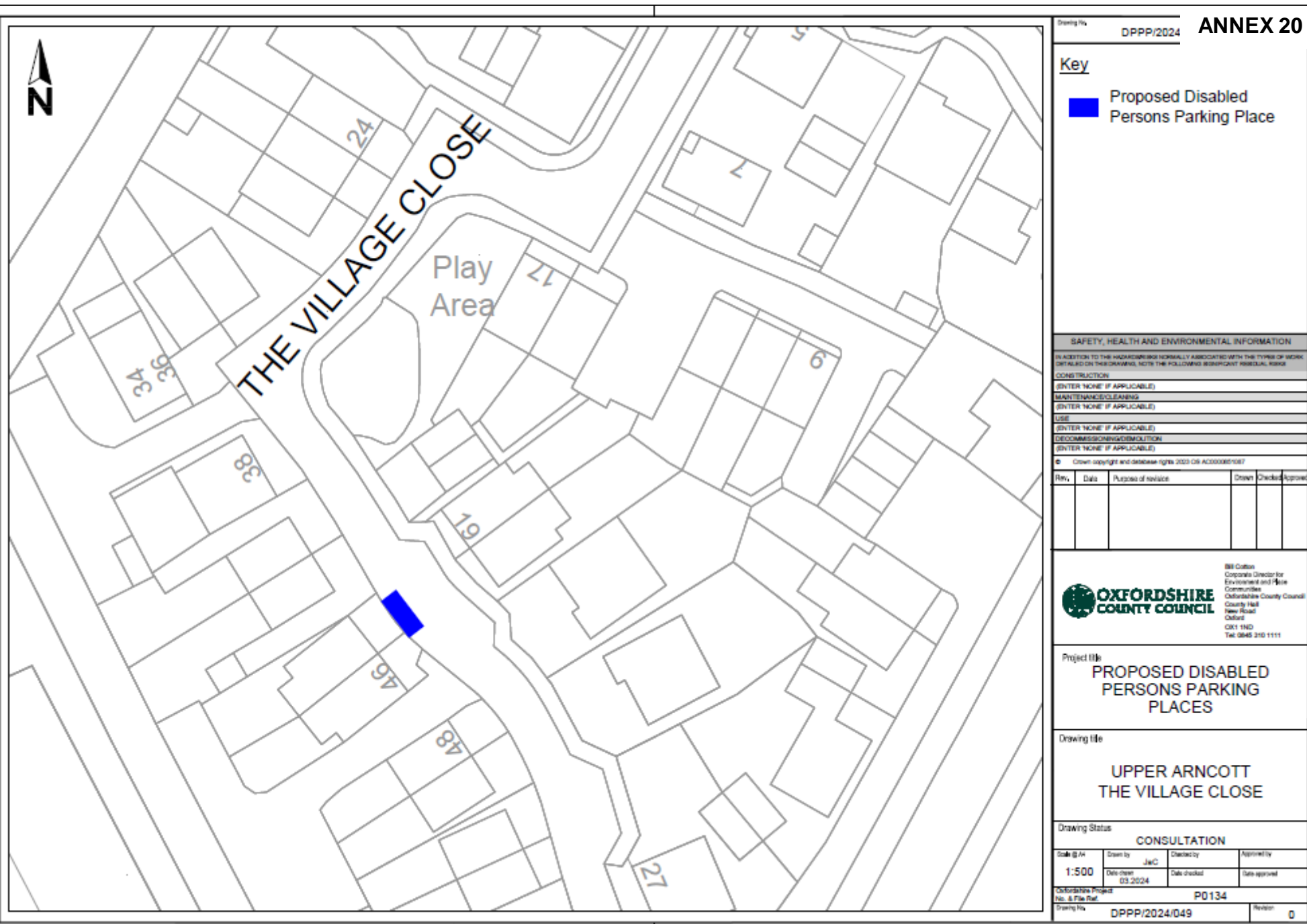




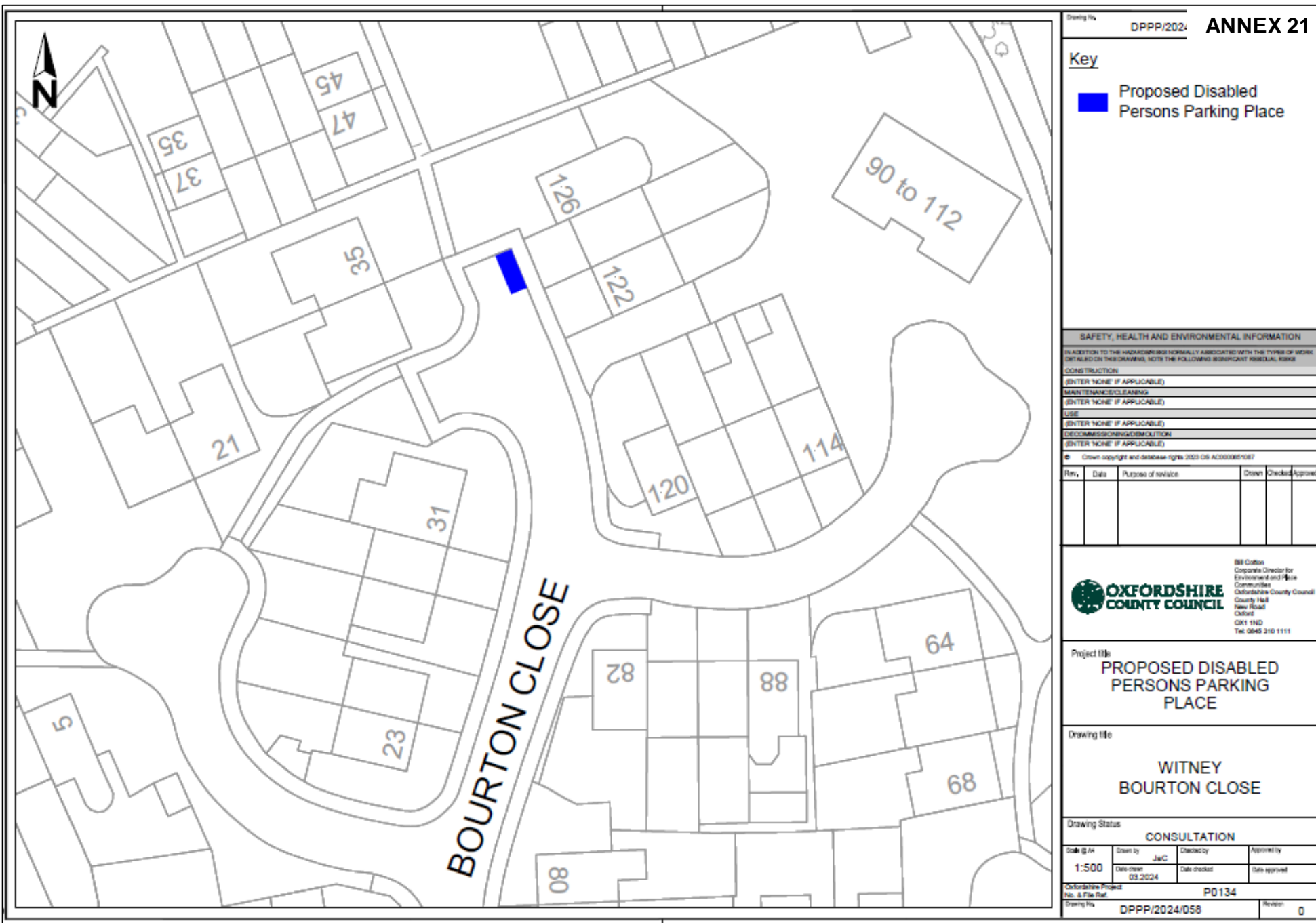


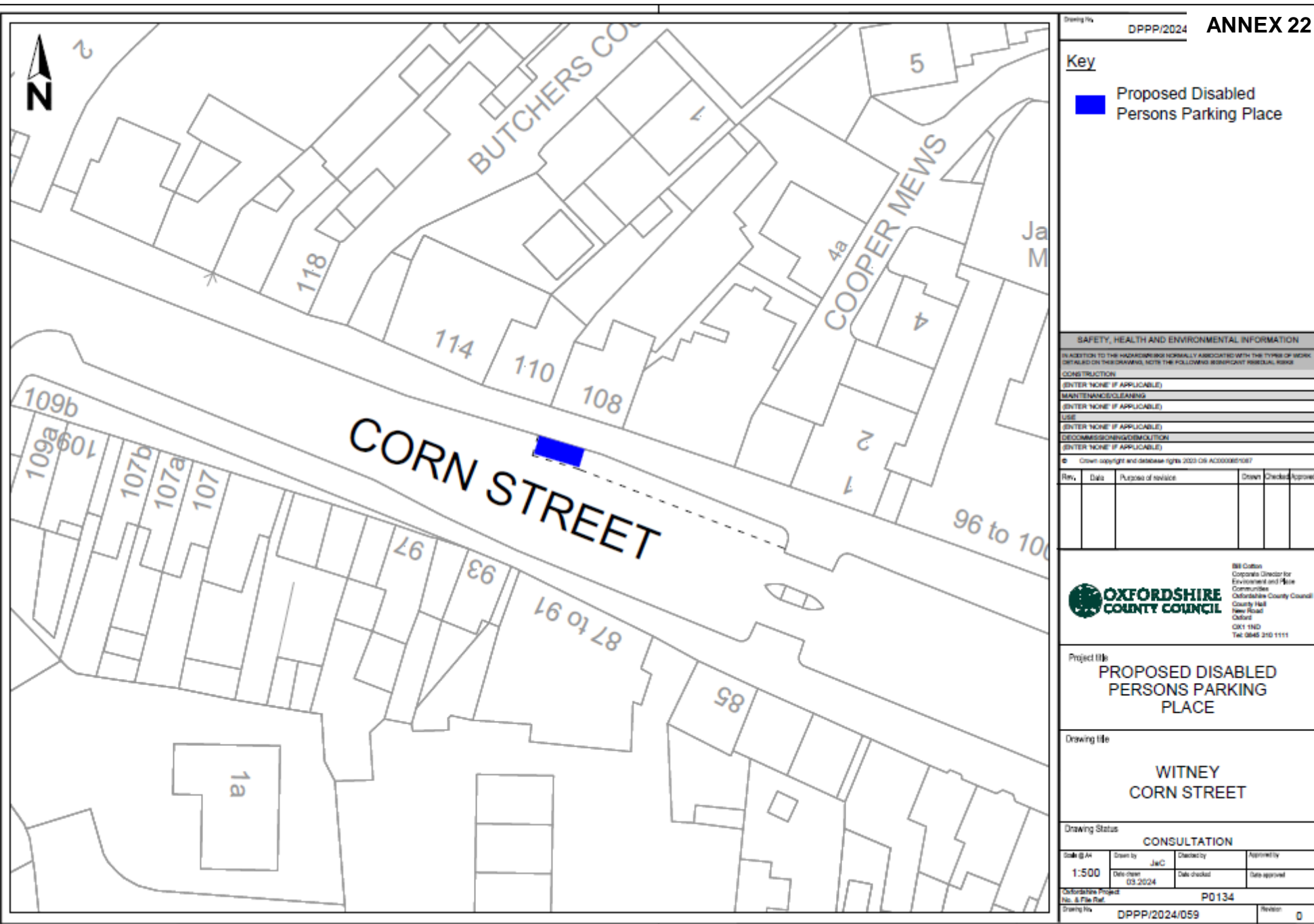
Drawing No	DPPP/2024			ANNEX 18		
Key Proposed Disabled Persons Parking Places						
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION IN ADDITION TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS/RANGE: CONSTRUCTION (ENTER NONE IF APPLICABLE) MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE) USE (ENTER NONE IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE) <small>© Crown copyright and database rights 2023 OS. All rights reserved.</small>						
Rev.	Date	Purpose of revision	Drawn	Checked	Approved	
OXFORDSHIRE COUNTY COUNCIL <small>Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 210 1111</small>						
Project Title PROPOSED DISABLED PERSONS PARKING PLACES						
Drawing Title LANGFORD THE ELMS						
Drawing Status CONSULTATION						
Scale @ A4	Drawn by	Checked by	Approved by			
1:500	J&C	J&C				
Date drawn	Date checked	Date checked	Date approved			
03/2024						
Oxfordshire Project No. & File Ref.			P0134			
Drawing No			DPPP/2024/055			Revision
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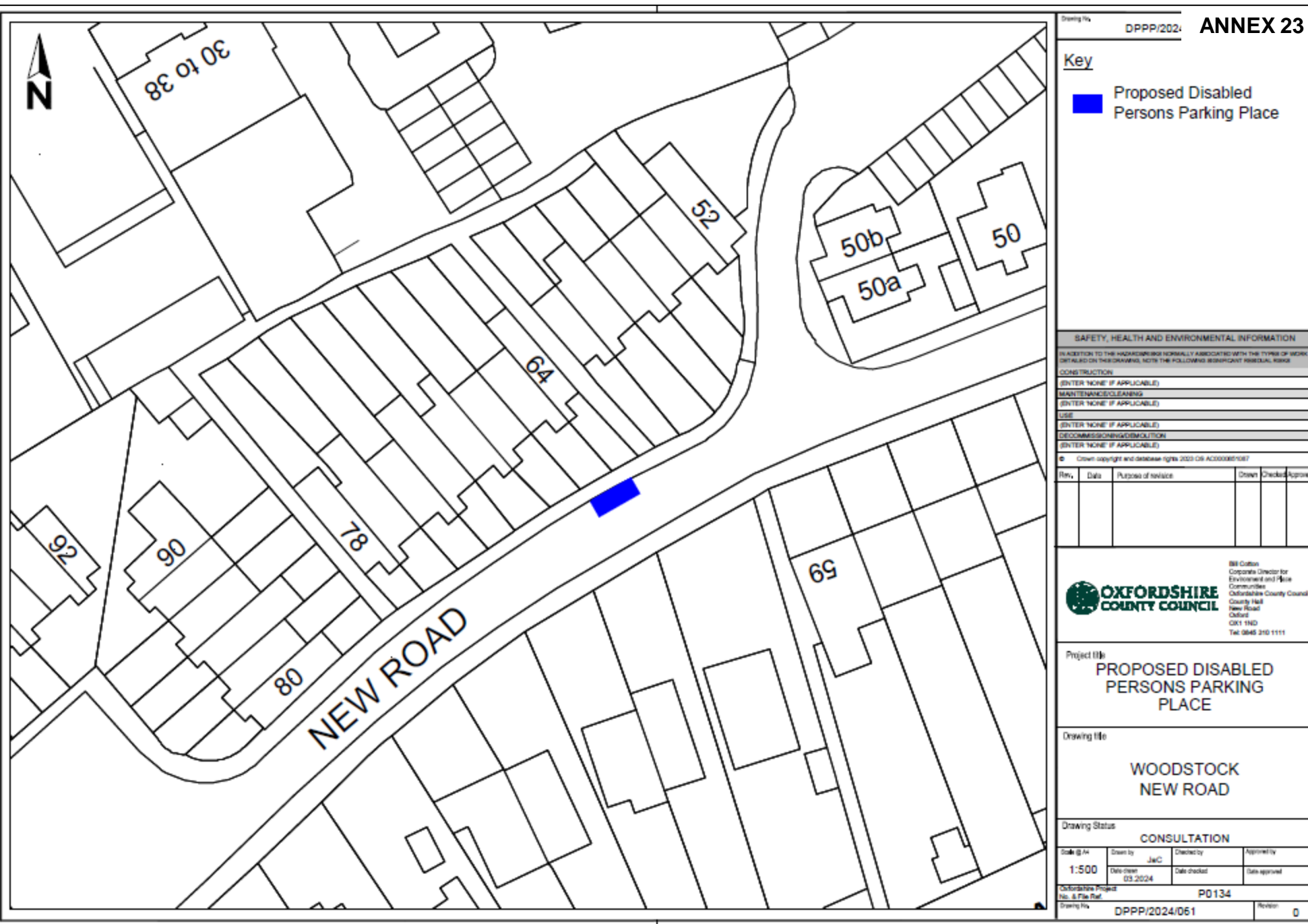


Drawing No.		DPPP/2024		ANNEX 20	
Key Proposed Disabled Persons Parking Place					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION <small>(IN ADDITION TO THE HAZARD SYMBOLS NORMALLY ASSOCIATED WITH THE TYPE OF WORK, DETAILS ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS)</small> CONSTRUCTION (ENTER NONE IF APPLICABLE) MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE) USE (ENTER NONE IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
OXFORDSHIRE COUNTY COUNCIL <small>88 Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 210 1111</small>			Project title PROPOSED DISABLED PERSONS PARKING PLACES		
Drawing title UPPER ARNCOTT THE VILLAGE CLOSE					
Drawing Status CONSULTATION					
Scale @ A4	Drawn by	Checked by	Approved by		
1:500	JaiC	JaiC			
Date drawn	Date checked	Date approved			
03/2024					
Oxfordshire Project No. & File Ref.		P0134			
Drawing No.		DPPP/2024/049		Revision	
				0	





Drawing No		DPPP/2024		ANNEX 22	
Key  Proposed Disabled Persons Parking Place					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION <small>IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING IMPORTANT REMEDIAL WORK</small> CONSTRUCTION (ENTER NONE IF APPLICABLE) MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE) USE (ENTER NONE IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE) <small>© Crown copyright and database rights 2020 OS. All rights reserved.</small>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL <small>88 Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 210 1111</small>					
Project title PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title WITNEY CORN STREET					
Drawing Status CONSULTATION					
Scale @ A4	Drawn by	Checked by	Approved by		
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Date issue	Date checked	Date approved			
03/2024					
Oxfordshire Project No. & File Ref.		P0134		Revision	
Drawing No		DPPP/2024/059		0	



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
<i>Landels (Bampton) - Proposed removal of DPPP</i>	
(2) Local Resident, (Bampton)	Support (Landells) – My wife and I have no objection to the removal of the 'Disabled Persons Parking Place'
<i>Abbey Road (Banbury) - Proposed new DPPP</i>	
(3) Local Resident, (Banbury)	Support (Abbey Road) – I am writing to express my support for the proposed disabled person parking place in Abbey Road, Banbury. I believe that this is an excellent idea, as I have two disabled individuals at home, including my mother who uses a walking stick for short distances and a wheelchair for longer distances. Unfortunately, parking is a major issue in our area, with neighbours often parking their vans and even holiday caravans on the streets. This causes a significant problem with parking, especially in the evenings and on weekends. Cars are often parked in the middle of the street near a small, triangle-shaped lawn, and when vans are parked, it is very difficult to leave, especially since my car is larger due to the wheelchair. Therefore, I strongly support the provision of even more than one parking space for disabled people, as this would certainly make life easier for those who are disabled.
(4) Local Resident, (Banbury)	Concerns (Abbey Road) – I myself am disabled and this would hinder me a great deal. If I may make a suggestion that the parking spot outside number 35 which is a couple of meters away from the proposed spot and the couple at number 35 have 3 vehicles to the 2 people living there and neither have additional needs. Yes, I find walking extremely difficult at times, if I have a bag with me it makes it all a lot harder so parking near my house has helped me a great deal over the last 20 years.

	The reason I suggested the space outside number 35 is that it is relatively close to the proposed bay, and the 7m long mobile home is there over hanging the parking bay both front and over the path and back sticking into the road, it's there somewhere around 355 days a year.
<i>Middleton Road (Banbury) – Proposed DPPP</i>	
(5) Local Resident, (Banbury)	Support (Middleton Road) – I have no reason to object to this presumably needed DPPP.
<i>Portway (Banbury) - Proposed DPPP</i>	
(6) Local Resident, (Banbury)	Support (Portway) - I am supporting. Due to the limited number of spaces available in this part of Portway I think it imperative that this space be allocated as disabled for the sole use of the applicant, to hopefully limit any possibility if someone else using the space and therefore making it difficult for the applicants to access their car if further away due to very limited mobility.
<i>Westbeech Court (Banbury) - Proposed DPPP</i>	
(7) Local Resident, (Banbury)	Objection (Westbeech Court) – There are 28 maisonettes in Westbeech Court and only a small amount of parking spaces which causes absolute chaos. By removing another space for a Disabled Bay which is NOT needed you are creating more parking chaos!
(8) Local Resident, (Banbury)	Concerns (Westbeech Court) –. I'm writing regarding the proposal for disabled bay in Westbeach court. It is unnecessary because disabled badge holders can park in any permitted bay at any time. The parking here is extremely bad as it is, there's only 6 bays and 15 people trying to park in them few of them have been reported numerous times for parking without permit holder and nothing has been done about it. We've reported online, sent emails and nothing, no one comes to check so what are paying for?

Western Crescent (Banbury) - Proposed DPPP	
(9) Local Resident, (Banbury)	<p>Objection (Western Crescent) – I strongly oppose this proposal for many reasons:</p> <ol style="list-style-type: none"> 1. Western Crescent has been built with houses and no parking. Some residents have been able to ease this pressure by building off street parking but only a small minority. 2. This is a crescent with no traffic flow and causes congestion on daily basis. 3. This road is already abused on a daily basis with non residents parking here for free when using the train, going into the town centre, the hospital, going on holiday and more recently residents who live on Hightown Road and who don't have a driveway themselves. <p>The disabled access space would not be required if OCC would be able to support residents with the abuse of parking this road receives. Removing space for residents off the road and giving priority access space just to one household is not justified or fair to ALL the residents suffering this problem of not being able to park at their home address. I would very much like to hear your response and thoughts on the above 3 points of frustration.</p> <p>I would also like to raise the serious safety concerns that the unsafe/free parking that is happening on a daily basis down Hightown Road. This used to occur along Bankside until OCC realised the danger it created and marked the road with double yellow lines but all this has done has shifted the problem around the corner. Quite often there are 5+ cars parked in a row heading down the hill and around the bend meaning you have to drive on the wrong side of the road with zero visibility of any oncoming cars. There is a serious accident waiting to happen</p>
(10) Local Resident, (Banbury)	<p>Objection (Western Crescent) – I would like to object to the proposal to provide a disabled parking space in Western Crescent.</p> <p>It is difficult for residents to park in the street owing to other road users parking here and then going off to work etc. I do feel a more reasonable solution would be to make Western Crescent resident parking only and in this way we could all park closer to our homes.</p> <p>I would also point out that there is already a Disabled Parking spot at the bottom of the street and feel that having two in a short street is unreasonable.</p>

Woodgreen Avenue (Banbury) - Proposed formalisation of two DPPP's	
(11) Local Resident (Banbury)	<p>Objection (Woodgreen Avenue) - I am writing this email to object to the disabled person parking bay being put outside number 26 woodgreen avenue Banbury ox160ax for the reasons I will state below.</p> <p>Objection 1: I would like to object to the disabled parking bay outside the resident of 26 woodgreen avenue as we would all like to park our vehicles outside our homes but there is not enough space to do so. There isn't enough space as it is out there for people to park their cars. The household stated above has more than 1 vehicle to the household to which they ALL are able to park right outside their house.</p> <p>Objection 2: I'm also sending this objection to the proposed disabled bay as there is already TWO vacant disabled bay on this stretch of road which are not used by anyone else. This is an extremely busy street with most household having more than 1 vehicle and finding it impossible to park as it is. The proposed disable parking bay would further occupy a further 2 parking spaces (3 metres) if agreed and not only this would be a strain on the parking for other residents. On this note the address stated above is able to park outside the household everyday without fail even if the vehicle has gone when they arrive back the same space is still empty on arrival for them to park there vehicle right outside there front gate.</p> <p>Objection 3: The household in question for this disabled bay is more than capable of walking a distance, as we see the occupant walk to the local shop daily as well as walking to a family members on this note I don't feel like it would be appropriate for a disabled bay to be put in as the TWO vacant disabled bays on the road already would be more than appropriate for them to park in and walk the small distance to there house. Not only this anybody that holds a blue badge is able to park in that space outside the home so the occupant would have to walk a distance to there home if the disabled bay is already being used by someone else, so why can't the TWO vacant bays already on the street be used for this occupant instead of causing more parking issues.</p>

(12) Local Resident (Banbury)	Concerns (Woodgreen Avenue) - We already have 2 bays which are not used on this stretch of 14 houses another one would cause parking problems as there bigger than a size of a car. The lady in question would be able to use one of the bays that is already there.
(13) Local Resident (Banbury)	Concerns (Woodgreen Avenue) - I don't believe it's necessary for a bay to be put outside as there is always parking space outside the occupants house, mainly taken by the 3 cars that belong to that one household, one being the owner of the house and the other two being her sons car and her daughters boyfriends car, there has been many occasions where the the "disabled" person has parked further down the street due to her household cars being parked outside her house which they could easily move their cars. Her neighbour at 28 has recently had a driveway built which has given that stretch an extra car parking space even know that occupant no longer has a car to park on the driveway, they are good friends and I'm sure she could park on her drive way if needed. There are already 2 disabled bays on this stretch of road that are not currently in use and she can park in them, from what I'm aware of there are a number of people on this road that do have a disabled badge and also have the right to park in "her" disabled bay if one was to be put in, which I'm sure people would also use for their benefit so it doesn't really help her in that instance as she would loose the opportunity more to park outside her own house when there is no issues with parking outside anyway.
<i>Lancaster Close (Bicester) - Proposed DPPP</i>	
(14) Local Resident (Bicester)	<p>Object (Lancaster Way) – My understanding when purchasing my house is that the parking spaces are available to any of the residents on this part of the road from house number 18-36. And that no resident has ownership over a space.</p> <p>Whilst I understand people have disability needs, there is already a massive strain on these parking spaces as some residents have more than one vehicle and it is very much "first come first served" with spaces.</p> <p>Additionally, if a permanent disabled parking space is made, what would happen if the disabled person moved house in the future. Are the remaining residents going to be stuck with a parking space that nobody else can use unless they are disabled?</p> <p>Therefore, I would be against this proposal. And would be in favour of permitting 1 car park space to each resident directly outside their house. - As the map you provided shows this is possible and would be more fair to the other residents.</p>

<i>Mallards Way (Bicester) - Proposed DPPP</i>	
(15) Local Resident (Bicester)	Support (Mallards Way outside No's 72 & 74) - I have no issues with the Disabled persons parking places outside houses 74 and 72
(16) Local Resident (Bicester)	<p>Concerns (Mallards Way opposite No. 91) - I am confused as to why the third space has been requested as it's not outside any one's property and against a wall.</p> <p>I understand that this space has been proposed by the occupiers of 91 Mallards Way. If this is correct I'm confused to why they would request this space as they have only one car and their drive is situated directly outside their front door. For them to access the proposed disabled parking space would require them to walk across two drives and across a road which defeats the object of the parking space making things easier due to considerable difficulty over long distances.</p>
(17) Local Resident (Bicester)	<p>Object (Mallards Way opposite No. 91) - We would like to advise that we want to make sure any parking does not obscure our view of traffic as we leave our drive way. At the moment we have to get almost into the middle of the road to see what's coming around the corner because people do park right up to our drive way & this completely blocks our view.</p> <p>We are on a 90 degree bend - so cars that park outside our drive way do obscure our view and it makes leaving and arriving into our drive way sometimes quite hazardous as cars do travel quite fast upto the bend.</p> <p>Any van that parks directly outside the drive way totally obscures our view.</p> <p>So in light of this we would object to parking outside our house & if you ignore this objection then the very least we would expect is that some height restriction is made.</p> <p>I am aware of neighbours that do need disabled parking, and I see this is being accommodated outside 74 Mallards</p>

	<p>Way where there is plenty of visibility.</p> <p>The 90 degree bend our house sits adjacent to is quite precarious at the best of times to see passing traffic, I do worry adding a disabled parking would mean there would always be a car parked in the way of our sight, where at the moment at least at some points in the day we can leave our drive way and actually see in both directions.</p>
(18) Local Resident (Bicester)	Support (Mallards Way outside No's 72 & 74) - I live at 74 and need use of a space for my wife who has Alzheimer's
<i>Villiers Road (Bicester) - Proposed removal of DPPP</i>	
(19) Local Resident (Bicester)	<p>Support (Villiers Road) – Thank you so much for finally turning your attention to this matter.</p> <p>The disabled space has not been required for the past two years. Its removal cannot happen soon enough. Please go ahead and restore the space to its former general use immediately.</p>
<i>Cherry Tree Way (Carterton) - Proposed new DPPP</i>	
(20) Local Resident (Carterton)	<p>Object (Cherry Tree Way) - I'm making it very clear I strongly oppose the idea. For the reasons as follows. The street is very limited on parking as it is for all with no house allocated on street parking.</p> <p>Even if the on street parking is in use there are surrounding streets within 10 metres of the proposed space which offer parking. I don't think they've looked at all the options and a parking space isn't the answer because they can't park their car where they want.</p>
(21) Local Resident (Carterton)	<p>Concerns (Cherry Tree Way) - I would like to highlight some concerns about the proposed location of the parking space.</p> <p>As you can see from the attached photograph, the road is extremely narrow and only allows for parking on one side of the road. Cars have now started to park partly on the curb to enable through flow of traffic. If a car were to park on the</p>

	<p>opposite side of the road to the disabled bay, it would be unusable as traffic could not pass safely if cars are parked on both sides.</p> <p>In our time living here (in excess of 10 years) we have witnessed several accidents and near misses at the junction between Cherry Tree Way / Pear Tree Walk due to restricted visibility of the driver & cars that are required to drive on the wrong side of the road due to parked vehicles. This has been brought to the attention of local residents on a number of occasions, yet parking in this way continues. Adding a permanent parking space will further add to the risk of accidents occurring.</p> <p>Moreover, every property on Cherry Tree Way has two available parking spaces to the rear of their property - one off street and one in their garage. It is unfortunate that this address has chosen to convert their garage into a workshop, rather than using it for its intended purpose which is to house a car. Home owners should be encouraged to utilise their allocated parking (which this property does not) prior to requesting additional parking which is in no doubt to the detriment of other road users and their safety.</p>
<i>Dovetrees (Carterton) - Proposed DPPP</i>	
(22) Local Resident (Carterton)	<p>Object (Dovetrees) - As I'm sure you are already aware, parking is a real difficulty at the bottom of Dovetrees. There is little available space for the needs of the street, with most residents having two cars and no driveway. Another difficulty is that the parking behind where you propose to add a disabled bay is directly under the trees, which leaves cars covered in tree sap (very difficult to get off your car) and splattered with bird excrement every time you park under it. We run a business where we have equipment that we need to get in and out of our car. The the space you are proposing is where we park our car, with our business car parked behind under the trees (not ideal but have no choice) as there is nowhere else to park. Our neighbours kindly respect that because it is nearest to our house that we typically park there; they all typically park outside their homes which we also respect.</p> <p>There are some cars that park in front of the garages and there is no more access to have additional cars in that area. Currently there are no residents living in number 19, however, when there are new residents living there, there's a good chance they will have 1-2 cars and then it will be almost impossible for everyone to park as there is NO room for anyone to park of an evening as it stands.</p> <p>Weekends are very difficult as there are often children/friends visiting neighbours who will park where we usually park meaning we have nowhere to park and end up half way up the road if we are lucky. This is far from ideal.</p>

	<p>Although we do understand that some neighbours would like disability parking, we feel it will put even more pressure on what is already a tricky parking situation and so therefore strongly oppose the idea.</p> <p>We propose a few ideas that could help with parking: Remove the large bush and grassy area where you propose a bay and extend the cut-in bay both ends so there are more cars that can park diagonally along there. A resident parks up on the grass opposite the cut in bays, remove this grassy area and put another cut in bay. We're not sure how it will massively benefit the people who are requesting the disabled parking, since it is us that park there and assuming not the people asking for the disabled bay? Could the disabled bay not be marked outside the people who are requesting it? Just a thought! We really do hope that you take on board our thoughts and understand that it is important to us that we have a close-by, safe place to park for the safety of our children. We would appreciate being kept up to date with anything relating this decision.</p>
<i>Kestrel Close (Carterton) - Proposed removal of DPPP</i>	
(23) Local Resident (Carterton)	Support (Kestrel Close) – It would free up a little more space in what is a busy parking area to begin with.
<i>The Slade (Charlbury) - Proposed new DPPP</i>	
(24) Local Resident (Charlbury)	Concerns (The Slade) - This will limit parking, which is already an issue.
<i>Walterbush Road (Chipping Norton) - Proposed new DPPP</i>	
(25) Local Resident (Chipping Norton)	Object (Walterbush Road) - The parking along this road. Is a complete nightmare already. With a number of people who would benefit disabled parking.

	<p>A number of us have drives we can't use due to no drop curbs. There is a small amount of grass opposite the proposed parking space. That could be turned in to a number of parking spaces. For those who live along this road.</p> <p>I already 90 percent of the time to be able to park outside my own home.</p> <p>So sadly no I do not agree for a disabled parking for 1 person to be able to park thier car. Surely making more parking available would be a better choice for all residents. I would love to be able to park on my drive but unable to.</p>
(26) Local Resident (Chipping Norton)	<p>Concerns (Walterbush Road) - A far easier solution to the time consuming and tax payer funded construction of a specialist parking space would be to merely contact your opposite number at Cottsway Housing and have them instruct their tenants at no 71 to find alternative provision for at least one of their vehicles. The residents are a couple, yet they have one large saloon car, a medium size hatchback and Transit van. Together they account for 4 spaces when parked.</p> <p>I fully appreciate that everyone needs to park their car (or maybe two) somewhere but parking was never an issue before this couple moved in. Now however, the disabled tenant who has parked in the street for many years without issue, has to resort to contacting the Council for a dedicated space. Go figure.</p> <p>Let's save everyone the hassle and expense of going through the process of building a dedicated disable parking space (and then policing it) by putting in a call to no. 71 and politely asking them to find somewhere else to park their Transit van.</p>
(27) Local Resident (Chipping Norton)	<p>Support (Walterbush Road) - In answer to your recent letter outlining the proposed disabled parking bay in Walterbush Road, I am very much in favour of it.</p> <p>Currently my neighbour who is badly disabled, has to park partly in the bus bay and partly on yellow lines to get any where near the gate to his bungalow. He does not have a parking facility in the grounds of the bungalows. We can only park on one side of the road here because the road is narrow and a regular bus route. (We appreciate having the bus service).</p> <p>I too am disabled, but because of the location of my bungalow, I was able, at my own expense to have an uncovered drive installed on the property.</p>

	<p>The grass verge outside these bungalows is also used by residents of these bungalows for parking, as do the care assistants, medics, and ambulances that call daily to tend to the residents in these four bungalows. I could suggest that turning the grass verge into a regular parking bay for bungalow residents would ease the bad feelings caused by vehicles being parked outside the properties opposite, who's tenants, owners, feel that they should be able to park outside their property.</p> <p>The proposal is a very good start on easing tensions caused by the parking problems in this corner of Walterbush Road.</p>
<i>Knott Oaks (Combe) - Proposed new DPPP</i>	
(28) Local Resident (Combe)	<p>Support (Knott Oaks) - I would be interested to know whether this has been requested by someone living in Knott Oaks, close to this space? If so, I would have no objection.</p> <p>If it hasn't been requested and isn't needed, it will cause a problem.</p> <p>I have lived here for 14 years and parking has never been as bad as it is now. Lots of new people have moved in with multiple cars, which can't be helped. We have a van that never moves and is being used as a garage, and a caravan, that I know is allowed, but does create a problem for everyone.</p> <p>If this disabled space isn't required and no one is going to use it, it will exacerbate the problem.</p>
(29) Local Resident (Combe)	<p>Concerns (Knott Oaks) - My question is where is the "local demand" originating from? If this is for a general increase across Oxfordshire or a truly "local" demand originating from within Knott Oaks? If it is the former, then I would suggest you truly consider the local demand for parking within this area (outlined below).</p> <p>Current demand for parking spaces is at a premium in the street frontage between no's 38 and 46 where the proposed parking space has been placed. I believe approximately 10 cars can be parked along this space. The addition of the proposed disabled space would remove 2 car spaces from this area.</p> <p>The current situation of those who park there is as follows (obviously this changes over time).</p>

No. 8 (us): 2 cars

No. 6: 1-2 cars

No. 38 and 38A: 1 car each (2 total)

No. 40: 2 cars

No. 42: unsure, however I believe there is a disabled person there (they have a ramp to their house).

No 44 and 46: unsure, however there are always cars parked in front.

As you can see, if all these cars are present (most often at night) then this space is generally full. However, it is quite empty during the day as most of us head to work.

Most other relative properties on the map (No. 2a-d, 4, 1, 3, 5, 7, 9) have their own parking area / driveway.

In addition, there are 2 disabled bays in the parking area adjoining No. 9 (marked on map) which are generally unused.

My questions and points are:

- If the “local” demand is from the resident at No. 42, then the spot be placed at the other end, closer to their house) and / or it should be ensured that they use it (currently, from my observations, they are able to park in front of their house for the majority of the time).
- To my knowledge, none of the other regular users, require a disabled permit.
- The 2 current spaces go unused for most of the time, and should be removed if the current proposal goes ahead.
- My fear is that if this proposal proceeds, the space will remain empty the majority of the time and create further pressure. Already there is one property who believe that the space in front of their house is for their “exclusive” use and you risk abuse or damage to your car if you park in front of their house (a sad situation, but unfortunately true! – my car has been keyed when parked there - reported to police, however no proof who the culprits were).

If the “local” demand is Oxfordshire wide, then I suggest this proposal be reconsidered based upon the actual “local” demand within Knott Oaks.

	If there is true local demand (i.e. within Knott Oaks), then some further consideration is required due to the proposed placement, which will only create more pressure for those that currently use these spaces.
(30) Local Resident (Combe)	Concerns (Knott Oaks) - They have two cars so if the proposed disabled parking goes ahead they will continue parking one of their cars on their lawn and their other car in the disabled space. I am sure that if one of our parking spaces is given over to them as disabled parking and their neighbours (myself included) complain to you with photos of their second car parked on their lawn (right outside their window) you or the council will just reply that there is nothing that can be done and that it is now a disabled parking space and they have a disabled badge.
<i>Horse Fair (Deddington) - Proposed DPPP</i>	
(31) Local Resident (Deddington)	<p>Support (Horse Fair) – We would be more than pleased to see this application granted.</p> <p>For several years we have watched a disabled person struggle greatly to walk to the Market Place in Deddington to park their car. Last year, we were incredibly disappointed to note a fine had been issued for car parking opposite their home whilst they struggled with shopping to and fro. The disabled space needed from the end of the bus stop in no way hinders the bus stopping. Historically, we believe when the bus stop was established, the yellow lines did not extend at all past the bus stop but were requested by a resident who did not want their view impaired by parked cars. We consider it would be grossly unfair to penalise a disabled persons parking space in Horsefair.</p> <p>The bus stop is somewhat of an anomaly to us as there is not an adjacent bus stop opposite, and we have always queried why this one is needed at all, especially considering there is another bus stop within a short distance in both directions. Indeed during the monthly Saturday Market and the Annual Deddington Fair, the bus bypasses the Market Place and Horsefair on the main road.</p> <p>We trust you will look favourably on this much needed application.</p>
(32) Local Resident (Deddington)	<p>Support (Horse Fair) – I am pleased to hear this and have no objections.</p> <p>The public parking in Deddington is really bad and it may not be a bad idea to include public parking in the remainder of the pull in.</p>

<i>Hudson Street (Deddington) - Proposed removal of DPPP</i>	
(33) Local Resident (Deddington)	<p>Support (Hudson Street) - A request has been made to remove the disabled parking bay on Hudson St Deddington following the passing of the resident that used it. The parish council have written to request that it remains to enable disabled customers of the pharmacy to park.</p> <p>I can confirm that customers park on the single yellow line directly outside the pharmacy (where there is space for 4 cars) and do not use the disabled bay.</p> <p>Parking for residents on Hudson St is extremely limited with many being forced to park on the market square and returning the disabled bay to normal parking would benefit the residents far more than an empty disabled bay.</p> <p>The view of the parish council has clearly been made upon an assumption rather than gathering evidence or consultation with residents.</p>
<i>Kytes Place (Kirtlington) - Proposed new DPPP</i>	
(34) Local Resident (Kirtlington)	<p>Support (Kytes Place) - I have no objection to the above proposal because the most likely beneficiary will be myself as I hold a blue badge.</p>
(35) Local Resident (Kirtlington)	<p>Concerns (Kytes Place) - There is no private land for the residents of Kytes Place to park on. We are terraced cottages and do not have a driveway or garage, meaning the only parking available is the lay-by out the front, or the other side of North Green. Many other properties around us do have their own driveways and garages but sometimes opt to not use them, meaning that lay-by is used by a number of different cars. It can be difficult as it fits around 4 cars in, (if parked correctly). Between numbers 4, 5 and 6 Kytes Place there are 6 cars that need to be parked at any given time, and so already it means that vehicles have to park on the other side of North Green, or sometimes on Mill Lane</p>

	<p>or Hayford Road. I appreciate the disabled bay only takes up one space, but equally that is one space less for households who already have difficulties parking.</p> <p>1. The space is not near any amenities in Kirtlington. I absolutely believe there should be access for everyone to everything, but I cannot see how a disabled space there is going to give anyone better access than what there already is. There is nothing near to Kytes Place that people would be visiting. In Kirtlington, there are very few attractions. The main ones are:</p> <ul style="list-style-type: none"> ○ The Village hall - This already has its own carpark, and therefore very accessible for everyone. It is also a fair walk away from Kytes Place with multiple road crossings needed to get there ○ The Dashwood - They have their own carpark as well, and therefore should be accessible. There is also on the road parking that is closer and would be better access ○ The Oxford Arms - As above, they have their own carpark, and are a further walk than the village hall, again with multiple road crossings to get there ○ The Quarry - This is a kilometre down the road, and has multiple lay-by spaces already created right next to the quarry. A disabled bay next to the access with no steps would be perfect for anyone looking to get to the quarry or down to the lock. <p>I fail to see what the benefit is to having a disabled person space there, as there are so many other more suitable places, that also wouldn't disrupt the residents given that it is already hard to park in this area. I suggested in my online survey that actually those lay-by spaces would do well to be marked up and made into permit parking for people on Kytes Place so each property can park one vehicle there. This would also be suitable for if the purpose of the disabled bay is for a resident on Kytes Place so they are always able to access their property easier. I appreciate parking is always a difficult topic, and we manage to make it work with what we have, but it would be frustrating to lose already limited space, and ultimately wouldn't be benefiting those it's intended for.</p> <p>I hope this makes sense, and would be happy to discuss further if needed. I would be more than happy to propose more suitable places for disabled person parking to be put into Kirtlington if required.</p>
(36) Local Resident (Kirtlington)	<p>Object (Kytes Place) - Thank you for the opportunity to comment on this proposal which we strongly oppose.</p> <p>We are aware that accessible parking bays are essential for disabled motorists who need extra room to safely get into, and out of, their vehicles. As you will know, spaces are wider and longer than the average car parking space. Disabled parking bays should be at least 2.4m wide, 4.8m long with a 1.2m "access zone" around each side of the bay. The</p>

	<p>proposed disabled persons parking place would, therefore, using these measurements, protrude dangerously into a very busy road.</p> <p>As a point of interest, we understand that the proposed site is not a designated parking bay, but is an area of North Green worn away over the years by car parking. Kirtlington Parish Council has responsibility for decisions made affecting North Green and our local community - has Kirtlington Parish Council been consulted over this proposal? Also, has a survey of Kirtlington been conducted in order to explore suitable sites for a disabled persons parking space in the village? A survey would provide an essential opportunity to investigate the opinions of Kirtlington residents.</p> <p>In your letter seeking our views, you state that the proposal is being put forward in response to increased local demand for parking for those with a permanent or substantial disability. Any disabled parking bay must, of course, be made available for use by all members of the general public with a disability, not solely for the use of any one local individual.</p> <p>We would appreciate confirmation that our opposition to this proposal will be submitted as part of the statutory process.</p>
(37) Local Resident (Kirtlington)	<p>Object (Kytes Place) - I wish to confirm that I object to this proposal on the following grounds:</p> <ol style="list-style-type: none"> 1. Kytes Place is a narrow residential road where parking on both sides is not possible due to causing an obstruction, so vehicles cannot flow through, therefore we can only park on one side of the road at anyone time. 2. On the map where it is proposed for the disabled bay to be sited this layby is 1800 wide which falls well short of the requirements for a disabled bay. To implement a disabled bay, I understand the recommended minimum dimensions are 2700 wide although this would mean the driver or passenger would be leaving their vehicle straight onto the narrow highway so with that said, the width should be 3300. To establish this width it would mean further works to the green i.e. excavation works at additional costs. 3. According to the resident applicant's mandate for councillor and I quote 'I also love my sport and was able to train with the British Para Snow Sport team, becoming British champion in Slalom and Giant Slalom'. A fantastic milestone but does highlight their ability to be able to walk to their car, parked around the green. We all purchased our properties knowing that we did not have private parking and had on-street parking which is on a first come first serve basis.

	<ol style="list-style-type: none"> 4. On a regular basis the resident applicant walks through the village to their parent's home, so it is my considered view that this person does not have difficulty walking and therefore does not necessitate a disabled parking bay outside their property. 5. There are five houses within Kytes Place plus three further houses within the street. The three houses all have off-street parking, so the four current bays support parking for the five Kytes Place houses which works as two of the houses do have garages. To implement the disabled Bay this would mean we would lose two parking spaces which would put additional pressure on the ability to park our cars. We all use the other side of the green from time to time as we do have visitors to the area and walkers that park in this layby. Perhaps a better solution for all residents would be to have 'residential permits'. 6. Another concern I have is that currently we have two school buses that pickup/drop off school children during term time, the two schools in question are; The Marlborough and Cokethorpe, extending the parking into the street will impact this service to local children. <p>Please can you advise the date of the meeting in June and how will it be communicated to the residents of Kytes Place the outcome.</p>
(38) Local Resident (Kirtlington)	<p>Object (Kytes Place) - The land that has been taken up with parking in the so called Lay-by is part of the Parish Council owned green space known as North Green and parking has been accepted there as part of village life in an unofficial capacity over the years.</p> <p>Parking has always been difficult around the Greens in Kirtlington and people who buy properties in these areas are fully aware that they have no priority for parking when purchasing their homes. This particular application would take over one third of the available parking area in the lay-by, consequently reducing the sought-after spaces for all other residents.</p> <p>As far as I am concerned the creation of a disabled space in this particular area of North Green would put all the local residents at a disadvantage where parking is very limited. There are many residents that use the spaces mentioned on a first come first serve basis with an over flow very close by on the far side of the green just a few feet away.</p> <p>There are many other appropriate places in Kirtlington where this parking area could be positioned. One of which is on the Heyford Road just a few steps away from Kytes place, it is a public highway and not part of the green space of North Green in Kirtlington.</p> <p>For these reasons I place my objection to the above application.</p>

(39) Local Resident (Kirtlington)	<p>Object (Kytes Place) - We write to place on record our strong objections to the disabled person's parking place proposed (DPPP) for Kytes Place, North Green Kirtlington. for the reasons set out below.</p> <p>Oxfordshire County Council clearly state in the document on their website titled Disabled parking places that "<i>there must be a suitable location for the parking place on a public road. We cannot provide places on private land or land owned by another authority</i>"</p> <p>The area described in your notice as a lay bye was not and never had been constructed as a lay bye and does not conform to any design standards as such. Over many years the residents of the properties in Kytes Place parked their cars partly on North Green which gradually degraded the area of the Green on which the parking took place. This area is, therefore, owned by Kirtlington Parish Council and was finished with tarmac by OCC without the consent of the parish council when the highway surrounding the green was resurfaced. It does, however, remain in the ownership of Kirtlington Parish Council and as such is not a suitable or lawful location for a DPPP. In addition North Green is a registered village green with the increased protection offered by this status.</p> <p>We have lived within sight of North Green for more than 50 years and can confirm that the information above is correct as can other neighbours living nearby.</p> <p>In your email correspondence, which I have seen, you state incorrectly that Kirtlington Parish Council has been consulted on this proposal. We have been in direct communication with the acting Chair of the council who was surprised by this claim and confirmed that there had been no consultation. In addition we have seen no evidence of a site notice which should be displayed. Perhaps you can confirm the date when the notice was displayed and the site visit carried out?</p> <p>North Green and the area surrounding it lies within the Kirtlington Conservation Area in which a serious attempt has been made to avoid the proliferation of unnecessary road markings and signage. The introduction of a marked DPPP with associated signage within this protected area would be harmful to the character of the conservation area.</p> <p>Turning now to the question of the need for the DPPP, we do understand that the provision of a DPPP can be important if an applicant has mobility issues which impact on their ability to walk between their car and their house. However, in this case, we do not believe that a need has been adequately demonstrated. Whilst you, correctly, do not name the applicant for the DPPP it can reasonably be assumed that it is the occupier of Beverley to which the space most closely relates. This being the case it is clear from our own direct observations that they have no apparent difficulty in walking considerable distances unaided in the village. It should also be noted that this person was the</p>
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	<p>British Paralympic Alpine standing Grand Slalom and Slalom skiing national champion in 2018. A great achievement but one which requires a high degree of mobility.</p> <p>Considering these factors we do believe the provision of a DPPP in this location represents an appropriate use of OCC taxpayers' funds and the proposal should be withdrawn.</p>
(40) Local Resident (Kirtlington)	<p>Object (Kytes Place) - My views on the proposal are the following.</p> <ol style="list-style-type: none"> 1. I disagree there is a demand for a disabled parking space in Kytes Place. 2. There are no local amenities in the vicinity so why the need? 3. All the current spaces are used mainly by residents all who can walk and physically active through their work or interests and hobbies. No persons living in Kytes places uses walking aids or equipment. 4. The road does not lend itself to this kind of space due to the width, situation, and traffic throughfare for the purposed space also its position so close to the road junction. It would also reduce the current area from 4 spaces to 2 which In my opinion confirms the area specified is not suitable. 5. There is plenty of close "Off street parking" in the North Green Area and the roadside outside the properties does not have any restrictions so unloading and drops off can be accommodated. 6. Lastly all the properties opposite the proposed area without driveways or garages have been purchased in the past 2/3 years and we all were aware of the parking restrictions that came with them. <p>I hope this helps in the non-discriminatory and mindful review of this proposal.</p>
(41) Local Resident (Kirtlington)	<p>Object (Kytes Place) - There is already limited parking around Kytes Place and North Green, with none of the cottages on Kytes Place having any private parking, and so use the lay-by out the front which usually fits about 4 vehicles if parked correctly. The surrounding properties all have their own private land to park vehicles on, which they often don't use, meaning parking is limited for the 4 cottages on Kytes Place anyway. Introducing a disabled bay would make it more impossible to have vehicles close to properties, and create more parking issues around North Green and up Mill Lane. This lay-by is also not close to any of the amenities in Kirtlington, as the Quarry is still a fair walk away (around</p>

	<p>1km) and has closer parking, the village hall has it's own independent carpark, as do The Dashwood and Oxford Arms. I can't imagine what this Disabled bay would be used for that they can't already park closer to, and would take away from the residents of Kytes Place, who are already struggling with parking as it is. If anything, those four spaces in the lay-by should be marked out properly and made into permit parking, one of each of the properties on Kytes Place to stop other residents with driveways from using them.</p>
<p>(42) Local Resident (Kirtlington)</p>	<p>Object (Kytes Place) - I live in one of the cottages on Kytes Place, at the moment the parking is very limited with a 'first come first served' deal. These spaces are often taken up during school pick up and drop off times meaning that there is no parking for the residents. These parking spaces are already short with no distinct boundaries meaning that unless residents park really close together, then there is not enough spaces for each house. A disabled bay located in this lay-by would cause further disruption and frustration to residents. The proposed location of the disabled bay also appears to be one of no research. The nearest shops, schools, cafes and nature reserves all have much closer and more appropriate places to put a disable Bay. I would suggest either Mill lane near the nature reserve, or utilising the Dashwood, the village hall or Oxford arms pre existing car parks that have ample room for a bay without disrupting other residents. They are also a considerable amount closer to these amenities.</p> <p>If this proposed Bay was in addition to the pre-existing bays and that we could have the Bays marked up for each house hold to at least have 1 bay each then I would consider the proposal more; however the underlying issue is still the proximity of the bay to the local establishments</p>
<p><i>The Elms (Langford) - Proposed new DPPP</i></p>	
<p>(43) Local Resident (Langford)</p>	<p>Object (The Elms) - I am sorry top have to respond to you on this matter as I am and we are as a family very community driven but the proposed disabled parking space opposite No 20 The Elms is I am fairly confident due to one of the residents of No 20 having a prosthetic leg or injured leg in some way.</p> <p>These residents of The Elms literally have no means of disability need and really do play the system for everything they can receive. They regularly carryout mechanical work involving engine removals out of their vehicle with the help of family or friends. With the said gentleman with the substantial disability laying under cars and even standing on the wings of cars trying to remove the injectors with a scaffold tube. Even to the point of modifying a mobility scooter and racing it around the village and even on the main road to Carterton drinking larger whilst driving it and filming himself on a mobile phone on the wrong side of a road driving in the direction of oncoming traffic all of which was reported to</p>

the police. There are supposed to be a total I believe of 4 tenants in the property of a man his partner and a child or possibly two children. Having dealt with Cottsway many times on this matter there is clearly more in this property than permitted and not on one occasion of now and again it is regularly 8 to 10 people sleeping in this property and also the actual ones supposed to be living here also live in a caravan at the Wield in Bampton which is a travellers site and a van often picks two of the boys staying in No 20 from the travellers business called Creative Driveways.

Also parking is already a major issue along The Elms again repeatedly taken up with Cottsway but nothing ever done and this is always due to the fact call them not official residents of No 20 staying there amounting to 5 vehicles each time. Blocking peoples driveways is a major hazard and even caused obstructions to bin collections and ambulances arriving trying to help in an emergency a patient at No 18.

There is zero need for this matter and maybe based on the number of complaints made to Cottsway housing they should be looking at the more safer and obvious option of to create the residents and all these people living in this house a dropped kerb and front driveway as this would remove all obstruction and obviously as important put the needs of the disabled tenant the priority ensuring he has a space outside his house every day rather than abandoning 1 of the 5 cars he decides to drive of which are very often not even insured, mot or taxed. It is a very very grey area and one not welcomed by any of the residents up this road and if someone where to come along the Elms and door knocked to ask this you would be given the same answers and some a lot worse than those I am informing you of.

It has been a problem since they took up the property and instead of improving it has got worse on a daily and if not weekly basis. To a point of many discussions with Cottsway Housing but they do absolutely nothing about the matter. Nothing at all apart from ask for a visit to the property to discuss the complaints with the tenants although they are very quick to ask others to provide evidence of the complaints to save them any kind of investigation process needing to be carried out by them.

If this is not an option or something prepared to be done by OCC then maybe a meeting with all the residents of the Elms is the answer or maybe someone from Cottsway actually doing there job and investigating claims made by others about tenants living in one of their properties and also allowing others to live there against the tenancy rules.

I doubt very much anyone at the council will take this email with any grounds reason not to give No 20 what they are clearly asking for but I am sorry this money would be far better used on another family that I am sure need some kind of assistance from the council or even like I have said Cottsway apply for the license and works to be carried out to provide these tenants with a drive way and a dropped kerb to ensure this tenant does not have to present a considerable difficulty in having to walk across the road to his house.

<p>(44) Local Resident (Langford)</p>	<p>Object (The Elms) - With regards to the proposal for the 2 disabled parking places at The Elms, Langford. I was born at the Elms 69 year ago and have never known any need for disabled parking in the Elms, If any residents of the street had a disability they approached West Oxfordshire district council and now Cottsway for permission to install a drive into their property, of which they then paid for themselves, not sponging off of the local authority to make their life easier.</p> <p>The proposed spot opposite NO.20 the elms would block up the parking for other residents and only be used on the odd occasion,mainly for the residents of No.20 to repair their vehicles,of which can be up to 5 vehicles at any time. Since Monday 22nd April 2024 to date not a single car has been parked there with or without a disabled badge. I believe that instead of messing up the whole street for one family Cottsway should install a driveway into their property, this would be more beneficial to the whole community as it would free up the road for others.users.</p> <p>Why does there need to be a disabled parking place opposite property No29 the elms?. All of the properties along that stretch of the Elms already have driveway on their properties ,so therefore do not need to park on the road.</p> <p>I do not agree at all with this proposal as I think it will only be abused and be detrimental to the whole street.</p>
<p>(45) Local Resident (Langford)</p>	<p>Concerns (The Elms) - Thank you for your letter for proposed disabled parking in the Elms Langford</p> <p>(1) Number twenty nine the elms has a driveway which she choose not to use for parking but will submit a proposal to have a disabled space on a very busy road for parking so that she can have a guaranteed parking space. She also appears to be a very abled person that appears to have no walking difficulties.</p> <p>(2) the occupant's at number 20 The Elms has as many as five cars in there owner ship, again it seems to me that they also want a parking place just for there use. on a very busy stretch of road for parking. Again when they want to do maintenance on there vehicles they will park in there garden or they will all congregate on the road and stand around for up to two hours at a time when doing repairs to vehicles I have known them to spend all day doing repair work on there cars so to have a designated parking space is not required as the majority of the time they can park out side there home. With exceptions to not being able to park out side is perhaps twice a day when people drop of and collect children from the local School around the corner.</p>
<p>(46) Local Resident (Langford)</p>	<p>Concerns (The Elms) - I am sorry to say but you are making a bad situation worse, by creating private parking spaces for the family at No 20. whomever they are, as the occupants seem to change on a frequent basis. The proposed disabled parking opposite No 20 will be used more for the repairing of their vehicles, than for just parking, at present</p>

	<p>the family have somewhere around 5 cars, one of which has been parked, opposite No 18 for a week with a run flat tyre on the rear not moved. another one was parked at the bottom of the elms for over a fortnight, it never moved. The residents at No 20 have not been here for over a week, this happens frequently. I have lived in the elms for 38 years. The most sensible solution for the persons living in No 20 is to put in a driveway like everyone else has done. The proposed disabled parking opposite No 29 is not needed as all the occupants along this part of the Elms have driveways into their properties.</p> <p>The big question is. Why were the occupants of wickets not given a copy of your letter as these occupants have as much right to know, as the occupants of the elms, as it will affect them as much as the Elms.</p>
(47) Local Resident (Langford)	<p>Concerns (The Elms) - With a disabled parking space being outside number 19 this makes it difficult for me to get my car in and out of the driveway, it also stops number 19 from having a driveway put in.</p> <p>When cars are parked there at the moment it's extremely difficult for me to get in and out the road isn't very wide</p> <p>When my parents come to visit if there is a car parked there they cannot get their estate car on the drive my mother is disabled and has great difficulty in walking, also my neighbour cannot get his car onto our driveway when there is a car parked outside</p> <p>The front gardens of numbers 17 and 19, 20 and 21 are big enough to have a driveway put in and give them parking for 3 to 4 cars This would be a far better idea as it would also take away some of the parked cars on the Elms as I know other people also struggle to get in and out of their driveways</p>
<i>Kents Bank (Long Hanborough) - Proposed new DPPP</i>	
(48) Local Resident (Long Hanborough)	<p>Object (Kents Bank) - I object to the request for a disabled parking space for the following reasons.</p> <p>1: The tenants of 2 Kents Bank have an off street parking area for two vehicles, close to their home, which can easily be used for their children to access their disability vehicle.</p> <p>2: Kents Bank is not a thoroughfare and if the tenants of Kent's Bank need to park outside their home for short periods to allow their vehicle to be accessed by their children, they can, as they do already, which is safe and possible as there are no yellow lines and no through traffic. They have been managing this for several years!</p> <p>3: The tenants of Kent's Bank will use this space to park their vehicle when it is not in use, which means that as a resident with some health needs, I will no longer be able to pull up and park momentarily at my home to unload</p>

	<p>shopping. I have to do this as my parking space is considerably further away than theirs is from my front door and my health needs mean that I am unable to carry shopping bags this far. I will no longer be able to park outside my own home if I chose to do so, if a disabled parking space is put in this position. As an employee of Oxfordshire County Council, I would like to know if there is a duty of care to me in respect of this issue.</p> <p>4: The school bus which collects the children daily for school attends the area at a quiet time of day before peak traffic conditions, and is able to pull up safely outside number 2 to collect the children for school.</p> <p>5: The location of the parking space appears to be blocking the pedestrian walkway.</p> <p>My father is disabled and has a blue badge and when he visits, he parks immediately outside my front door as he cannot walk very far due to having muscular dystrophy.</p> <p>Although I appreciate he would be able to use a disabled parking bay, the reality is he would not be able to walk to my house even from there, due to the distance and slope of the road. This would prevent him from able to visit as easily as now.</p> <p>I fail to see why this is needed as the tenants have off road parking which they can use safely and easily to transport their children into their disability vehicle. It makes absolutely no difference to them having a space at the front of their house as they would still have to use the children's wheelchairs to transport them to the vehicle, wherever it is parked.</p> <p>Without knowing the reasons behind their request, but I suspect it is more to do with having three parking spaces instead of the two they have now, as even though this space would not be 'theirs' they would likely treat it as so and use it for the family members different vehicles (this tends to be what happens now as the tenants park different family members vehicles regularly outside their home and in other parts of the close).</p> <p>I feel this would be unfair to us if this space is allowed here, as it greatly affects our access to our home and is not really needed.</p>
<p><i>The Village Close (Upper Arncott) - Proposed new DPPP</i></p>	

(49) Local Resident (Upper Arncott)	<p>Object (The Village Close) - I am writing to express my strong opposition to the proposed installation of a disabled person parking place on our street, The Village Close, Upper Arncott. While I understand the importance of accommodating the needs of disabled individuals, I believe that this particular location is unsuitable for such a designation due to several reasons.</p> <p>Firstly, the street already faces challenges with flowing traffic, especially during peak hours. Adding a designated parking spot for disabled individuals would further exacerbate this issue by reducing available space for vehicles to maneuver, potentially causing congestion and safety hazards for both drivers and pedestrians.</p> <p>Furthermore, the area in question is frequently used by children for recreational activities such as biking and scootering. Introducing a designated parking space could pose significant risks to their safety, as it may impede their ability to navigate the street freely and safely.</p> <p>Additionally, I must highlight the behavior of one of the residents in our neighborhood who already occupies two parking spaces outside their home. This individual has displayed a lack of consideration for their neighbors and the community by monopolizing parking space, and granting them an additional designated spot would only further enable their inconsiderate behavior.</p> <p>Instead of allocating a new disabled person parking place on our street, I urge the council to explore alternative solutions that prioritize the safety and convenience of all residents. This may include identifying alternative locations for disabled parking that do not compromise traffic flow or endanger the safety of children.</p> <p>I appreciate the council's efforts to address the needs of disabled individuals within our community, but I believe that this particular proposal is not the appropriate solution for our street. Thank you for considering my concerns, and I trust that you will take them into account when making your decision.</p>
(50) Local Resident (Upper Arncott)	<p>Object (The Village Close) - I am writing to voice my firm opposition to the proposed installation of a disabled person parking bay in Upper Arncott, The Village Close. I fully support initiatives to accommodate disabled persons needs, I believe that this particular proposal is ill-suited for our community for several reasons.</p> <p>Firstly, according to the Oxfordshire.gov.uk (http://Oxfordshire.gov.uk) website the neighbour, for whom this parking bay is intended, is not eligible for a disabled parking place(please see attached). As per the eligibility criteria outlined by the relevant authorities, it is imperative that such accommodations are reserved for individuals who do not have access to off street parking, which this neighbour already has. Granting a parking bay to someone who does not meet these criteria would not only be unjust but would also set a concerning precedent.</p>

	<p>The proposed location of the parking bay is problematic. Placing it in our already congested zone would exacerbate traffic flow issues and create unnecessary obstacles for residents and visitors alike. In particular, it would impede the smooth movement of vehicles, potentially leading to traffic jams and delays. Moreover, the installation of a disabled parking bay in this area would encroach upon existing parking spaces, making it inconvenient for individuals to access the bays opposite, thereby compounding the parking woes in our neighborhood.</p> <p>As an alternative to introducing a disabled person parking bay in this location, I encourage the council to consider alternative solutions that would better serve the needs of disabled individuals without adversely affecting the broader community.</p> <p>In conclusion, while I am empathetic to the challenges faced by disabled individuals in accessing parking spaces, I believe that the proposed solution is not the most appropriate course of action for our neighbourhood. I respectfully request that the council reconsider the proposal in light of the concerns raised and explore alternative options that prioritise both accessibility and the broader community's interests.</p>
(51) Local Resident (Upper Arncott)	<p>Object (The Village Close) - Please see listed below our reasons for the objection:</p> <ol style="list-style-type: none"> 1. The close has a high footfall of traffic from large HGV, delivery vans and cars during on and off peak times. 2. The footfall is already being proven difficult for motorists to manoeuvre often using drive ways and the grass verges. 3. Where the space is being proposed for is just too narrow if approved. 4. The safety of children should be paramount, it's an enclosed close with one way in and out. The children and always using the close as a safe ish way for recreational activities such as trikes, bikes, football and scootering meaning the car parked in this spot poses as a risk. 5. We've already heard by overhearing that the proposed property are already thinking about moving house as they do not have enough room for their 4 children. So providing a dedicated parking space would be a waste of council money and resources. 6. We are already finding it difficult to get off and on our drive with the proposed properties cars , 2 in fact taking up multiple spaces and claiming the spaces in the close itself where parking is already allocated to them at the rear of their property. <p>We highly recommend that the council finds an alternative solution to this issue immediately</p>

(52) Local Resident (Upper Arncott)	Object (The Village Close) - They already have two offsite parking bays and monopolise the rest of the visitor parking for their own gain, the positioning would make it dangerous for several cars attempting to park in near by drives and slip roads. The occupants have informed me that they plan to leave the house soon, what would be the purpose of the bay if they are moving out soon.
(53) Local Resident (Upper Arncott)	Object (The Village Close) - Objection is due to the disabled parking space being on the road and opposite the parking bay (which is constantly in use). Due to this and how narrow the road is, it is already tight for two cars to pass each other at this location. If there was a car parked on the road this would make it difficult and tight for standard cars to pass and impossible for the emergency services to pass and reach properties and the end of the street putting lives at risk.
(54) Local Resident (Upper Arncott)	<p>Object (The Village Close) - While I understand the importance of accessible parking, I believe this specific location is unsuitable due to the following reasons:</p> <p>1. Limited Street Space: In order for the space to work, it would have to result in the loss of parking spaces in the layby opposite. Currently, there are three cars that use that layby, that would then have to find alternative parking on an already overcrowded narrow street. Parked cars in the layby and a disabled space in the proposed place that isn't built into the grass verge would not have enough space for traffic to pass through. Please can you confirm if you are proposing the loss of the layby in your plans.</p> <p>Our street is already overcrowded with parked cars on grass verges, making it difficult for residents to navigate and occasionally causing obstructions. Adding the disabled parking space in the suggested location would further restrict the already limited street space. This could potentially impede access for emergency vehicles and bin collection services.</p> <p>2. Alternative Off-Street Parking: I am aware that the resident requesting the disabled parking has access to two off-street parking spaces on their property - neither of which are currently used. Unless there's a compelling reason why these existing spaces cannot be utilised, allocating a public parking space on our street seems unnecessary.</p> <p>I urge you to reconsider this proposal and explore alternative solutions that ensure accessible parking without compromising the safety and convenience of all residents on The Village Close.</p>

<p>(55) Local Resident (Upper Arncott)</p>	<p>Object (The Village Close) - I believe the proposed space will block access to the opposite lay-by. As if it is on the road, cars cannot also park in the lay-by (3 cars currently do so) and allow the flow of traffic through. There isn't enough space on the narrow road to do so.</p> <p>The current occupier has two off road spaces they have access to and do not use for either of their two cars.</p>
<p>(56) Local Resident (Upper Arncott)</p>	<p>Concerns (The Village Close) - Although we wouldn't normally detest the need for a disabled car parking space for anyone that may need one .</p> <p>The Village Close, the road is just too narrow for where the space is being proposed for. The road itself is difficult to turn around also as it's not an end to end close , it's blocked off at the other end.</p> <p>We are already finding it difficult trying to get out of our own drive where the cars opposite the house and the other residents are too close to each other.</p> <p>Most of the residents are already using and ruining the grass verges in the close to find spaces.</p> <p>Could one of the actual bays that are currently there be turned into one rather than creating one?</p> <p>We don't feel it appropriate to block access to other residents who are already struggling with their parking</p> <p>The property the space is proposed for already has several parking spaces at the rear of their property that could be utilised fully and have full access to both front and back of the property.</p> <p>We assume someone from the council has been out already to have a look at the site have they ???</p> <p>Have Sanctuary Housing Association that run and maintain the close been informed of the proposal ???</p> <p>Please see attached photo from our property: The black box indicates where the proposed space will be put if approved , and the red line indicates how we would try to get out of our drive which is already proving difficult with the proposed properties car in the way on the grass verge as well as the other residents opposite. From this red line we would have already crashed into the parked cars deeming this to be unsafe and not practical . Also if it does go ahead how do you expect the residents at the other end of the</p>

	<p>close in the picture provided with my drawings to get passed such a large vehicle when it's a closed off close . We often have Lorry's and vans through here for deliveries.</p> <p>Then see second photo of what we have to do to get out of our drive currently as we can only drive on to and reverse off of it !</p>
(57) Local Resident (Upper Arncott)	<p>Concerns (The Village Close) - I have included in this email some photos to show how this will restrict access to the road past this house if parking was on the road opposite the parking bay.</p> <p>As you can see there is not a lot of space for two cars to pass let alone the delivery van without the disabled parking. How could we expect a fire engine to be able to access the end of the street.</p>
(58) Local Resident (Upper Arncott)	<p>Concerns (The Village Close) - I am writing to express my concern about the proposal to add a disabled parking space on The Village Close, Upper Arncott, OX25 1QU. While I understand the importance of accessible parking, I believe this specific location is unsuitable due to the following reasons:</p> <p>1. Limited Street Space: In order for the space to work, it would have to result in the loss of parking spaces in the layby opposite. Currently, there are three cars that use that layby, that would then have to find alternative parking on an already overcrowded narrow street. Parked cars in the layby and a disabled space in the proposed place that isn't built into the grass verge would not have enough space for traffic to pass through. Please can you confirm if you are proposing the loss of the layby in your plans.</p> <p>Our street is already overcrowded with parked cars on grass verges, making it difficult for residents to navigate and occasionally causing obstructions. Adding the disabled parking space in the suggested location would further restrict the already limited street space. This could potentially impede access for emergency vehicles and bin collection services.</p> <p>2. Alternative Off-Street Parking: I am aware that the resident requesting the disabled parking has access to two off-street parking spaces on their property - neither of which are currently used. Unless there's a compelling reason why these existing spaces cannot be utilised, allocating a public parking space on our street seems unnecessary.</p> <p>I urge you to reconsider this proposal and explore alternative solutions that ensure accessible parking without compromising the safety and convenience of all residents on The Village Close.</p>

(59) Local Resident (Upper Arncott)	<p>Concerns (The Village Close) - I'm raising my concern about how much of the current road the proposed parking bay will occupy given the road is already quite narrow. Opposite the proposed parking place is already a parking bay, which when occupied, would not give much space for large vehicles (such as delivery trucks or refuse trucks) to pass by.</p> <p>It would make more sense to enforce a dedicated space in the current parking bay for this occupant which is only a few metres across the road.</p>
<p><i>Bourton Close (Witney) - Proposed new DPPP</i></p>	
(60) Local Resident (Witney)	<p>Object (Bourton Close) - The parking for this property is allocated at the rear of the property and a disabled parking area would be more suitable for the safety of the occupants and their children whilst playing ball games as it is not intrusive for emergency or delivery vehicles.</p> <p>It is not clear on who exactly is disabled because the children play ball games and run around the area in question without any supervision or mobility aids.</p> <p>The distance from the front and back entrance is within a few feet for access. Myself and the other residents in the area firmly object to this proposal.</p> <p>To add to this the family at the proposed address have been looking to move on the exchange list so any work carried out for this would in fact be a waste of finances.</p>
(61) Local Resident (Witney)	<p>Object (Bourton Close) - I object to a disabled space at 124 Bourton Close. I have seen The resident walking around fine, therefore don't understand why they are classed as disabled. Plus I visit the close and a disabled parking outside there property would cause problems for turning vehicles around.</p>
(62) Local Resident (Witney)	<p>Object (Bourton Close) - Objecting to Bourton Close No.124 because</p> <ol style="list-style-type: none"> 1) the applicant/occupier and all observed visitors have been able-bodied individuals without disabilities (evidence available on request) 2) the applicant/occupier has established a pattern of behaviour of appealing to authorities for special treatment 3) the proposed parking space isn't adjacent to the applicant/occupier's property 4) the proposed parking space is further away from the applicant/occupier's property than the existing space 5) the parking space the applicant/occupier uses is adequate and sufficient

	<p>6) I personally do not want a designated disabled parking space for applicant/occupier.</p> <p>7) the applicant/occupier has made effort NOT to get along with surrounding neighbours</p> <p>8) it is agreed by consensus that the applicant/occupier may have cause to make this application out of spite.</p>
(63) Local Resident (Witney)	<p>Concerns (Bourton Close) - I feel the information you have received as regarding this Bay is totally unjust and a waste of taxpayers' money which could be better spent more wisely where needed.</p> <p>After a spate of break ins and burglaries . to which we were also a victim , with the direction of cottessway housing and also the police. We installed cctv 24h cameras overlooking the area of our cul-de-sac. At no point has there ever been an issue with parking, all houses on this estate have two designated parking spots to each property . And out of the 5 properties that are in this cul-de-sac only two house holds drive cars. 33 and 35 are both disabled people themselves so do not drive.</p> <p>I hope the photos i attach to this email highlight this in full. Also, I would like to bring to your attention the fact that number 124 also have two parking spaces at the rear of their house ,which can also be seen in photos supplied .</p> <p>I am also confused as to why a disabled parking spot is required in the first place, As all members of said household are abled bodied and have no mobility issues as all can walk run and jump and play football .</p>
<i>Corn Street (Witney) - Proposed new DPPP</i>	
(64) Local Resident (Witney)	<p>Object (Corn Street) - The addition of a disable parking space here will reduce the number of space available unnecessarily and reduce flexibility. As the parking bays in question are time limited, blue badge holders may park in any of them without time restriction, or on the single yellow lines surrounding the bays provided they do not cause an obstruction. Perhaps a better plan would be to implement residents parking, for both disabled and able bodied to use. This would not provide 'sole occupancy' for a space that cannot be utilised when not being used by a blue badge holder.</p>
<i>New Street (Woodstock) - Proposed new DPPP</i>	
(65) Local Resident (Woodstock)	<p>Object (New Street) - I strongly object to the proposed disabled parking space outside no 66 New Road for the following reasons :-</p>

	<p>1 - There are frequently no spaces for residents to park in New Road. The loss of one space will impact on the residents.</p> <p>2 - The proposed disabled bay will mean visitors and trades people will be unable to stop near to the property being visited.</p> <p>3 - At present Disabled badge holders, who are visitors or shoppers, can park anywhere within the residents parking zone using their disabled badge.</p> <p>4 - I would have thought the proposed disabled bay would have been placed at the end of New Road nearest to the town and shops and that part of the road is also not normally as congested as the mainly residential area where it is proposed.</p> <p>5 - As the tenants of No. 66 have often placed a traffic cone in the position of the proposed disabled parking bay whenever their vehicle is absent during working hours to reserve their "space" I wonder if it is coincidence that you are proposing a disabled bay in this very same position.</p> <p>6 - What will the position be should the tenants of No 66 leave New Road ? Will the bay be there in perpetuity ?</p> <p>7 - I assume disabled members of the public will have the benefit of using this proposed disabled bay? What will the position be if vehicles are left for long terms in this bay by non residents of New Road which frequently happened prior to the residents parking scheme being introduced ?</p> <p>8 - I have just paid £65 for the privilege of parking in New Road I do not want it to affect my ability to park.</p> <p>I think it is completely unnecessary and suggest it is not required.</p>
(66) Local Resident (Woodstock)	<p>Object (New Street) - . I was very surprised to receive your letter as this is the first time I've heard of a need for a Disabled Person Parking Place (DPPP) outside of No. 66. Below is my feedback in response to your letter and accompanying plan, and I am very happy to discuss these with you.</p> <p>1) The plan is not accurate as the boundary between No. 64 and No. 66 is incorrect and differs from that shown on my Title Deeds. You will be aware the houses interlock with No. 64 being wider at the front and narrower at the back, and</p>

No. 66 being narrower at the front and wider at the back. Your plan incorrectly assumes No. 66 is wider at the front, and therefore doesn't show the full impact to the area.

2) The Draft Order states on Page 11 that the DPPP will be ' ... from the common property boundary of No's 64 & 66, south westwards for a distance of 5 metres.' Doesn't this mean the DPPP will be outside Nos. 66 and 68, as the starting point for it is the boundary between Nos. 64 and 66? This is different from the plan which clearly shows the Proposed DPPP located outside of No. 64 and No. 66. Please clarify.

3) Whilst I am an advocate of the Blue Badge scheme and DPPP, having seen first hand the benefits these bring to those in need of them, I am strongly against the installation of the Proposed Disabled Person Parking Place in this location for the following reasons:

- A. Restricts Access - As the houses are narrow, the Proposed fixed 5 metre DPPP would restrict access to other properties. For a narrow garden this is a significant amount, and would mean (i) a skip or heavy building/garden material would not be able to be deposited; (ii) vehicles providing maintenance or deliveries would be prevented from the opportunity to park; and (iii) the opportunity for me (as a paying permit holder) to be able to park in front of my property to drop off/collect heavy goods or for pet transport etc would be significantly reduced and hampered.
- B. Prevents Conversion of the neighbours front garden for Parking Purposes - The plan prevents future conversion (including planning permission) of the front garden for parking purposes, including for electric car charging (note that the garages in the nearby block do not have power). Since the start of the Parking Restrictions, at least two other households similar to mine (No. 76 and No. 80) park a car on their converted front gardens, one of which still allows for on-street parking in front.
- C. Potential Negative Impact on My Property Value - Due to the additional restrictions placed near to my property, this may well affect the value of my house and/or discourage potential purchasers should I intend to sell.

4) Although I understand that the gentleman (tenant) at No. 66 is a Blue Badge holder, I am strongly against the installation of the Proposed Disabled Person Parking Place in front of No. 66 for the following reasons:

- A. Mobility - I have seen the Blue Badge holder walk from No. 66 towards the town, and vice versa, and therefore I assume the DPPP does not need to be installed directly outside No. 66.
- B. Parking - Since the new Parking Restrictions were introduced a year ago into New Road (as part of the new WS area restrictions), I have seen the positive difference this has made. Since I received your letter, I have taken a series of photographs to show the parking situation at various times, and I would be happy to share these with you. Indeed, I assume the Traffic Wardens would also be able to provide input to this. Since the introduction a year ago, I have been able to park outside my house or near to it whenever needed, and I have also seen my (No. 66) car regularly parked outside their house or close by. My understanding is that a DPPP is installed

	<p>outside a home or on the street <u>if there are problems parking close by</u>, however I am not aware that there are problems with parking close by, and therefore I assume the DPPP does not need to be installed directly outside No. 66.</p> <p>C. Creates Unnecessary Congestion - As the fixed 5 metre DPPP is proposed to be installed in the middle of a row of narrow terraced houses, this would force all other vehicles (whether residents or delivery/maintenance vehicles) to park on either side of the DPPP, impeding flow of use of space, impacting other nearby residents and hampering maintenance/deliveries. The congestion caused by it being sited outside No. 66 is not warranted and it should be sited elsewhere.</p> <p>5) Maximising the DPPP through Siting it in a Different Location - A more suitable location would be opposite No. 71, which is at the side of No. 80 on your plan, for the following reasons:</p> <ol style="list-style-type: none"> 1. There is already a dropped curb in front of No. 80. 2. The No. 80 DPPP would be along the side of No. 80, so not in front of narrow terraced properties. 3. The No. 80 DPPP would be at the end of the road so easier for manoeuvring into/out of, and for accessing wheelchairs/mobility scooters. 4. As per your letter, 'The proposals are being put forward in response to increased local demand for parking for those with a permanent or substantial disability, such that walking is not possible or presents a considerable difficulty over longer distances.' Locating a DPPP alongside No. 80 is closer to the town, closer to the function venue of the Masonic Lodge, closer to other residents in the 'square' (Nos. 80-122) and is within walking distance for the Blue Badge holder at No. 66. <p>In conclusion, I strongly oppose the Proposed Disabled Person Parking Place in front of No. 66.</p>
(67) Local Resident (Woodstock)	<p>Concerns (New Street) - I was very surprised and perplexed to receive the letter from OCC regarding a proposed Disabled parking space outside No 66 New Road Woodstock. Parking spaces in this area are very tight at the best of times and we already have 2 near neighbours at Nos 76 and 78 putting their cars on their front gardens; this excludes anyone else from parking in front of their houses. As I view the diagram as to where the proposed space would be I see it takes up at least quarter of No 64 where the occupant leaves her car.</p> <p>I would have thought a better place would have been opposite No 71 where there are no house frontages and cars have to turn there anyway. Either that or at the far end near the BT exchange where elderly people often park in order to walk through into Woodstock to do their shopping or visit the Masonic hall.</p> <p>It is also surprising that the occupant of No 66 has a Blue badge even though the Gentleman is able to walk round Blenheim park daily. It is normally his wife who uses the car and surely she could get a residents permit as only he has the authority to use the blue badge. There have been quite a few problems in the past when a traffic cone was placed</p>

	<p>outside their property to exclude anyone else from parking there which is often difficult if one is unloading shopping or has trades people working.</p> <p>Since the new parking restrictions have been placed in this area it has freed up a lot of spaces; I really think this particular idea is (a) In the wrong place , and (b) Quite unnecessary. The lady who lives in No 63 often has difficulty getting in and out of her drive with cars parked awkwardly outside No 66.</p> <p>To conclude I wonder why there isn't a Disabled parking space made permanently available outside the Community centre, where there are at least 6 (3 hour) spaces. The elderly and disabled also use that facility in New Road on a regular basis.</p>
(68) Local Resident (Woodstock)	<p>Concerns (New Street) - They have been most unhappy since the parking changes in Woodstock and this is despite being able to park every single day within 500 meters of their rented property. The reason they are upset is they believe they should be able to park directly outside their house ie at the end of their short path and they get very upset if they are not able to do so. They have never not been able to park within site of their house and I know this as I see the car each day when I leave for work at 7am and when I return from work around 5.30.</p> <p>The applicant is very physically able. They are frequently out and about walking and driving, wining and dining. There are no issues with mobility what so ever.</p> <p>This is just a case of they would like a dedicated space directly outside of their rented property. I am not opposed to Disabled Persons Parking places however I am averse to them when the person is not restricted physically in any way.</p> <p>I urge this matter to be reviewed and monitored, this is a case of someone playing the system to their own gain. Should they move out of their rented house which is entirely possible what they happens to this space, other residents of New Road will have lost a space. I can also confirm there are no other people on this side of the road (without drives) that are disabled so this would be a lost space. I also am fully aware that the person applying for the blue badge is applying on behalf of his wife as she wishes to park directly outside her house for ease. There is no other reason than this and as she is the primary user of the vehicle for community purposes I see no reason why this is grounds for a personalised space outside their rental property.</p>
(69) Local Resident (Woodstock)	<p>Concerns (New Street) - I would be grateful if you could please let me know how this works in terms of setting a precedent for the rest of New Road / and for Woodstock as a whole?</p>

	<p>Currently I've not noticed marked disabled person parking spaces outside individuals houses in Woodstock, but would be interested to hear how this would be monitored and assessed, say if multiple people in the street wanted to apply? I would imagine this could be quite problematic as the space appears to be wider than just one property?</p> <p>My suggestion would be to make a disabled space in the marked visitor spaces outside the Community Centre instead. This would then mean the resident could continue to park outside their house as they currently do, with a disabled person parking space not too far away from the house if required, but without putting it directly outside an individual's house. This would also mean the limited parking available for permit holders wouldn't be reduced either.</p>
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Divisions affected: *Hanborough and Minster Lovell*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

NORTH LEIGH: PROPOSED 20MPH & 40MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of 20mph & 40mph speed limits in North Leigh as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit on the village roads at North Leigh, and an extension of the 40mph speed limit on the A4095 adjacent to the village, as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 North Leigh by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 06 March and 05 April 2024. A notice was published in the Witney Gazette 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, West Oxfordshire District Council, the local District Cllrs, North Leigh, Freeland, and Hanborough Parish Councils, and the local County Councillor representing the Hanborough and Minster Lovell division.

Statutory Consultee Responses:

7. 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. They also objected to the proposed 40mph speed limit on the A4095, based on their view that it failed to comply with Circular Roads 1/2013.

Other Responses:

8. 121 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
20mph in North Leigh	51 (42%)	19 (16%)	44 (36%)	7 (6%)	121
20mph in New Yatt	50 (41%)	11 (9%)	48 (40%)	12 (10%)	121
40mph speed limit	40 (33%)	13 (11%)	55 (45%)	13 (11%)	121

9. Additionally, an email was also received from a local resident, who outlined their objection based on the belief that the majority of residents did not wish for a change and felt that the money spent would be better spent on fixing the pot-holes in the roads around the village.
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:

Travel Change	Number
Yes – walk/wheel more	12 (10%)
Yes – cycle more	21 (17%)
No	79 (65%)
Other	9 (7%)

11. 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

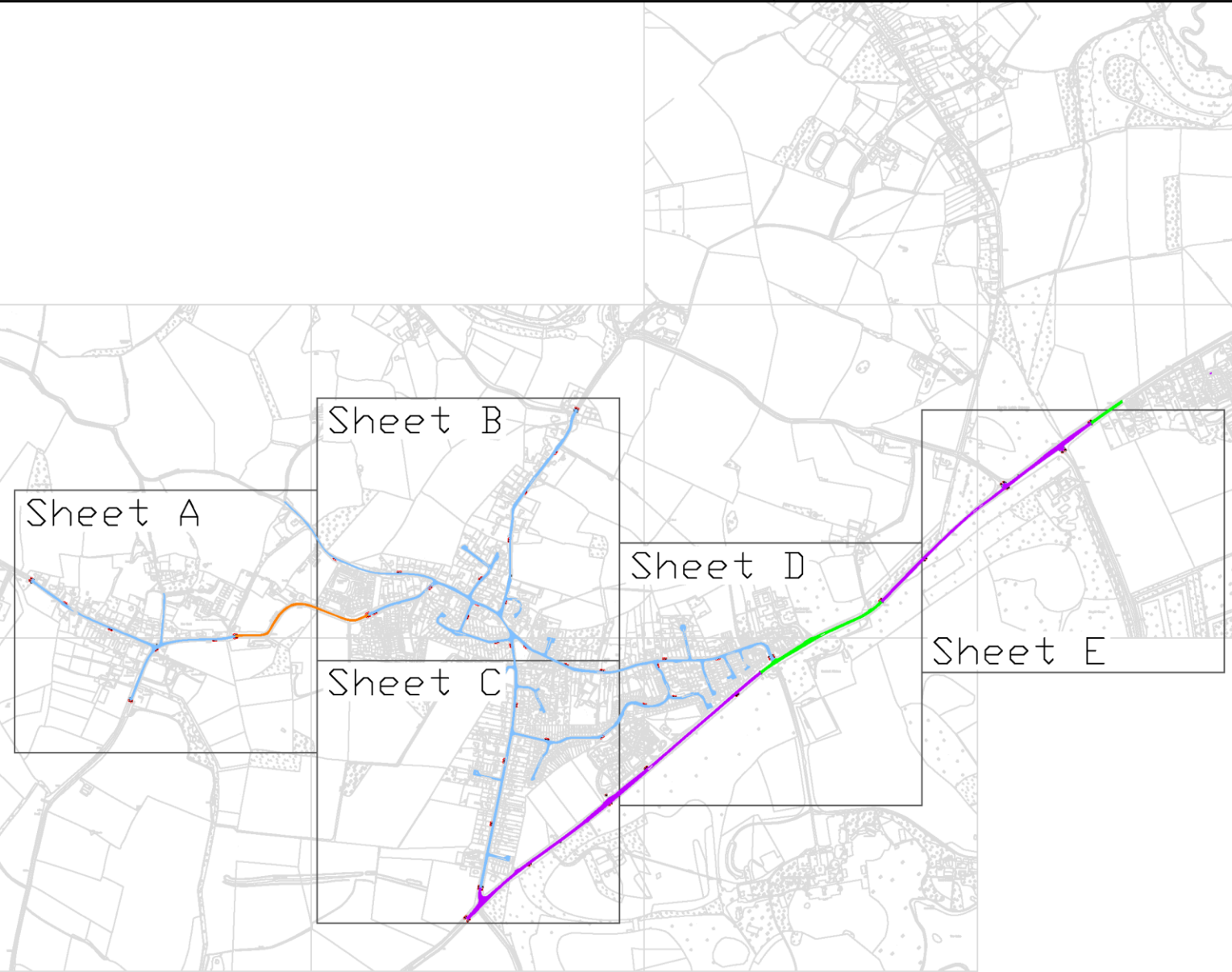
12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
13. 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. The public responses were quite closely balanced between support and objection/concerns.


Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Anthony Kirkwood (Team Leader - Vision Zero)
 Matt Archer (Portfolio Manager – Central Programme)

June 2024



Drawing No.		Revision			
Notes:					
<div><div></div> Proposed 20mph limit</div> <div><div></div> Existing 30mph limit</div> <div><div></div> Existing 40mph limit</div> <div><div></div> Proposed 40mph limit</div>					
© Crown Copyright and Database rights 10023943 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div><div> OXFORDSHIRE COUNTY COUNCIL</div><div>Bill Cotton Director of Community Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</div></div>					
Project title					
North Leigh 20mph					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	GJB	Approved by
	Date drawn	24/01/24	Date checked	24/01/24	Date approved
					24/01/24
Oxfordshire Project No. & File Ref					
Drawing No.					Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns/Object – Concerns and Objection to the A4095 40 limit extension – Based on failure to comply with Circular Roads 1/2013 .</p> <p>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 (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds

	<ul style="list-style-type: none"> road environment <p>Clearly this has not been taken into account regarding lowering the speed limit on the A4095 . The current limit should remain.</p> <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, (North Leigh, Bridewell Close)	<p>North Leigh 20mph – Object A 186 majority of local Residents voted for no change. Fiddling the results is not democratic.</p> <p>New Yatt 20mph – No objection Don't live there</p> <p>A4095 40mph – Object Too slow for a major road.</p> <p>Travel change: No</p>
(3) Local resident, (North Leigh, Akeman Road)	<p>North Leigh 20mph – Object 20 is too slow.</p> <p>New Yatt 20mph – No objection</p>

	<p>New yatt you can't drive any faster than 20 mph anyway due to school children and curved and bends in the road, including cars parked all along the road. I've never seen anyone speeding on new yatt.</p> <p>A4095 40mph – Support 50mph is way too fast, it's a stressful road to drive on between Witney and Hanborough. We live in Marlborough gardens and it's incredibly dangerous trying to turn in and out of the development on to the A4095. Drivers speeding, it's a fatal accident waiting to happen. Almost everyday a new dead animal on the side of the road too is awful to see.</p> <p>Travel change: No</p>
(4) Local resident, (North Leigh, Park Road)	<p>North Leigh 20mph – Object 30 is fine in North Leigh on the 4095 I do not see an issue either</p> <p>New Yatt 20mph – Object I live in the village and 30 is fine</p> <p>A4095 40mph – No objection I don't think it's much of an issue either way</p> <p>Travel change: No</p>
(5) Local resident, (North Leigh, Perrier Close)	<p>North Leigh 20mph – Object 20 mph speed restrictions in surrounding areas have caused more negative feedback than good, the cost of implementing these restrictions would be far better spent on improving the quality of our roads making them safer.</p> <p>New Yatt 20mph – Object 20 mph speed restrictions in surrounding areas have caused more negative feedback than good, the cost of implementing these restrictions would be far better spent on improving the quality of our roads making them safer.</p> <p>A4095 40mph – No objection No objection the this but had access to the new housing been better though out this would be a cost that could be spent on much needed improvements elsewhere.</p>

	Travel change: No
(6) Local resident, (North Leigh, Windmill)	<p>North Leigh 20mph – Object Too much pollution</p> <p>New Yatt 20mph – Object Too much pollution</p> <p>A4095 40mph – No objection N/A</p> <p>Travel change: Other Keep everything as it is</p>
(7) Local resident, (East End)	<p>North Leigh 20mph – Object It's not enforceable, no-one takes any notice and it causes a danger with frustrated drivers trying to over-take. The money would be better spent on pot hole repairs.</p> <p>New Yatt 20mph – Object It's not enforceable, no-one takes any notice and it causes a danger with frustrated drivers trying to over-take. The money would be better spent on pot hole repairs.</p> <p>A4095 40mph – Object No evidence to suggest this is needed.</p> <p>Travel change: No</p>
(8) Local resident, (East End)	<p>North Leigh 20mph – Object Limits in place are sensible.....Reducing speed only results in tailbacks and more pollution from cars constantly in lower gear</p>

	<p>New Yatt 20mph – Object As above....</p> <p>A4095 40mph – Object As stated previously</p> <p>Travel change: No</p>
(9) Local resident, (Freeland, Wroslyn Road)	<p>North Leigh 20mph – Object Not necessary</p> <p>New Yatt 20mph – Object Unnecessary</p> <p>A4095 40mph – Object Completely unnecessary, should be national speed limit of 60mph</p> <p>Travel change: No</p>
(10) Local resident, (Hailey, Church Lane)	<p>North Leigh 20mph – Object no need to change the speed limit it works as it is.</p> <p>New Yatt 20mph – Object no need to change the speed limit it works</p> <p>A4095 40mph – Object It's a main road and no need to have a reduce speed limit. If anything it should increase to 60mph</p> <p>Travel change: No</p>
(11) Member of public, (Hailey, Delly End)	<p>North Leigh 20mph – Object Unnecessary change to restricted speed zone that will have little effect on traffic speed or road safety.</p>

	<p>New Yatt 20mph – Object Unnecessary change to restricted speed zone that will have little effect on traffic speed or road safety.</p> <p>A4095 40mph – Object Unnecessary change to restricted speed zone that will have little effect on traffic speed or road safety.</p> <p>Travel change: No</p>
(12) Local resident, (Hailey, Pitts Lane)	<p>North Leigh 20mph – Object Waste of money. Spend it on the potholes instead.</p> <p>New Yatt 20mph – Object Waste of money. Spend it on the potholes instead.</p> <p>A4095 40mph – Object Nothing wrong with 50mph. You can use the safety argument, but how many accidents have we had on this stretch as a result of 50 rather than 40? Another waste of our taxes by virtue signalling councillors</p> <p>Travel change: No</p>
(13) Local resident, (New Yatt)	<p>North Leigh 20mph – Object It's not necessary to change speed limits. It will just cause more connection and pollution</p> <p>New Yatt 20mph – Object Not needed</p> <p>A4095 40mph – Object Not needed</p> <p>Travel change: No</p>

<p>(14) Local resident, (New Yatt, New Yatt Lane)</p>	<p>North Leigh 20mph – Object Making laws which are unlikely to be obeyed by normal law abiding people is bad for a healthy society. I drive according to the conditions and what is happening. I am perfectly happy to keep my speed below 30mph. Sometimes I will need to drive at 20mph or</p> <p>New Yatt 20mph – Object See above for my reasons to object. Bad law is bad for our society. As I understand it the police are not keen to police 20mph limits, that must tell you something. I think the general common sense of Oxfordshire council and road management leaves a lot t</p> <p>A4095 40mph – Object 50 mph in a modern car is generally safe on that stretch of road.</p> <p>Travel change: No</p>
<p>(15) Local resident, (North Leigh, A4095)</p>	<p>North Leigh 20mph – Object cars are not made to drive at 20 creates excess pollution. The 30mph is totally fine for the current road speed. Always has been and always will be.</p> <p>New Yatt 20mph – Object as above</p> <p>A4095 40mph – Object Totally unnecessary to reduce the speed on this main road. I live on the 4095 and I am happy with the current speed limits.</p> <p>Travel change: No</p>
<p>(16) Local resident, (North Leigh, Breakspear Way)</p>	<p>North Leigh 20mph – Object Please provide evidence of the last time someone was seriously injured or killed in the village due to speeding. As far as I can remember, NOT ONCE. This is a waste of tax payers money and will do absolutely nothing to “improve safety”. The consultation p</p>

	<p>New Yatt 20mph – Object FOR THE SAME REASONS ABOVE</p> <p>A4095 40mph – Object Traffic is already ridiculous on this road, do not reduce the speed limit as it will only get worse!!</p> <p>Travel change: No</p>
(17) Local resident, (North Leigh, Breakspear Way)	<p>North Leigh 20mph – Object We were asked to complete a vote, with 3 options. Object won the vote, however they added the votes together for Yes and for Yes, but only by the school. Horrendous.</p> <p>New Yatt 20mph – Object Same as above</p> <p>A4095 40mph – Object Ridiculous.</p> <p>Travel change: Other Continue to follow 30 mph as an enforceable speed limit. As Witney has shown, drivers become more aggressive and it encourages overtakes and dangerous driving.</p>
(18) Local resident, (North Leigh, Breakspear Way)	<p>North Leigh 20mph – Object 30 mph is slow enough</p> <p>New Yatt 20mph – Object 30mph is slow enough.</p> <p>A4095 40mph – Object This is a main road with minimal housing surrounding it. Traffic is already bad enough in Oxfordshire without slowing everyone down even further.</p> <p>Travel change: No</p>

(19) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Object I would support 20mph on Park Road from Windmill Road to Church Road. It is unnecessary elsewhere. Also many drivers ignore the 20 zones where they don't make sense, which makes it more difficult for pedestrians to cross the road. The worst offenders for</p> <p>New Yatt 20mph – Object 30mph is fine on the New Yatt road. The problem on here is people exceeding 30. There is a strong argument for 20mph on New Yatt Lane as it is narrow with parked cars.</p> <p>A4095 40mph – Object 50mph is fine along here. Again, the bigger problem is traffic exceeding the 50. Changing to 40 won't change their behaviour</p> <p>Travel change: No</p>
(20) Local resident, (North Leigh, East End)	<p>North Leigh 20mph – Object I totally reject the need for a blanket 20mph limit in North Leigh. The recent survey carried out by the parish council demonstrated clearly there was little interest in change (very low survey response).. The largest response group (by a margin) was NO</p> <p>New Yatt 20mph – Object See above</p> <p>A4095 40mph – Object It's NOT needed and will further exacerbate the queues.</p> <p>Travel change: Other Overtake more</p>

<p>(21) Local resident, (North Leigh, Green Lane)</p>	<p>North Leigh 20mph – Object I do not wish to see a change.</p> <p>New Yatt 20mph – Object I do not wish to see a change.</p> <p>A4095 40mph – Object I do not wish to see a change.</p> <p>Travel change: No</p>
<p>(22) Local resident, (North Leigh, New Yatt Road)</p>	<p>North Leigh 20mph – Object</p> <p>I am writing to you to question your decision on the introduction of a blanket 20 mph speed limit throughout the village,</p> <p>Your survey shows that the majority of the villagers that replied voted for no change. But it seems that you have added the v</p> <p>New Yatt 20mph – Object</p> <p>I am writing to you to question your decision on the introduction of a blanket 20 mph speed limit throughout the village,</p> <p>Your survey shows that the majority of the villagers that replied voted for no change. But it seems that you have added the v</p> <p>A4095 40mph – Object speed along the A4095 at present is not an issue. In traveling to and from Witney I have not noticed any excess speeders.</p> <p>Travel change: No</p>
<p>(23) Local resident, (North Leigh, New Yatt Road)</p>	<p>North Leigh 20mph – Object</p>

	<p>Unless there is enforcement 20 mph limits will not in my opinion be effective. Furthermore maintaining 20 mph is difficult and requires more attention to be devoted to the speedometer rather than the road. Imposing these limits in locations where there</p> <p>New Yatt 20mph – Object As above</p> <p>A4095 40mph – Object I see no benefit in reducing speed along this road. It will result in more traffic on the A40 and New Yatt Road. A more overarching approach is needed.</p> <p>Travel change: No</p>
(24) Local resident, (North Leigh)	<p>North Leigh 20mph – Object There is no evidence to support any positive impact of the limits and they are being brought in against the results of public consultations. 20mph limits should only be used in areas such as outside schools, hospitals and other vulnerable areas.</p> <p>New Yatt 20mph – Object There is no evidence to support any positive impact of the limits and they are being brought in against the results of public consultations. 20mph limits should only be used in areas such as outside schools, hospitals and other vulnerable areas.</p> <p>A4095 40mph – Object It's unnecessary for that stretch of road</p> <p>Travel change: No</p>
(25) Local resident, (North Leigh, Oak Tree Close)	<p>North Leigh 20mph – Object There is no justification for implementing a 20mph speed limit. It is a waste of taxpayers (MY) money and the cost to put the signs up will be enormous. How is it going to be controlled, patrolled and monitored, and enforced?</p> <p>New Yatt 20mph – Object There is no justification for implementing a 20mph speed limit. It is a waste of taxpayers (MY) money and the cost to put the signs up will be enormous. How is it going to be controlled, patrolled and monitored, and enforced?</p>

	<p>A4095 40mph – Object There is no justification for implementing a 40mph speed limit. It is a waste of taxpayers (MY) money and the cost to put the signs up will be enormous. How is it going to be controlled, patrolled and monitored, and enforced? If it is to be 40mph then make it all along the road from Woodstock to Cogges.</p> <p>Travel change: No</p>
(26) Local resident, (North Leigh, Park Road)	<p>North Leigh 20mph – Object It doesn't work as they have this where I work all the time and when the village voted they added two different votes together to get the result they wanted, as the majority didn't want it in our village</p> <p>New Yatt 20mph – Object It doesn't work as they have this where I work all the time and when the village voted they added two different votes together to get the result they wanted, as the majority didn't want it in our village</p> <p>A4095 40mph – Object Won't make any difference people will still do 50 and it will just cause more traffic in and around our village</p> <p>Travel change: No</p>
(27) Local resident, (North Leigh, Park Road)	<p>North Leigh 20mph – Object It is not necessary, causes congestion and frustrates local residents. There are decent footpaths making 30mph safe.</p> <p>New Yatt 20mph – Object It is not necessary, causes congestion and frustrates local residents. There are decent footpaths making 30mph safe.</p> <p>A4095 40mph – Object Reducing speed in a non-residential area that is currently safe does not seem appropriate. This is likely to cause more congestion and frustrate motorists.</p> <p>Travel change: No</p>

<p>(28) Local resident, (North Leigh, Parkside)</p>	<p>North Leigh 20mph – Object A 20 mph zone is unnecessary. It is also undemocratic as when the local council raised a petition, the largest vote was for objecting the introduction of any 20mph zones. Our village is very safe to drive, cycle and walk through so we do not need unnecess</p> <p>New Yatt 20mph – Object A 20 mph zone is unnecessary. It is also undemocratic as when the local council raised a petition, the largest vote was for objecting the introduction of any 20mph zones. Our village is very safe to drive, cycle and walk through so we do not need unnecess</p> <p>A4095 40mph – Object Unnecessary as road is already safe. Money spent on signage and consultation would be a waste of public money.</p> <p>Travel change: No</p>
<p>(29) Local resident, (North Leigh, Windmill Heights)</p>	<p>North Leigh 20mph – Object I find it incredible that any sensible person feels comfortable, for the most, part in driving above 20 miles an hour, but really object to an increasing tendency at all levels of government to micro manage our lives. Speed limits at 20 mph are unnecessar</p> <p>New Yatt 20mph – Object As above. People routinely drive faster than the current limit in the area so spending public money on this when it is needed on much more effective and vital projects is wasteful ; especially as our community charge rises every year.</p> <p>A4095 40mph – Object As above, however I would support the placement of mini roundabouts at the junction with Common road, the new housing junction and at Eynsham hall. Much more effective than traffic lights or road signs at reducing speed as drivers on the main road can no longer presume right of way.</p> <p>Travel change: No</p>

(30) Local resident, (North Leigh, Witney Road)	<p>North Leigh 20mph – Object There is no need for it; as far as I know there has never been a problem with the existing 30mph limit.</p> <p>New Yatt 20mph – Object As for North Leigh</p> <p>A4095 40mph – Object I live directly off a section of existing 50mph stretch and there is no problem at all with turning on and off the road as it is. 40mph would unnecessarily slow traffic.</p> <p>Travel change: No</p>
(31) Local resident, (North Leigh, Woodside)	<p>North Leigh 20mph – Object Don't agree with blanket 20mph introduction. Initial survey ignored. Zone by school would be appropriate, do not feel blanket 30 required</p> <p>New Yatt 20mph – Object Don't agree with blanket 20mph introduction. Initial survey ignored. Zone by school would be appropriate, do not feel blanket 30 required</p> <p>A4095 40mph – Object Would rather funding prioritised for fixing roads before spending on changing road signs. Poor road conditions will continue to be dangerous even if speed limits reduced. Road conditions too dangerous in current state</p> <p>Travel change: No</p>
(32) Member of public, (North Leigh, Common Road)	<p>North Leigh 20mph – Object Not beneficial use of money</p> <p>New Yatt 20mph – Object Not beneficial use of money</p>

	<p>A4095 40mph – Object Not beneficial use of money</p> <p>Travel change: No</p>
(33) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Object It is not necessary.</p> <p>New Yatt 20mph – Object Not required.</p> <p>A4095 40mph – Object 50mph is just fine. The road drops to 40 near the top junction. I don't see why this would be required.</p> <p>Travel change: No</p>
(34) Local resident, (North Leigh, Park Road)	<p>North Leigh 20mph – Object I do not agree with a blank 20mph speed limit. 30mph is fine, what you need to do, is have police enforce 30mph speeds. Deal with the bad drivers and not punish every driver on the road. I have held my car licence since 1998. Never received a speeding tic</p> <p>New Yatt 20mph – Object As above.</p> <p>A4095 40mph – Object 50mph is a safe speed. Bad drivers on their mobiles or speeding need to be dealt with. I do not agree with a 40mph speed limit on the A4095.</p> <p>Travel change: No</p>

(35) Local resident, (North Leigh, Parkside)	<p>North Leigh 20mph – Object I was happy for a 20 zone in the pass but after seeing what the local council did to the votes last time , adding blanket and zone together to beat no change I have no faith in this council at all. So for that reason I now vote no change.</p> <p>New Yatt 20mph – Object As above</p> <p>A4095 40mph – Object Should of considered the speed of the road before passing planing for the new housing estate, again local council not listening to the locals</p> <p>Travel change: No</p>
(36) Local resident, (North Leigh, Perrott Close)	<p>North Leigh 20mph – Object A 20mph limit should only be enforced during school drop off and pick up times and instead sort the parking out along Park Road and Common Road</p> <p>New Yatt 20mph – Object This Road does not need it as the traffic flow is minimal</p> <p>A4095 40mph – Object The road is fine aside is with the 40mph prior to North Leigh</p> <p>Travel change: No</p>
(37) Local resident, (North Leigh, Windmill Road)	<p>North Leigh 20mph – Object An absolute waste of money. There is no one to enforce the speed limit now so a change of signs is not going to change anything. The money should be spent on fixing the horrendous roads to make them safer so drivers and cyclists are not swerving potholes</p> <p>New Yatt 20mph – Object</p>

	<p>As above, you can barely drive above 20 in places due to the horrendous road conditions. Stop wasting money on signs that nobody wants or will listen to</p> <p>A4095 40mph – Object There is absolutely no need for this to be changed and will only encourage people to overtake in a dangerous place</p> <p>Travel change: No</p>
(38) Local resident, (n/a)	<p>North Leigh 20mph – Object Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on t</p> <p>New Yatt 20mph – Object Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on t</p> <p>A4095 40mph – Object no reason to vary from current limit</p> <p>Travel change: No</p>
(39) Local resident, (East End)	<p>North Leigh 20mph – Object people who speed will not observe 20mph and in many cases 20mph is unrealistically slow, very happy to have variable speed limits around schools at the appropriate times but blanket 20 just makes everyone a criminal and encourages people to ignore other s</p> <p>New Yatt 20mph – Object people who speed will not observe 20mph and in many cases 20mph is unrealistically slow, very happy to have variable speed limits around schools at the appropriate times but blanket 20 just makes everyone a criminal and encourages people to ignore other s</p>

	<p>A4095 40mph – Partially support Blanket reduction in speed limits will not make people safer, it just criminalises more people, better signage improving road surfaces making existing signs visible (cut back undergrowth) will do more for safety</p> <p>Travel change: No</p>
<p>(40) Local resident, (North Leigh, Green Lane)</p>	<p>North Leigh 20mph – Object My reasons are as follows. 1) I am not convinced this be adequately enforced and so will largely be ignored. 2) I am not convinced that those who are the most dangerous drivers, who ignore speed limits and are those who present highest risk will follow th</p> <p>New Yatt 20mph – Object See above</p> <p>A4095 40mph – Partially support My reasons are 1) I am not convinced this will be any better enforced or adhered to by those who ignore speed limits, than the current the 50mph limit - especially given the road is largely strait and it is therefore tempting to ignore limits. 2) There are issues at the junction of the A4095 and Common Road and Park Road, especially as there is considerably greater traffic coming from the extensive new local developments. Rather than imposing a 40mph limit, which will be largely ignored, traffic lights would be good at these junctions to calm and control the flow of traffic. 3) Again there is no quantification of expected reductions in injury and fatalities. 4) In short - yes there needs to be better traffic management but a 40mph limit is not likely to make much difference.</p> <p>Travel change: No</p>
<p>(41) Local resident, (North Leigh, Oak Tree Close)</p>	<p>North Leigh 20mph – Object The nature of the roads in North Leigh means that responsible drivers have to drive at around 20mph anyway, due to parked cars, the presence of a school and local shop/library etc. I really cannot support spending money on changing signage etc. In an effo</p>

	<p>New Yatt 20mph – Object Same as for North Leigh.</p> <p>A4095 40mph – Partially support I think it would be good to keep 40mph prior to Park Rd (coming from Witney direction), and it should remain to a point just beyond Cuckoo Lane. But after that, it doesnt need to remain at 40 all the way to Long Hanborough. Will just be annoying.</p> <p>Travel change: No</p>
(42) Local resident, (North Leigh, Park Road)	<p>North Leigh 20mph – Object I do not believe a speed limit of 20mph saves lives or reduces emissions , if any thing it increase the latter.</p> <p>New Yatt 20mph – Object As in 3.</p> <p>A4095 40mph – Partially support I would prefer the 40 Mph limit to extend beyond North Leigh into Witney on the A4095. It is illogical from Witney turning left to 50 mph but turning right onto a wider better quality road with a 40 mph limit</p> <p>Travel change: No</p>
(43) Local resident, (North Leigh, Perrott Close)	<p>North Leigh 20mph – Object Very few accidents in North Leigh, even at the narrow section where a pavement made the road narrow</p> <p>New Yatt 20mph – Object It's safe enough at 30</p> <p>A4095 40mph – Partially support New road altered the road conditions</p> <p>Travel change: No</p>

<p>(44) Local resident, (North Leigh, Perrott Close)</p>	<p>North Leigh 20mph – Object It's not necessary and not many will not stick to 20mph, as in Witney. 20mph is ridiculously slow and there is no sense in restricting speeds to that level, particularly on roads that are wide and where there is plenty of room for pedestrians and cyclist</p> <p>New Yatt 20mph – Object Same as above.</p> <p>A4095 40mph – Partially support I'm happy to drive at 40mph. There have been accidents on that road so would support 40mph on the stretch around Eynsham Park aka Estelle Manor.</p> <p>Travel change: No</p>
<p>(45) Local resident, (Witney, Tarrant Avenue)</p>	<p>North Leigh 20mph – Object Complete waste of money and totally unnecessary. Current 30mph is perfectly adequate.</p> <p>New Yatt 20mph – Object Complete waste of money and totally unnecessary. Current 30mph is perfectly adequate.</p> <p>A4095 40mph – Partially support This does make some sense with the new development which everyone was against but nevertheless is there now plus the hotel at Eynsham Hall</p> <p>Travel change: No</p>
<p>(46) Local resident, (New Yatt, New Yatt Lane)</p>	<p>North Leigh 20mph – Object Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. REALLY! POTHOLES As a cyclist doing over 5000 miles a year the best way to make the environment safer is the attend to the massive pothole</p> <p>New Yatt 20mph – Object</p>

	<p>FIX the potholes and road surface if you really care about making it safer for cyclists. Once you have made the surface suitable to cycle on safely then look at the speed limit if funds allow.</p> <p>A4095 40mph – Support Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. REALLY! POTHOLE As a cyclist doing over 5000 miles a year the best way to make the environment safer is the attend to the massive potholes and the unacceptable road surface in the NEW YATT area.</p> <p>Travel change: No</p>
(47) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Object '- will not prevent speeding drivers, speed camera would be far more effective - bus route longer and a less attractive travel option - 20mph completely unnecessary. 30mph is perfectly safe speed, there are good pavements throughout the village and houses</p> <p>New Yatt 20mph – Object Same points as North Leigh, completely unnecessary</p> <p>A4095 40mph – Support '- as a dog walker crossing the road can be difficult and I don't feel safe walking along the pavement - drivers drive much faster than 50mph, a speed camera would be more effective than just changing the speed limit</p> <p>Travel change: No</p>
(48) Local resident, (North Leigh, Green Lane)	<p>North Leigh 20mph – Object I do not support the proposed 20mph speed limit. At present the existing 30mph in the village is widely ignored so before lowering it [having had quite a bit of experience of existing 20mph limits in the area it is clear that generally they are not adhere</p> <p>New Yatt 20mph – Object As per No 3</p>

	<p>A4095 40mph – Support The road is now used as an alternative for the A40 as a commuter road. The volumes of traffic are too great for the nature of the road, particularly dangerous being the many junctions. Traffic needs to be slowed down and discouraged from using it as a regular rush hour route.</p> <p>Travel change: No</p>
(49) Local resident, (North Leigh, Perrott Close)	<p>North Leigh 20mph – Object Whilst I support 20mph outside of the school i do not support on other roads. Since its implementation in Witney I have witnessed more dangerous driving. For example, people watching their speedometer rather than the road as it is more difficult to driv</p> <p>New Yatt 20mph – Object As above</p> <p>A4095 40mph – Support Increased traffic and the new entries to housing estates.</p> <p>Travel change: No</p>
(50) Local resident, (North Leigh, Windmill Close)	<p>North Leigh 20mph – Object 30 miles ph is sufficient 20 is ridiculous as no one will stick to it. There is no need for it by the school as cars parked all along there restrict you to 10mph so please do not waste our hard earned money.</p> <p>New Yatt 20mph – Object As above</p> <p>A4095 40mph – Support It has now become a built up area and a lower speed limit is badly needed.</p> <p>Travel change: No</p>

<p>(51) Local resident, (North Leigh, Windmill Heights)</p>	<p>North Leigh 20mph – Object There was a vote conducted last year. Our Parish Council put 3 Questions. A > keep 30mph. B > reduce to 20mph in Park Rd passing School C> Whole village 20mph. The actual result was a majority of total who voted was a NO Change... however apparently, pr</p> <p>New Yatt 20mph – Partially support New Yatt is a very narrow road, I would partially support a 20mph, I say partially as you have to be a fruit loop to go any faster, in a bomb ally of a road, littered with potholes, crumbling edges, totally uneven road surface. So, yes if the road was in</p> <p>A4095 40mph – Object The best way to approach the section of A4095 from Witney to Long Hanborough would be to put mini roundabouts, at Common Rd/A4095, Park Rd/A4095, Boddington Lane/4095. In doing this, the traffic would have to reduce overall speeds to allow for right of way, entering/existing these junction points.</p> <p>Travel change: No</p>
<p>(52) Local resident, (North leigh, Common Road)</p>	<p>North Leigh 20mph – Object Bus routes will take longer. 20mph will not prevent the very fast speeding on my road, Common Road, in North Leigh. If people already don't do 30, they won't do 20. What we need is a permeant speed camera or speed bumps. 30mph is perfectly reasonable othe</p> <p>New Yatt 20mph – Partially support No comment as don't live or use those roads.</p> <p>A4095 40mph – Support I regularly walk dog to footpaths along this road and I feel very vulnerable on the pavement. Also, I see a number of cyclists put at risk with vehicles overtaking at high speed.</p> <p>Travel change: Other Yes - I will less likely take the bus, as services will be even later than usual.</p>

(53) Local resident, (East End)	<p>North Leigh 20mph – Partially support Should make roads safer but should only be used for narrow road/ near school</p> <p>New Yatt 20mph – No objection lots of on street parking in North leigh which turns road into a chicane. Lower limit will make it safer</p> <p>A4095 40mph – No objection several turns off this stretch of road (Cuckoo Lane / East End) so 40 mph is good</p> <p>Travel change: No</p>
(54) Local resident, (North Leigh)	<p>North Leigh 20mph – Partially support I would support a 20mph limit from Common Road/Windmill Road turn to Park Road/Windmill Road junction,</p> <p>New Yatt 20mph – No objection I don't use this route</p> <p>A4095 40mph – No objection It makes no sense to drop and raise speed</p> <p>Travel change: No</p>
(55) Local resident, (Freeland, Witney Road)	<p>North Leigh 20mph – Partially support I usually cycle and cars can often drive quite fast through North Leigh, but I feel the volume of non-residential traffic can be more of a problem than a 30mph speed limit.</p> <p>New Yatt 20mph – No objection I don't often go through new yatt and so have no objection either way to a speed limit change.</p> <p>A4095 40mph – Support It's a very fast road with residential areas just off it in some places, and dangerous crossings to the football club and hotel.</p>

	<p>Travel change: Other I already cycle or use the bus, these changes won't have an impact on my mode of travel.</p>
(56) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Partially support I am totally in favour of the idea of having a 20mph limit on roads in North Leigh, but NOT in favour of the proposed "buffer" on the road towards New Yatt. That buffer is proposed for the stretch of road - a long bend in the road - where there are frequ</p> <p>New Yatt 20mph – No objection Since I live in North Leigh Parish, not Hailey Parish - New Yatt is part of Hailey - I would regard the views of residents of New Yatt as taking precedence over my own.</p> <p>A4095 40mph – Support This section of road has been the site of too many recent accidents, especially since the level of traffic has been increased because of the expansion of "Estelle Manor". As well as decreasing the speed on that section of road, there ought to be a shared used footpath/cycle path so that this path would fill in the gap between the exits from Common Road and Park Road - that section of road is currently dangerous for pedestrians and cyclists, especially at night.</p> <p>Travel change: Yes – walk/wheel more</p>
(57) Local resident, (New Yatt, Farm Lane)	<p>North Leigh 20mph – Partially support The area around the school would benefit from a 20 mph limit</p> <p>New Yatt 20mph – Object Apparently: Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel... My r</p> <p>A4095 40mph – No objection .</p>

	Travel change: No
(58) Local resident, (North Leigh, Green Lane)	<p>North Leigh 20mph – Partially support In my opinion, the only place in North Leigh and Nee Yatt where a 20 mph limit is necessary is on Park Road between the junctions of Common Road and Windmill Road. As far as I recall the majority of those who participated in an earlier survey voted for a</p> <p>New Yatt 20mph – Object As above other than local monitoring of excess speed there will not be any police enforcement</p> <p>A4095 40mph – Object I can recall there being 2 fatalities on the A4095 between Witney and the turning to East End for as far back as I can remember, one I believe involved excess alcohol the other a motorcyclist travelling much too fast, a 40 limit in both cases would have been almost certainly ignored. Once again there will be little enforcement if any and due to the openness of the road the likelihood of the limit being observed will be nil.</p> <p>Travel change: No</p>
(59) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Partially support The parish council asked the community what we'd like and then ignored the majority. I agreed to a partial 20mph speed restriction in areas it is most needed around the school and NOT the whole village.</p> <p>New Yatt 20mph – Object I see no reason for the reduction in this area.</p> <p>A4095 40mph – Support It's a dangerous road and with the addition of extra traffic from Estelle Manor at a dangerous junction I feel it should be further reduced to 30 around the entrance and exit of Estelle Manor, North Leigh Football club entrance.</p> <p>Travel change: No</p>

(60) Local resident, (North Leigh, Masons Grove)	<p>North Leigh 20mph – Partially support Support for Park Road in the area of the school. Otherwise retain 30 mph</p> <p>New Yatt 20mph – Partially support Support in centre of village otherwise retain 30mph</p> <p>A4095 40mph – No objection It makes sense to adopt 40mph through that part of the B4095 for consistency</p> <p>Travel change: No</p>
(61) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Partially support I feel that a 20 mph speed limit is appropriate for stretches of Park Rd ie close to the shop and school, but not for example Common Rd.</p> <p>New Yatt 20mph – Partially support I feel that 20mph is appropriate as you approach the traffic calming between New Yatt and North Leigh. Prior to that 30mph would seem to be ok.</p> <p>A4095 40mph – Object Dont feel its necessary</p> <p>Travel change: No</p>
(62) Local resident, (Northleigh, Bridewell Close)	<p>North Leigh 20mph – Partially support 20mph should be limited to school area and pinch points on New Yatt Road</p> <p>New Yatt 20mph – Partially support Blanket 20mph is too restrictive</p> <p>A4095 40mph – Object Not necessary</p>

	Travel change: No
(63) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Partially support I don't believe that 20mph needs to apply to all areas and there would be a more effective approach of road safety by introducing other traffic calming measures.</p> <p>New Yatt 20mph – Partially support Again I believe that a change in speed limit won't necessarily make it safer and other traffic calming measures could be considered</p> <p>A4095 40mph – Partially support I don't believe drivers will adhere to the 40mph limit. There needs to be more safety in place for cyclists who choose not to divert through the village and continue on the main road</p> <p>Travel change: No</p>
(64) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Partially support I support the objective of it of promoting a safer environment however I don't think many people will stick to it, seeing as they currently don't in Witney</p> <p>New Yatt 20mph – Partially support I support the objective of it of promoting a safer environment however I don't think many people will stick to it, seeing as they currently don't in Witney</p> <p>A4095 40mph – Partially support I support the objective of it of promoting a safer environment however I don't think many people will stick to it as it's always been a 'fast road'</p> <p>Travel change: No</p>

<p>(65) Local resident, (North Leigh, East End)</p>	<p>North Leigh 20mph – Partially support Although I agree that the limit should be reduced to 20mph in parts of North Leigh I do not consider a blanket 20mph throughout North Leigh is necessary. Further, a blanket 20mph was not supported by a majority of residents in a poll of villagers.</p> <p>New Yatt 20mph – Partially support Although I agree that the limit should be reduced to 20mph in parts of New Yatt I do not consider a blanket 20mph throughout North Leigh is necessary. Further, a blanket 20mph was not supported by a majority of residents in a poll of villagers.</p> <p>A4095 40mph – Support I support a reduction to 40mph on the A4095. On the Witney side of North Leigh this should start before Common Road to ensure it encompasses the junction with Akeman Road, which is particularly difficult to exit because of the speed of the traffic. This is only likely to get worse once vehicles from the additional 55 properties that are going to be built off Akeman Road are included.</p> <p>Travel change: Other The 20mph limit on its own is unlikely to lead to a change in my mode of travel. However, if the footpath along the A4095 was extended between Park Road and Common Road I would be more likely to walk.</p>
<p>(66) Local Cllr (i.e. Town/Parish/District), (North Leigh, East End)</p>	<p>North Leigh 20mph – Partially support I partially support the introduction of a 20 MPH limit in North Leigh however I would like to see it extended to include the full length of New Yatt Road between North Leigh and New Yatt. I would also like to see the new Akeman Road development included.</p> <p>New Yatt 20mph – Partially support I partially support the introduction of a 20 MPH limit in New Yatt however I would like to see it extended to include the full length of New Yatt Road between North Leigh and New Yatt.</p> <p>A4095 40mph – Support I believe that reducing the speed limit to 40 mph along this stretch of road would help increase the safety of and reduce the risk to traffic leaving / joining the A4095 from Common Road, Akeman Road, Park Road, Estelle Manor, North Leigh Football Club and Nursery Road Business Park.</p>

	Travel change: No
(67) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Partially support Supported, but enforcement of the 30mph would be better.</p> <p>New Yatt 20mph – Partially support As above</p> <p>A4095 40mph – Support Again, any change needs to be enforced. Will help reduce noise too.</p> <p>Travel change: No</p>
(68) Local resident, (North Leigh, Green Lane)	<p>North Leigh 20mph – Partially support Want a 20mph zone not the full village</p> <p>New Yatt 20mph – Support Access to several housing developments in this vicinity</p> <p>A4095 40mph – Partially support Only want 40mph where A4095 has turnings to Common Road, Estelle Manor entrance, Football Club entrance and Park Road. Rest should remain at 50mph</p> <p>Travel change: No</p>
(69) Local Cllr (i.e. Town/Parish/District), (North Leigh)	<p>North Leigh 20mph – Partially support Why leave a 30mph on the short gap between North Leigh and New Yatt - makes more common sense to have that whole road 20 mph- less confusing and it saves on signage. New Yatt Road is bendy and has poor cambering and many potholes or eroded edges. so redu</p> <p>New Yatt 20mph – Support</p>

	<p>why leave a 30 mph gap between North Leigh and New Yatt- make it all 20mph as suggested for the reasons set out above in 3. above</p> <p>A4095 40mph – Support I have been campaigning for this to happen for many years and so am very please to see this proposal at long last. the current situation is most unsatisfactory. I also want to see the cycleway between Park Road and Common Road formed to ensure a safe link between the existing cycle/footway that links Witney to the translation at Long Hanborough - an easy win to encourage cycling to work for folk communion to Oxford /Birmingham Reading or London and one day Milton Keynes and Cambridge.</p> <p>Travel change: Other I will drive slower.</p>
(70) Local resident, (North Leigh, Akeman Road)	<p>North Leigh 20mph – Partially support Would like to have 20 mph limit on Park Road, New Yatt Road, Church Road and Common Road I.e main roads through North Leigh</p> <p>New Yatt 20mph – Support Vehicles often exceed the current 30 mph limit on the main roads through North Leigh and New Yatt</p> <p>A4095 40mph – Support It is often difficult to turn out of Akeman Road onto the 4095 due to lack of view and the speed of traffic.</p> <p>Travel change: Yes – walk/wheel more</p>
(71) Local resident, (North Leigh, Masons Grove)	<p>North Leigh 20mph – Partially support The break in the 20mph limit between north Leigh and new Yatt makes no sense for such a short and windy section of road an will encourage continued travel at 30mp in both directions, other than that no objections</p> <p>New Yatt 20mph – Support All residential areas should have a continuous 20mph speed limit</p> <p>A4095 40mph – Support</p>

	<p>The change of limit encourages travel at the upper limit</p> <p>Travel change: No</p>
(72) Local resident, (North Leigh, Park Road)	<p>North Leigh 20mph – Support Cars still travel too fast in North Leigh, especially in Park Road</p> <p>New Yatt 20mph – No objection Traffic still too fast here so hopefully this may help</p> <p>A4095 40mph – No objection This stretch of road is often used by cars and especially motorcycles travelling far too fast</p> <p>Travel change: No</p>
(73) Local resident, (East End)	<p>North Leigh 20mph – Support Narrow village roads with many parked cars deserve a reduced speed limit</p> <p>New Yatt 20mph – No objection Narrow roads with many dangerous bends</p> <p>A4095 40mph – Support Seems sensible to continue the 40 mph limit and it should make the junctions at Boddington Lane and Cuckoo Lane safer.</p> <p>Travel change: No</p>
(74) Local resident, (North Leigh, New Yatt Road)	<p>North Leigh 20mph – Support West Oxfordshire DC are currently considering a proposal to build 1400 new homes at North Witney. The plan is for the those homeowners (and others to the west of Witney who will use a new road through the development) to use New Yatt Road as a through rou</p> <p>New Yatt 20mph – Partially support</p>

	<p>See above</p> <p>A4095 40mph – Support Several new (and proposed) residential developments have access points along this stretch and vehicles need to be slowed down otherwise further fatal accidents will be inevitable.</p> <p>Travel change: Yes - cycle more</p>
(75) Local resident, (New Yatt, New Yatt Lane)	<p>North Leigh 20mph – Support To make the roads, some of which have no pavement, safer for pedestrians and cyclists.</p> <p>New Yatt 20mph – Support To make the roads, some of which have no pavement, safer for pedestrians and cyclists.</p> <p>A4095 40mph – No objection To slow the traffic down</p> <p>Travel change: Yes – walk/wheel more</p>
(76) Local resident, (North Leigh, Park Road)	<p>North Leigh 20mph – Support Safety reasons. Speeding is a constant problem in the village</p> <p>New Yatt 20mph – Support Safety reasons. Speeding is a constant problem in the village</p> <p>A4095 40mph – No objection Believe the 4095 is safe enough at 50</p> <p>Travel change: No</p>
(77) Local resident, (North Leigh, Akeman Road)	<p>North Leigh 20mph – Support</p>

	<p>Traffic travelling too fast in North Leigh. Especially round the Post office ,schools and lvision is poor when vehicles are parked</p> <p>New Yatt 20mph – Support Safety for pedestrians and cyclists</p> <p>A4095 40mph – No objection Volume of Traffic entering from Marlborough gardens and Common road has increased over last two years due to New development housing</p> <p>Travel change: Yes – walk/wheel more</p>
(78) As part of a group/organisation, (Witney, Corn street)	<p>North Leigh 20mph – Support I teach bikeability in north Leigh so we take the local children from the school and teach them how to ride on the roads confidently. Many vehicles drive above the speed limit so if the limit is 30mph they can pass the children riding at 40mph. By reducin</p> <p>New Yatt 20mph – Support Slowing the traffic down in these villages which are often used as a cut through to hanborough or Witney will hopefully encourage more people to feel comfortable cycling either to school or work or between new yatt and north Leigh</p> <p>A4095 40mph – No objection No objection</p> <p>Travel change: Yes - cycle more</p>
(79) Member of public, (Adderbury, Round Close Road)	<p>North Leigh 20mph – Support For the safety of pedestrians and cyclists.</p> <p>New Yatt 20mph – Support For the safety of pedestrians and cyclists.</p> <p>A4095 40mph – Object</p>

	<p>For the safety of pedestrians and cyclists.</p> <p>Travel change: Yes - cycle more</p>
(80) Local resident, (North Leigh, Chapel Lane)	<p>North Leigh 20mph – Support ALL of the route from North Leigh to New Yatt should be 20mph too. This is the only section that has had accidents and had NO footpaths, yet the most dangerous section is kept at 30 mph.</p> <p>New Yatt 20mph – Support ALL of the route from North Leigh to New Yatt should be 20mph too. This is the only section that has had accidents, has blind bends and has NO footpaths, yet the most dangerous section is kept at 30 mph.</p> <p>A4095 40mph – Object 50 mph is fine</p> <p>Travel change: No</p>
(81) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Support I support the 20mph limit being implemented in and around North Leigh being a mother with a small baby, walking around the village there are some times traffic is too fast and makes me feel unsafe to the point I have stopped walking as frequent.</p> <p>New Yatt 20mph – Support Same as above</p> <p>A4095 40mph – Object This is a very fast and busy road connecting vital villages, which when traveling by foot with a pram is slightly terrifying due to the volume and speed of the the traffic. There are no other pram friendly routes making this the only route to take, it feels dangerous and I don't enjoy walking this route with my 5month old.</p> <p>Travel change: Yes – walk/wheel more</p>

(82) Local resident, (North Leigh, Bridewell Close)	<p>North Leigh 20mph – Support We live in Bridewell Close and often people speed past as they think they're out of the village. For a small village it is safer for elderly residents and cats. Of course by the school it's essential as well.</p> <p>New Yatt 20mph – Support Safer</p> <p>A4095 40mph – Partially support Maybe better for some parts such as where turnings are into North Leigh and Witney</p> <p>Travel change: No</p>
(83) Member of public, (Witney, Eton Close)	<p>North Leigh 20mph – Support Safer for pedestrians and cyclists.</p> <p>New Yatt 20mph – Support The rout into Witney via New Yatt passes two schools. If we want to reduce traffic we need to make it safe for adults and children to walk or cycle in to Witney. With the extra housing that is planned this is doubly important</p> <p>A4095 40mph – Partially support Where there is a turning into North Leigh it would be better to have a reduced speed limit, but for the stretch into Witney I can't see the advantage. The cycle path needs to be improved however as it is sub standard and the road is too dangerous at 50 or even 40 for cyclists</p> <p>Travel change: Yes - cycle more</p>
(84) Member of public, (Chipping Norton, Rockhill)	<p>North Leigh 20mph – Support Any reduction in the speed limit is a good thing as it can encourage other road users to use the road, for example children cycling</p> <p>New Yatt 20mph – Support</p>

	<p>Any reduction in the speed limit is a good thing as it can encourage other road users to use the road, for example children cycling</p> <p>A4095 40mph – Support Any reduction in the speed limit is a good thing as it can encourage other road users to use the road, for example children cycling</p> <p>Travel change: Yes - cycle more</p>
(85) Local resident, (East End, North Leigh)	<p>North Leigh 20mph – Support Narrow congested roads need low speed limits</p> <p>New Yatt 20mph – Support As above</p> <p>A4095 40mph – Support Seems logical to continue the 40mph speed limit from North Leigh to Long Hanborough. It will make the junctions at Boddington Lane and Cuckoo Lane safer.</p> <p>Travel change: No</p>
(86) Member of public, (London, Beaulieu Place)	<p>North Leigh 20mph – Support I grew up in north Leigh and having seen the increase in traffic through the years it has never been as busy as it is now on the roads. The new developments locally and the link roads to all the surrounding villages mean it will only get busier as well. W</p> <p>New Yatt 20mph – Support Local residents should feel safe in their village and not have to worry about speeding traffic rushing through the village to get to their final destination. Small villages and country lanes were not designed for vehicles going faster than 20mph. Again, h</p> <p>A4095 40mph – Support</p>

	<p>North Leigh is growing and although it is an 'A' road, consideration should be made for the new levels of traffic, the safety of local residents, and also any other road/path users like cyclists and pedestrians. Preventative measures should be made to avoid incident, accident and injury rather than reacting to these issues in the future.</p> <p>Travel change: Yes - cycle more</p>
(87) Local resident, (New Yatt, New Yatt Lane)	<p>North Leigh 20mph – Support I think any reduction in speeds in the area will make it less likely that people will use roads in the area as a “convenient” short cut / rat run. Therefore any reduction in local speed limits and associated traffic calming measures I think will help retu</p> <p>New Yatt 20mph – Support As a new resident of New Yatt I have been shocked and concerned by the speed of vehicles in New Yatt Lane and the apparent disregard for the existing 30mph speed limit. I have only lived here for two months and already had cause to wave down a car that wa</p> <p>A4095 40mph – Support Again I think reducing the speed on surrounding roads will have a positive impact on the local area for residents. As a keen cyclist and walker I also think that reduced speeds on roads in the area will make it much safer for cyclists, walkers and horse riders.</p> <p>Travel change: Yes – walk/wheel more</p>
(88) Local resident, (New Yatt, New Yatt Lane)	<p>North Leigh 20mph – Support 20mph along the road past school makes very good sense as does the 40mph on main road. Some traffic going down Common Road currently goes much faster than 30 - I question whether traffic will adhere to 20 along this road but if it can be achieved will be</p> <p>New Yatt 20mph – Support New Yatt has a dangerous junction and New Yatt Lane is narrow with houses down either side. Roads also used by cyclists and horses as well as numerous pedestrians and dog walkers. 20mph here would be much safer and quieter for the houses. Consider extend</p>

	<p>A4095 40mph – Support Dangerous stretch of road with new access to housing estate as well as Common Lane junction and Cuckoo Lane beyond football club. Single limit of 40 for whole stretch makes good sense</p> <p>Travel change: Yes - cycle more</p>
(89) Local resident, (New Yatt, New Yatt Lane)	<p>North Leigh 20mph – Support Drivers already travel well over the 30mph speed on Common Road</p> <p>New Yatt 20mph – Support A lot of drivers travel well in excess of 30mph on New Yatt Road</p> <p>A4095 40mph – Support This road has a lot of roads leading into it and again, cars travel well in excess of the existing speed limit</p> <p>Travel change: Yes - cycle more</p>
(90) Local resident, (New Yatt, New Yatt Lane)	<p>North Leigh 20mph – Support Support on grounds of safety to residents, cyclists and horse riders who live and use these country roads.</p> <p>New Yatt 20mph – Support On grounds of safety to residents, pedestrians, cyclists, horse riders using these country roads. There are young children living in New Yatt and drivers need to proceed cautiously through.</p> <p>A4095 40mph – Support Safety. An accident hot spot. Reducing speed may help.</p> <p>Travel change: Yes – walk/wheel more</p>
(91) Local resident, (New Yatt, New Yatt Road)	<p>North Leigh 20mph – Support speeding in North Leigh has always been a problem particularly on Common Road.</p>

	<p>New Yatt 20mph – Support speeding in New Yatt is a major problem particularly on the New Yatt Road. The roads are getting less safe for pedestrians, cyclists and motorcyclists due to extremely poor surface. We need to do everything we can to make the roads safer. A 20mph limit ma</p> <p>A4095 40mph – Support the various stretches of the A4095 have a confusing number of different limits. removing the 50mph limit between Freeland and North Leigh would simplify things considerably. It would also benefit the accident blackspot around the entrance to the football club.</p> <p>Travel change: No</p>
(92) Local resident, (North Leigh, Akeman Road)	<p>North Leigh 20mph – Support I support the 20mph speed limit since I often cycle through North Leigh and this would made it much safer for me.</p> <p>New Yatt 20mph – Support I cycle and often walk through New Yatt. Since there is no cycle path or path to walk along the road, I have to walk on the road. 20mph would feel safer for me.</p> <p>A4095 40mph – Support Cars often speed along the A4095, reducing the speed limit to 40mph would discourse excessive speed. I also feel unsafe turning onto the A4095 from Akeman Road, the vegetation conceals the junction and with traffic travelling at 50mph it can feel unsafe to enter the A4095. Also there is a lot of wildlife living in the forest along the A4095. I often see roadkill along this stretch. Reducing the speed limit would allow more time for a driver to react to an animal trying to cross the road. Lastly I live near the A4095, and reducing the speed would reduce th noise from traffic on that road.</p> <p>Travel change: Yes - cycle more</p>
(93) Local resident, (North Leigh, Akeman Road)	<p>North Leigh 20mph – Support A lower speed limit will reduce the severity of injury in the event of a collision with a pedestrian.</p> <p>New Yatt 20mph – Support Same as for North Leigh.</p>

	<p>A4095 40mph – Support Vehicles emerging from Akeman Road have a limited view due to the road topography and hedgerows on the A4095. This coupled with vehicles travelling in excess of the current speed limit make it fatality waiting to happen. Reduced the speed limit to 40 mph would allow emerging vehicles more time to see approaching traffic.</p> <p>Travel change: Yes - cycle more</p>
(94) Member of public, (North Leigh, Breakspear Way)	<p>North Leigh 20mph – Support The roads through North Leigh are regularly used as “rat runs” and many motorists fail to recognise they are driving through a village where there are narrow roads and footpaths and many young children walking close to the edge of them, especially during</p> <p>New Yatt 20mph – Support As above</p> <p>A4095 40mph – Support This road has many entrances to residential areas (with even more planned) and other access points. The road is also undulating with poor visibility. The accident record along this stretch speaks for itself. The variations in the current speed limits from 40 to 50mph to 40mph then 50mph again are not helpful. Please regularise it to 40mph (all the way to Freeland if possible) please.</p> <p>Travel change: Other I already walk or cycle in the vicinity of the village. However I regularly cycle to Witney via New Yatt Road and it is very scary as cars travel at around 35mph and 60mph plus between New Yatt and the Witney 20mph limit. If this stretch was all 30mph the</p>
(95) Local resident, (North Leigh, Breakspear Way)	<p>North Leigh 20mph – Support These are village roads that people rush through, using them as ‘rat runs’. There are two areas of New Yatt Road which are pinch points and there is a blind bend in Church Road. People do not slow down for these if they can whip through first! The pavem</p> <p>New Yatt 20mph – Support</p>

	<p>There are no pavements and there is a well worn path to the New Yatt business park and egg farm. It is a horrible walk from North Leigh as the vehicles whip round the blind bend and you have to get out of the way. There are many cyclists using this road</p> <p>A4095 40mph – Support There are entrances along the length of the road to residences. The road is undulating due to the topography of the area so a slower speed would help.</p> <p>Travel change: Yes – walk/wheel more</p>
(96) Local resident, (North Leigh, Breakspear Way)	<p>North Leigh 20mph – Support The Parish Council has already consulted on this and the majority of residents supported the implementation of a 20mph speed limit. However, there are a few residents who are vehemently opposed to this who are now working hard to encourage their supporter</p> <p>New Yatt 20mph – Support See above</p> <p>A4095 40mph – Support I would even suggest the speed limit between the Common Road and Park Road junctions with the A4095 should be 30mph as there are now residential developments (e.g the Akeman Road development and the proposed Rectory Homes site that has been approved) whose only way out of North Leigh is onto the A4095.</p> <p>Travel change: Yes - cycle more</p>
(97) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Support reduction of speed will significantly improve the village environment and safety</p> <p>New Yatt 20mph – Support reduction of speed will significantly improve the village environment and safety</p> <p>A4095 40mph – Support hopefully this will reduce accidents at the east end junction</p>

	Travel change: No
(98) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Support I have lived in Common Road, North Leigh for over 30 years. During this time the traffic has increased significantly and the speed the vehicles drive at is often in excess of 30mph on Common Road and Park Road. I have therefore felt for a long time that a</p> <p>New Yatt 20mph – Support There have been at least three serious accidents since 2018 on the New Yatt Road between New Yatt and North Leigh. One involved a cyclist. The New Yatt Road & New Yatt Lanes are a rat run during rush hours for people from and to Witney and people to and f</p> <p>A4095 40mph – Support The 50 mph limit on the A4095 goes past several side roads, e.g., Common Road, Akeman Road, Park Road, Estelle Manor entrance, North Leigh football club entrance, Nursery Road, Boddington Lane and Cuckoo Lane. Over the years there have been several accidents at some of these junctions. Also there have been at least two fatal accidents on this stretch of road. One near Common Road in 2021 and another near North Leigh football club in 2014. Reducing the speed limit will reduce the number and severity of future accidents and also reduce the level of noise pollution.</p> <p>Travel change: Yes - cycle more</p>
(99) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Support The speeds that vehicles travel along Common Road are way too fast. The road is quite congested with parked vehicles, double decker buses every 1/2 hr and the mini bus that meets these buses. It is very difficult to come out of my drive at times. The whol</p> <p>New Yatt 20mph – Support New Yatt is a small residential village with small windy roads. For safety, reduction in noise and exhaust pollution a slower speed is preferable.</p> <p>A4095 40mph – Support</p>

	<p>This road is very fast but has some blind spots in the dip. Also there are now 3 entrances onto the road. There have been several accidents over the years. Hopefully a speed reduction will make this a safer road.</p> <p>Travel change: No</p>
(100) Local resident, (North Leigh, Cuckamus Lane)	<p>North Leigh 20mph – Support 20mph can be the difference between life and death when hit by a car</p> <p>New Yatt 20mph – Support Same as above - much safer for local residents</p> <p>A4095 40mph – Support Less noise and safer - there are lots of accidents currently</p> <p>Travel change: No</p>
(101) Local resident, (North Leigh, Cuckamus Lane)	<p>North Leigh 20mph – Support Roads will feel safer and calmer for walking and cycling</p> <p>New Yatt 20mph – Support Roads will feel safer and calmer for walking and cycling</p> <p>A4095 40mph – Support Improved road safety in vicinity of North Leigh turnings at Common Road, Akeman Road, Park Road, East End turn, Cuckoo Lane turn, football club entrance, etc.</p> <p>Travel change: Yes - cycle more</p>
(102) Local resident, (North Leigh, Hazeldene Close)	<p>North Leigh 20mph – Support Small village with pinch pots. Primary school in the village and cars often travelling over the speed limit.</p>

	<p>New Yatt 20mph – Support Residential village</p> <p>A4095 40mph – Support Housing estate on the main road and turnings off the main to North Leigh village. Pollution</p> <p>Travel change: Yes - cycle more</p>
(103) Local resident, (North Leigh, Ladywell)	<p>North Leigh 20mph – Support North Leigh has very few straight stretches of road, so 20 is plenty.</p> <p>New Yatt 20mph – Support The road surface is awful and the chicanes are dangerous so it would be difficult to attain 20mph anyway</p> <p>A4095 40mph – Support The forthcoming extension to the new estate on the A4095 (22_02498_OUT) will definitely require a reduction in the speed limit between the football club entrance and Common Road. In my opinion a roundabout is required at Estelle Manor which has now become a major crossroad opposite Park Road.</p> <p>Travel change: No</p>
(104) Local resident, (North Leigh, New Yatt Road)	<p>North Leigh 20mph – Support It is highly likely the new North Witney Housing Development will be approved. This will result in New Yatt Road being used as a rat run through New Yatt and North Leigh to access the A4095. The road will therefore become even busier than it currently is</p> <p>New Yatt 20mph – Support See above</p> <p>A4095 40mph – Support This is a dangerous stretch of road which many drivers currently speed along.</p>

	Travel change: Yes - cycle more
(105) Local resident, (North Leigh, Park Road)	<p>North Leigh 20mph – Support because we need to slow the cars down through the village</p> <p>New Yatt 20mph – Support ditto</p> <p>A4095 40mph – Support this will help alleviate noise pollution in the village and will also make the road safer, bearing in mind cyclists</p> <p>Travel change: No</p>
(106) Local resident, (North Leigh, Park Road)	<p>North Leigh 20mph – Support I have never had what I would call a 'really close call' but, in the 22 years that I have lived in North Leigh, I have had a number of uncomfortable experiences with vehicles, especially when walking my 3 children to the Primary School. My family and I re</p> <p>New Yatt 20mph – Support Though I don't live in New Yatt, I regularly drive through the village and fully support the introduction of a 20mph speed limit. However, this is mainly because I would like to see 20mph become the norm, like it is now in Wales.</p> <p>A4095 40mph – Support I also fully support the introduction of the 40mph speed limit on the A4095 as the current 40mph section in front of Estelle Manor often appear to make no difference to drivers who pass by without slowing and can make the exit from Park Road, turning towards Witney, very difficult. I have seen quite a few accidents at that junction and have unfortunately been involved in one myself. At busy times when cars have been waiting to get out of Park Road for a long time, they take risks. Hopefully the consistent 40mph limit will help but, in my humble opinion, a mini roundabout would probably help more than the change in speed limit!</p> <p>Travel change: Yes - cycle more</p>

<p>(107) Local resident, (North Leigh, Park Road)</p>	<p>North Leigh 20mph – Support I support the 20mph because I live directly beside the pinch-point where Park Road is one lane at a time. Our grade II historic cottage sits right beside the road. I feel increasingly at risk of our home being damaged by speeding drivers. I observe speedi</p> <p>New Yatt 20mph – Support See previous comments. The rat-run extends to New Yatt. I have observed HGVs speeding and mounting the pavement as its narrow and there isn't room to pass. The 20mph would help slow the increased traffic cutting through.</p> <p>A4095 40mph – Support I support the 40mph limit. Making the turn onto Boddington Lane from the A4095 can be difficult with visibility up the hill and cars travelling at high speed. There are a series of turns on either side requiring breaking which some cars either speeding or unfamiliar with the location aren't expecting.</p> <p>Travel change: Other Would likely resume walking in village more.</p>
<p>(108) Local Cllr (i.e. Town/Parish/District), (North Leigh, Breakspear Way)</p>	<p>North Leigh 20mph – Support 20mph provides safety to the many pedestrians walking with children along very narrow pavements and safety for the elderly slowly crossing roads.</p> <p>New Yatt 20mph – Support The safety of children, individuals and the elderly relies on limiting car speed to 20mph.</p> <p>A4095 40mph – Support At 40mph a car turning off onto a smaller road can slow down effectively to make the turn safely.</p> <p>Travel change: Yes - cycle more</p>
<p>(109) Local resident, (North Leigh, Common Road)</p>	<p>North Leigh 20mph – Support Improve road safety and pedestrian safety in the village.</p>

	<p>New Yatt 20mph – Support Improve the safety of the residents entering and exiting home both in vehicles and pedestrians</p> <p>A4095 40mph – Support Reducing the speed between the two villages would stop speeding in any national speed limit areas between villages</p> <p>Travel change: Yes – walk/wheel more</p>
(110) As part of a group/organisation, (Chair of Governors at Primary School, Boddington Lane)	<p>North Leigh 20mph – Support Safer for everyone. Common Road and Church Road are lethal. But why does Boddington Lane remain 60????</p> <p>New Yatt 20mph – Support Speeding drivers on the bends</p> <p>A4095 40mph – Support People accelerate through the dark wood and the Boddington Lane Cuckoo Lane dog leg junctions are dangerous</p> <p>Travel change: No</p>
(111) Local resident, (North Leigh, Common Road)	<p>North Leigh 20mph – Support I totally support the introduction of the 20mph speed limit for the whole of North Leigh village. North Leigh and especially Common road have become rat runs over recent years as an easy access point for the A4095. This will only get worse still if all th</p> <p>New Yatt 20mph – Support I totally support the 20mph speed limit in New Yatt. Again this village suffers from rat running through to North Leigh and onto the A4095. New Yatt also has some very narrow roads through the village, so this will help calm things down a bit. Speeding tr</p> <p>A4095 40mph – Support I totally support the 40mph speed limit on the A4095. In fact I think you should take it further west up the A4095 to the Witney turn where the speed there has already been reduced down from 50mph to 40mph. This would make it much clearer to understand and safer, if the A4095 was 40mph all the way from Witney to Long Hanborough. This road has</p>

	<p>become very dangerous over the past few years with many motor bikers thinking they are on the Isle of Mann TT race when they speed up the hill between Common road and Park road. Its only a matter of time before there is a fatality on this road due to excessive speed. The speed reduction will also make it easier for traffic to turn out of Common road onto the A4095 and so to also make it safer at the Park road / Estelle manor junction.</p> <p>Travel change: Yes – walk/wheel more</p>
(112) Local resident, (North Leigh, Witney, Breakspear Way)	<p>North Leigh 20mph – Support Road safety needs to be 20mph for children and elderly and general public and other road users, such a bikes, bicycles, walkers, horse riders.</p> <p>New Yatt 20mph – Support Road safety needs to be 20mph for children and elderly and general public and other road users, such a bikes, bicycles, walkers, horse riders.</p> <p>A4095 40mph – Support ability to access roads safely and without panic</p> <p>Travel change: Yes - cycle more</p>
(113) Local resident, (North Leigh, Witney, Common Road)	<p>North Leigh 20mph – Support Creates a safer road environment through the village in particular for cyclists and pedestrians.</p> <p>New Yatt 20mph – Support Provide a safer environment generally throughout the village. Motorised traffic has increased over the years due to new housing developments, double decker bus service, Estelle manor staff pick up transport etc</p> <p>A4095 40mph – Support Will support safer driving conditions on what is a very busy road which for the most part has an associated cycle lane.</p> <p>Travel change: Yes – walk/wheel more</p>

(114) Member of public, (Witney, Davenport)	<p>North Leigh 20mph – Support I am a cyclist and feel vulnerable when traffic travels at 30</p> <p>New Yatt 20mph – Support Narrow roads in poor condition.</p> <p>A4095 40mph – Support 50 is too fast.</p> <p>Travel change: Yes - cycle more</p>
(115) Member of public, (Witney, Davenport)	<p>North Leigh 20mph – Support We live in a world where speed is around us all of the time and I think that when it comes to driving and other road users and pedestrians then there is a strong case in certain areas for that speed to be limited as it is also of benefit to the environmen</p> <p>New Yatt 20mph – Support We live in a world where speed is around us all of the time and I think that when it comes to driving and other road users and pedestrians then there is a strong case in certain areas for that speed to be limited as it is also of benefit to the environmen</p> <p>A4095 40mph – Support We live in a world where speed is around us all of the time and I think that when it comes to driving and other road users and pedestrians then there is a strong case in certain areas for that speed to be limited as it is also of benefit to the environment as well. It is dangerous for cyclists on most roads in the county so reducing speeds should lessen that danger.</p> <p>Travel change: Yes - cycle more</p>
(116) Local resident, (North Leigh, New Yatt Road)	<p>North Leigh 20mph – No objection Most of the roads in North Leigh have cars parked on them so often one is unable to drive much above 20mph anyway</p> <p>New Yatt 20mph – No objection</p>

	<p>The traffic travelling west, once it has left North Leigh, is often travelling above 30mph so anything that slows it down is welcome.</p> <p>The “buffer zone” between North Leigh and New Yatt being retained as 30mph is ridiculous as it’s such a short stretch o</p> <p>A4095 40mph – Partially support</p> <p>I can’t see the point of this as many are not going to adhere to 40mph .</p> <p>Travel change: No</p>
(117) Local resident, (East End, East End Road)	<p>North Leigh 20mph – No objection</p> <p>20mph is fast enough for a residential area</p> <p>New Yatt 20mph – No objection</p> <p>20mph is fast enough for a residential area</p> <p>A4095 40mph – Support</p> <p>Travelling on the A4095 regularly the changes in the speed limits from 50 to 40 to 50 is confusing. As a resident of East End it is becoming increasingly difficult to take a right turn onto the 4095 or right turn into East End from the 4095 as the traffic speeds down the hill from North Leigh towards Freeland as they accelerate from a 40 to a 50 speed limit. Hopefully a 40 limit for the whole stretch of road may help residents turn in and out of East End in more safety</p> <p>Travel change: No</p>
(118) Local resident, (North Leigh, Akeman Road)	<p>North Leigh 20mph – No objection</p> <p>I have no objection, just the logic is weird. If you want to make it attractive to cycle more, put in more dedicated bicycle paths.</p> <p>New Yatt 20mph – No objection</p> <p>no objection, but there several of the roads in New Yatt don't have sidewalks, which is the main reason the area isn't attractive to walk.</p> <p>A4095 40mph – Support</p>

	<p>The pull out from Marlborough gardens, being partially hidden by the elevation difference in the terrain, make it dangerous. The road is also often used to speed, coming down from North Leigh towards Witney, aided by it being downhill.</p> <p>Travel change: No</p>
(119) Local resident, (North Leigh, Millers Close)	<p>North Leigh 20mph – No objection I don't have any strong feelings about the proposed 20mph change.</p> <p>New Yatt 20mph – No objection I don't have any strong feelings about the proposed 20mph change.</p> <p>A4095 40mph – Support The turning out of & in to the new build estate on to the a4095 is dangerous with the current 50mph speed limit, especially as people frequently speed down that stretch. Changing the speed limit to 40mph will prevent accidents.</p> <p>Travel change: No</p>
(120) Local resident, (New Yatt, New Yatt Lane)	<p>North Leigh 20mph – No objection Not enough knowledge to have a view, but certainly no objection.</p> <p>New Yatt 20mph – Support Many walkers/bikers/horse riders on these roads and a 20mph limit would make it safer.</p> <p>A4095 40mph – No objection Not enough experience of this road to have a strong view, but certainly no objection</p> <p>Travel change: Yes – walk/wheel more</p>
(121) Local resident, (North Leigh, Windmill Heights)	<p>North Leigh 20mph – No objection I think it will make the roads in and around the village much safer. I fully support the proposed changes.</p> <p>New Yatt 20mph – Support</p>

	<p>Will make the area safer for all.</p> <p>A4095 40mph – Support Fully support: it's a dangerous stretch, especially as the foot/cycleway is so narrow and close to the road itself.</p> <p>Travel change: No</p>
(122) Local resident, (North Leigh, Park Road)	<p>North Leigh 20mph – No objection No need to go over 20 in built up village</p> <p>New Yatt 20mph – Support S as me</p> <p>A4095 40mph – Support Currently too fast</p> <p>Travel change: Yes - cycle more</p>
(123) Local resident, (North Leigh, Windmill Heights)	<p>Object – A recent survey in the village showed that the majority of residents did not wish for a change and therefore why are you planning to change now.</p> <p>The money spent on implementing the new speed limit would be far better spent on fixing the pot holes in the roads around North Leigh.</p> <p>I do not believe that a change is necessary except maybe outside the school and shop .</p>

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Divisions affected: *Kidlington South*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

YARNTON: CASSINGTON ROAD – PROPOSED 20MPH SPEED LIMIT EXTENSION

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the extension of the existing 20mph speed limit on Cassington Road in Yarnton as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposal to extend the previously consulted on 20mph speed limit at the eastern end of Cassington Road in Yarnton to its junction with the A44 Woodstock Road, as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 Yarnton by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 11 April and 03 May 2024. 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, Cherwell District Council, the local District Cllrs, Yarnton Parish Council, and the local County Councillor representing the Kidlington South division.

Statutory Consultee Responses:

7. Thames Valley Police objected, stating that there was no evidence of the collision history having increased, nor had anything happened (development wise) to the road to justify the speed limit being lowered to 20mph.

Other Responses:

8. The Oxfordshire Cycling Network submitted their support, stating that the Cassington Road in Yarnton is an important one for cycling, outlining its connections to local routes of importance. They also felt that by reducing traffic speeds from 30mph to 20mph on this stretch would have benefits to motorists and other road users in terms of reducing collisions and casualties but would also have specific benefits to cyclists in creating a more friendly environment for commuting, utility and leisure trips.
9. 11 local residents responded during the course of the consultation, with five objecting, five in support, and one non-objection.
10. Those who objected felt that there wasn't sufficient justification for lowering the speed limit on this stretch of road stating the change to be unnecessary, and that 30mph was more suitable considering the road environment.
11. The consultation responses are shown in **Annex 2**, 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 help 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'.

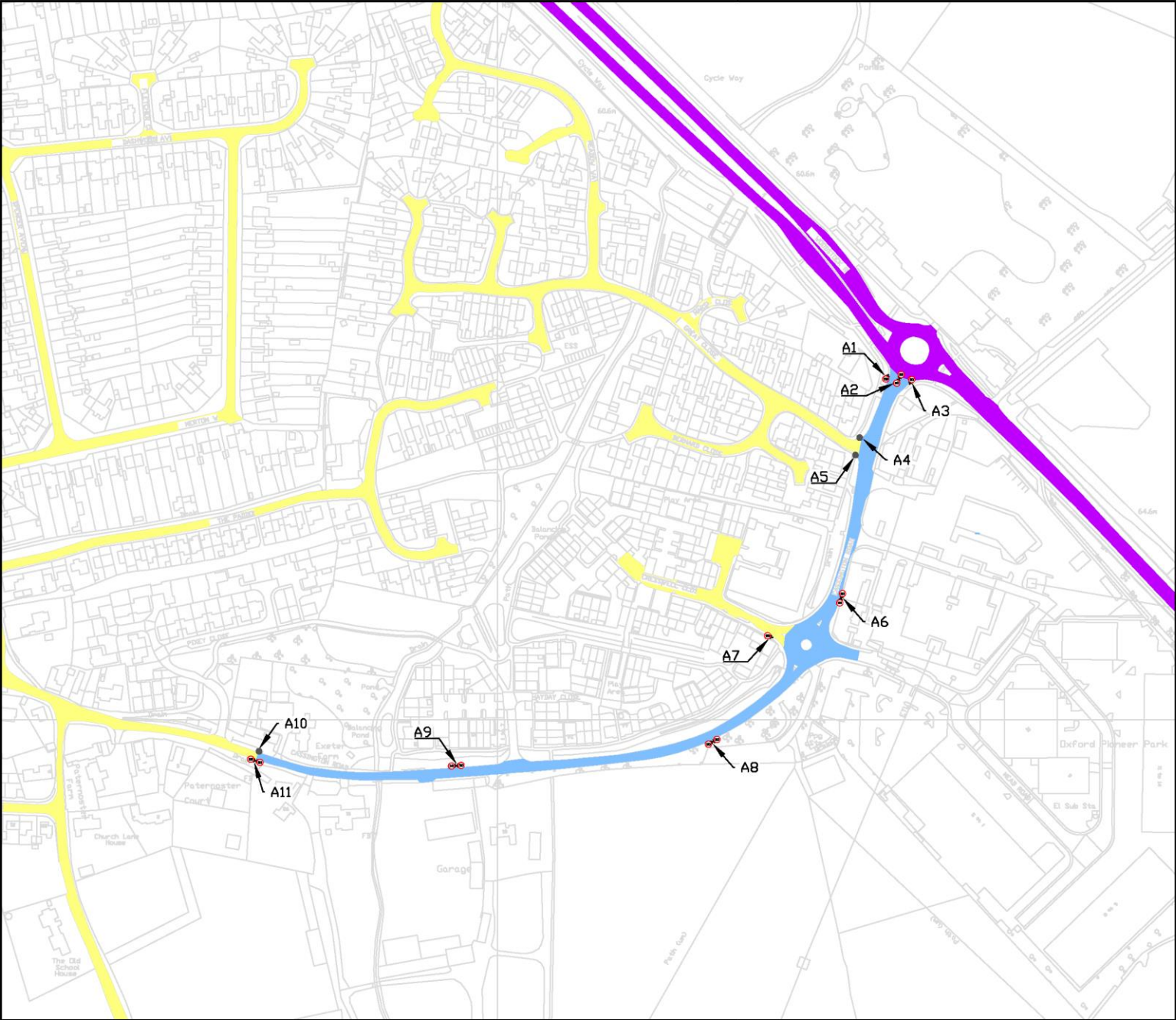
13. The length of Cassington Road in the scope of the proposals forms part of the S3 bus route between Chipping Norton and Oxford; it is however not considered that the proposals would materially affect the operation of this service, noting that there is existing traffic calming west of the Creswell Close roundabout, and that on the length east of this roundabout are two well used bus stops, and so almost all buses would be slowing to stop at these.
14. 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

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Anthony Kirkwood (Team Leader – Vision Zero) Matt Archer (Portfolio Manager - Programme Delivery)
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June 2024



Drawing No.

Notes:

Proposed 20mph limit

Existing 20mph limit

Existing 50mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE
COUNTY COUNCIL

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Director of
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Oxfordshire County Council
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OX1 1ND
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Project title

Yarnton 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB
	Date drawn	Date checked	Date approved
	25/03/24	25/03/24	25/03/24

Oxfordshire Project No. & File Ref

Drawing No.	Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – Since the original consultation in September 2023 I am not aware anything has happened to this road to justify the speed limit being lowered to 20mph.</p> <p>In the statements of facts dated 21st September 2023 it clearly stated that 30mph would remain in place with Officer's having taken into account current road environment and traffic usage.</p> <p>There is no evidence of Collison History having increased.</p>
(2) Oxfordshire Cycling Network	<p>Support – We support a reduction of this speed limit to make the streets safer for people, and to enable walking, wheeling and cycling. 20mph speed limits have been shown to reduce average speeds, even with no enforcement, with the reduction being large when the original speed is faster, and more importantly they have been shown to reduce road casualties. This contributes to a street environment that is more friendly for people to walk, wheel and cycle, which means in turn fewer journeys by car, which reduces the dangers still further.</p> <p>The Cassington Road in Yarnton is an important one for cycling. At the northeast end, it lies on NCR5 and the recently improved A44 cycletrack. This connects to the NCR5 and Canal path in Oxford, Yarnton Garden Centre (a frequent refreshment stop on group rides), Blenheim Palace (which offers discounts to people arriving by cycle). To the southwest, it continues on a quiet road to Cassington, where it meets the A40 cycletrack (to be improved soon) which connects to Oxford and Witney, and crossing this leads to a traffic-free route into Eynsham.</p> <p>Reducing traffic speeds from 30mph to 20mph on this stretch will have the normal benefits to motorists and other road users in terms of reducing collisions and casualties, but it will have particular benefits to cyclists in creating a more friendly environment for commuting, utility and leisure trips on this route.</p>
(3) Local resident, (Yarnton, Broad Field Road)	<p>Object – I am a pedestrian (when not being stopped by British Transport Police), cyclist, and motorist on the roads of Yarnton, and have been for 17 years. The reasons given are not convincing. If there be a bid from the Parish Council, I suspect that this is pressure from a small number of Greens. There is already a 20 mph limit for school opening and</p>

	<p>closing. I know of no accidents off the A44 in the village, so where is the safety issue with 30 mph, for which insufficient evidence has been adduced nationally? Lower speed-limits mean that for a given stretch of road, more traffic is present with its attendant air and noise pollution, making it more difficult to cross the road or join it for everybody. Cassington Road and Rutten Lane carry much trades-traffic. Has any research been done to assess the economic cost of this crazy decision? Why does your policy ignore the Prime Minister's dictum on the issue, without a democratic mandate? What justification can there possibly be for a 30 mph limit all the way along Sandy Lane, except that Ian Middleton and a couple of others live on it? Why are thousands to be subject to a band of vigilantes, taking it upon themselves to oppress all road-users?</p>
(4) Local resident, (Cassington, Cassington Road)	Object - Pain. Not necessary.
(5) Local resident, (Kidlington, Yarnton Road)	Object - It is not necessary and will make it worse for drivers to travel through Yarnton/Cassington.
(6) Local resident, (Yarnton, Merton Way)	Object - I believe the majority of the time, the road isn't that busy compared to others in the area. The road is wide enough for 2 cars and is hardly ever treated badly by drivers. Many drivers will stick under 30mph anyway, however, 20mph would cause more traffic and hassle for residents of Yarnton. Many people use this road as a cut through, and making it a 20mph road would cause slower moving traffic and upset for local people.
(7) Local resident, (Yarnton, Rutten Lane)	Object - Waste of time and money. 30mph has been good enough for years. Train pedestrians to use roads properly, not that there are many pedestrians along the Cassington Road.
(8) Local resident, (Yarnton, Hayday Close)	Support - Enforcing a 20mph speed limit will make the roads safer for everyone, including children and animals. There have been countless occasions where reckless drivers have travelled at speeds exceeding 40-50mph on Cassington Road which is completely stupid. There are also some drivers who think it's acceptable to overtake on this road, causing other vehicles to beep their horns, which in turn is causing an unnecessary disturbance. Not only should the 20mph speed limit be enforced, but a speed camera should be added to the road too. It does not make sense to have half of Cassington Road at 30mph with the other half and Rutten Lane at 20mph. This small section of road at 30mph is what causes some drivers to misbehave behind the wheel and drive at ridiculous speeds on an urban road.

(9) Local resident, (Yarnton, Hayday Close)	Support - people speed too fast very dangerous for animals and children
(10) Local resident, (Yarnton, Hayday Close)	Support - people slow down then speed up again only to slow down again it makes no sense
(11) Local resident, (Yarnton, Hayday Close)	Support - It's dangerous the way people drive along this residential area.
(12) Local resident, (Yarnton, Hayday Close)	<p>Support - I live in Yarnton and my house is next to Cassington road, so I am familiar with how the cars drive on that road and it is dangerous how some of them speed down this road. I saw that there is 20mph speed limit halfway down that road but the whole road needs going down to 20mph. We have kids on our street that play near that road, and the way some cars speed sometimes more than 50mph, overtaking other vehicles is concerning.</p> <p>Everyday I see this happen and it's dangerous. I would be in total support if the whole of that area was reduced down to 20mph I would feel a lot safer.</p>
(13) Local resident, (Yarnton, The Garth)	No objection - Slowing down in built up areas is sensible. However it's useless if not enforced

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Divisions affected: *Otmoor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

CHARLTON-ON-OTMOOR: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of 20mph speed limits in Charlton-on-Otmoor as advertised.**

Executive Summary

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

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 Charlton-on-Otmoor by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 04 April and 26 April 2024. 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, Cherwell District Council, the local District Cllrs, Charlton-on-Otmoor Parish Council, and the local County Councillor representing the Otmoor division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than a formal objection. Oxford Bus Company offered no objection.
8. The Go-Ahead bus group's Head of Built Environment and Infrastructure's response made no objection to these proposals (noting that the current very limited bus service through the village is run by another operator) but reiterated their concern that the Council has proper regard to the cumulative impact of this policy on the attractiveness and sustainability of bus services, and its socio-economic effects especially in rural areas, where walking and cycling out of villages to reach far distant services is clearly a great deal less viable a choice than others – including driving.

Other Responses:

9. Two further responses were received, both objecting to the proposals. With one local resident believing that the roads through the village naturally kept the speed of vehicles down, and also felt the lower limits would potentially increase pollution. A member of the public felt the proposals unnecessary, and more of an anti-motorist policy designed to limit people's movement.
10. The consultation 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 help 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'.

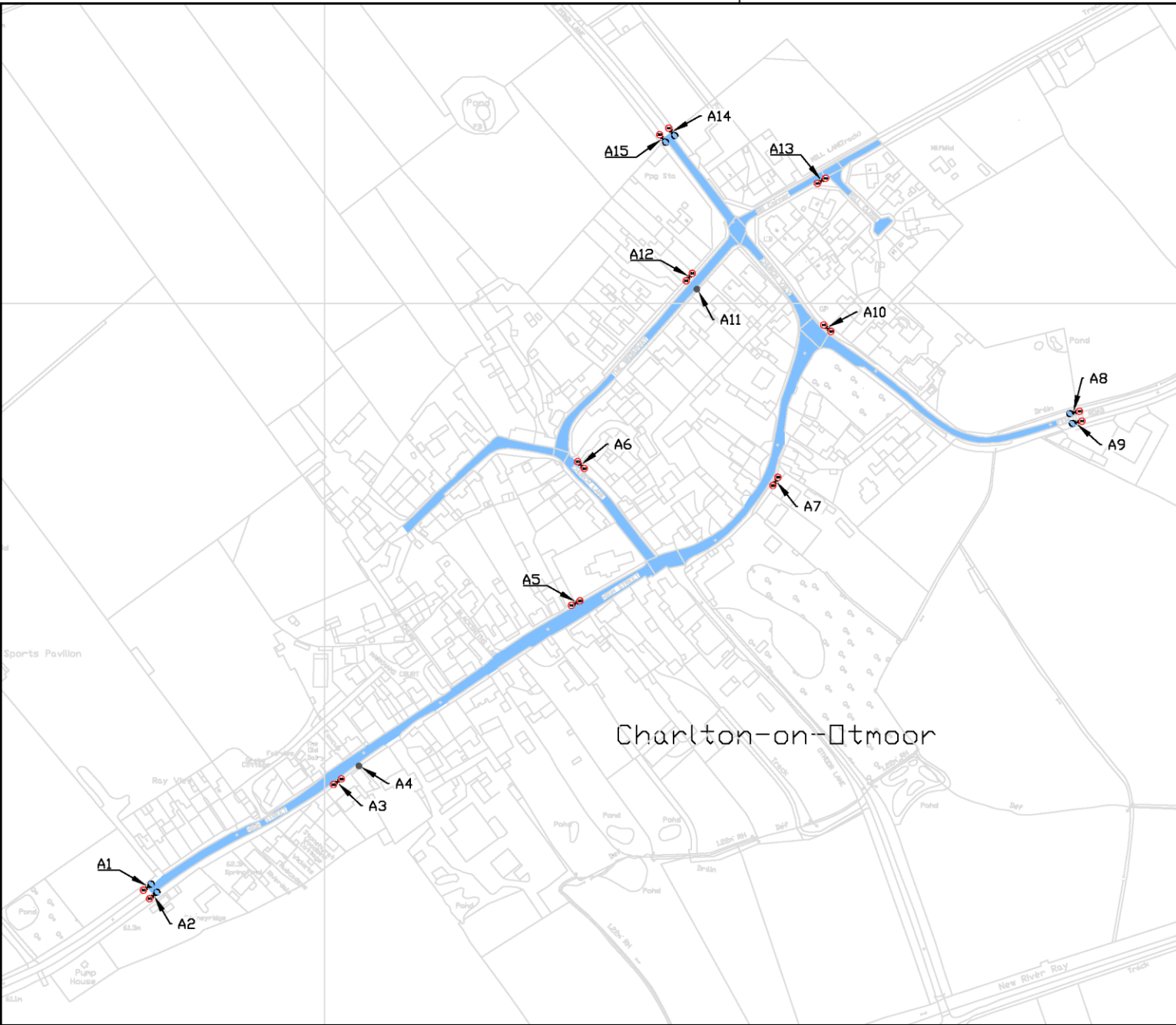
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses


Contact Officers:	Matt Archer (Portfolio Manager - Programme Delivery)
	Anthony Kirkwood (Team Leader – Vision Zero)

June 2024




Drawing No. _____

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
Bill Cotton
Director of Communities Operations
Oxfordshire County Council
County Hall
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OX1 1ND
Tel: 0845 310 1111

Project title

Charlton-on-Otmoor 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB
	Date drawn 21/06/23	Date checked 23/06/23	Date approved 23/06/23

Oxfordshire Project No. & File Ref

Drawing No. _____ Revision _____

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

	<ul style="list-style-type: none"> road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Go-Ahead Group)	<p>No objection – We have looked at these proposals, which affect a small village which lies off our network. It is served by another operator, albeit very infrequently.</p> <p>We offer no objection to these proposals. However, as we have consistently maintained, we are concerned that the Council has proper regard to the cumulative impact of this policy on the attractiveness and sustainability of bus services, and its socio-economic effects especially in rural areas, where walking and cycling out of villages to reach far distant services is clearly a great deal less viable a choice than others – including driving.</p>
(3) Local resident, (Charlton-on-Otmoor, High Street)	<p>Object – The roads through the village naturally mean speed is kept down and i don't want the added pollution caused by cars being driven sub optimally</p>
(4) Member of public, (Islip, Middle Street)	<p>Object – Unnecessary. More nauseating anti-motorist policy. Designed to limit people's movement.</p>

Divisions affected: *Ploughley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

CHESTERTON: PROPOSED 20MPH & 40MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of 20mph & 40mph speed limits in Chesterton as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to extend the existing 20mph speed limit within Chesterton, replacing sections of existing 30mph speed limit on the A4095 Bicester Road/Kirtlington Road and The Hale in the process, and then introduce new 40mph speed limits in place of the existing 60mph National speed limits on the A4095 Bicester Road northwards to the existing 40mph speed limit south of Vendee Drive, and on the A4095 Kirtlington Road westwards, as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 Chesterton by making them safer and more attractive, and will assist with the slowing of traffic approaching the existing village 20mph speed limit.

Formal Consultation

6. Formal consultation was carried out between 14 March and 5 April 2024. A notice was published in the Bicester Advertiser 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, Chesterton Parish Council, and the local County Councillor representing the Ploughley division.

Statutory Consultee Responses:

7. Thames Valley Police objected to the proposals based on poor compliance in neighbouring parishes such as Kirtlington. They were concerned that current consultation follows previous ones, citing that previously the A4095 had not been considered, and failed to see justification for it to be included this time. The lack of evidence or history of recent collisions was used to question the proposals and asked that it remained at 30mph. They also re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits.
8. Oxford Bus Company offered no formal objection; however they drew attention to the proposed extensive development of land to the south & west of the village, and that the delivery and operation of potential new routes servicing these may well be affected by the proposals, and would make it harder to offer the frequency of service the Council has required within reasonable resource requirements.
9. The Senior Planning Officer at Cherwell District Council had no specific observations to make.

Other Responses:

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

Proposal	Object	Partially support	Support	No opinion/ objection	Total
20mph	3 (37%)	1	2 (25%)	2	8
40mph	5 (62%)	-	2 (25%)	1	8

11. Additionally, two emails were received from local residents – with one objecting stating that the 20mph speed limit covering the residential area of the village was more than enough, whilst the second was broadly supportive but suggested the proposed 40mph was extended towards the motorway bridge to cover the traffic (slow moving agricultural) turning into and out of the adjacent farmland (an online submission also mirrored this view).
12. 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

13. 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'.
14. In respect of the request from a member of the public to extend the proposed 40mph speed limit on the A4095 further westwards to the M40 bridge is noted and will be assessed separately as part of a wider review of speed limits on the County's A and B road network under the Vision Zero programme.
15. 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.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Anthony Kirkwood (Team Leader - Vision Zero)
 Matt Archer (Portfolio Manager – Central Programme)

June 2024

Drawing No.

Notes:

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Bill Cotton
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Oxfordshire County Council
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Project title

Chesterton 20mph

Drawing title

General Layout

Drawing Status			
Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 04/10/23	Date checked 10/10/23	Date approved 10/10/23

Oxfordshire Project No. & File Ref	
Drawing No.	Revision

Sheet A

Bignell Park

Sheet B

Sheet C

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Object – Based on poor compliance in neighbouring parishes. I use Kirtlington as an example. I am also aware this is now the 3rd consultation on 20 limits from this parish. Previously the A4095 has not been considered and I fail to see the justification for it now. There is no evidence or history of recent collisions to justify and ask that it remains at 30.</p> <p>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 (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	<ul style="list-style-type: none"> • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists</p>
(2) Head of Built Environment and Infrastructure, (Go-Ahead Group)	<p>No objection – We offer the following by way of observation. No bus services currently operate in or around Chesterton.</p> <p>However, the Council should be aware of the consent for the “Great Wolf Lodge” resort west of the village, and the quite lavish package of developer-funded public and passenger transport services that are anticipated to support this. This resort is technically implemented, however we note that development has been suspended pending a strategic review of the company’s strategy for the UK.</p> <p>Furthermore, there an active promotion of land south and west of Chesterton is ongoing, for up to about 850 houses, making this of strategic scale. We are apprised that the transport strategy for the promotion depends quite heavily on finding some synergies between the GWLR package and the potential new development. The promotion has been taken up by Cherwell District Council as Local Planning Authority as a draft allocation, albeit for a rather lesser number of about 500 homes. While it does not yet form part of a plan formally submitted as sound to the Secretary of State for Levelling Up Housing and Communities as “sound”, and may not ultimately be taken forward in any event, it does have some planning policy status.</p> <p>The delivery and operation of these services may well be affected by the proposals, albeit in my professional judgement, not to a degree that makes them undeliverable. It will however, make it harder to offer the frequency of service the Council has required within reasonable resource requirements. There is a risk that experience would show, post implementation, that complying with the planning obligations requires substantially more resource than anticipated and in this eventuality</p>

	<p>this in turn would potentially lead to an application to adjust the obligation under s73 or s106a of the Town and Country Planning Act 1990.</p> <p>I trust that the foregoing is considered a constructive intervention. For the avoidance of doubt, Oxford Bus Co. has no objection to make.</p>
(3) Cherwell District Council, (Communities Directorate)	No objection – I can advise that Cherwell District Council wish to make no observations with regard to the proposal.
(4) Local resident, (Chesterton)	<p>Object – I am a long time resident of Chesterton and I wish to object to any extension of the existing 20 mph. The residential area of the village is covered by the 20 mph and that is more than enough. The only area of concern is The Hale which should have a pavement and the limit be reduced to 30mph.</p> <p>My reasons are that councils should use common sense and not reduce speeds to far too low a level for people to move around at a reasonable speed. I do not wish to live with Welsh restrictions.</p>
(5) Member of public, (Oxford, Laburmun Road)	<p>20mph – Object waste of money and not needed and won't be enforced. also presents a confusing range of speed limits in a short journey i use this road a lot it is a useful diversion</p> <p>40mph – Object if OCC was serious then speed cameras would be outside schools and other areas where needed. The speed camera van often sits on the approach to Bicester on the A41 and is clearly aimed at people going to work and targetted to raise money. No more speed limits going down.</p> <p>Travel change: No</p>
(6) Local resident, (Chesterton, Alchester Road)	<p>20mph – Object When local government finances are in such a poor state and there are so many groups and individuals that desperately need support, spending money on a 'problem' that barely exists seems to be a massive waste of taxpayers money.</p>

	<p>40mph – Object This is the same answer as 3. When local government finances are in such a poor state and there are so many groups and individuals that desperately need support, spending money on a 'problem' that barely exists seems to be a massive waste of taxpayers' money.</p> <p>Travel change: No</p>
(7) Local resident, (Chesterton, Vespasian Way)	<p>20mph – Object As a driver there is no need to extend the zones beyond what is currently present. In most cases drivers do not adhere to the 20 mph zone unless it is watched over by someone with a speed gun. Unless there intends to be a fixed speed camera installed the intention to slow down the road for cycles will simply not hold.</p> <p>40mph – Object Same reasons as before</p> <p>Travel change: No</p>
(8) As a business, (Chesterton, Kirtlington Road)	<p>20mph – Partially support Helps make journeys via bicycle safer</p> <p>40mph – Object Support in principle but would like to see the 40 mph limit begin at the M40 Motorway bridge. We have increasing visitors / employees using bicycles for their transport and this would make their journey to Bignell safer.</p> <p>Travel change: Yes - cycle more</p>
(9) Local resident, (Chesterton, Kirtlington Road)	<p>20mph – No objection Happy with 20mph through Chesterton</p> <p>40mph – Object The speed limit of 40mph should go back to the motorway bridge on the Kirtlington Road into Chesterton. As the owner of Bignell Park Barns, a number of the people who work here come to work on bicycles and this would make the road safer.</p>

	Travel change: No
(10) Local resident, (Chesterton, Alchester Road)	<p>20mph – Support Too much speeding in our village - even along the roads with existing 20 m.p.h. restriction.</p> <p>40mph – No objection Drivers are exceeding the national speed limit on this section</p> <p>Travel change: Other No as no hard surface footpaths out of the village</p>
(11) Local resident, (Chesterton, Penrose Gardens)	<p>20mph – Support By reducing the speed limit on The Hale I hope that rat runners will be discouraged from using a narrow village road without pavement (along part of its length) and either use the A4095 or, preferably, the unpopulated Middleton Stoney road.</p> <p>40mph – Support Reducing the speed limits into Chesterton to 40mph will, hopefully, not only slow traffic entering the village but also provide consistency with adjoining speed limits on Vendée Drive avoiding confusing and repeatedly changing speed limits</p> <p>Travel change: Yes – walk/wheel more</p>
(12) Local resident, (Chesterton, Penrose Gardens)	<p>20mph – No objection Long time coming, utterly crazy the speeds of people through Chesterton the only time they aren't speeding is when the speedwatch team are there!</p> <p>40mph – Support 60mph is too fast on the approach roads into Chesterton. Slowing that down should also slow vehicles down to be able to go through at 20mph</p> <p>Travel change: Other</p>

	No as there is no footpaths to anywhere or any form of public transport! 20 mph allows everyone to safely travel through the village and therefore keep pedestrians safe!
(13) Local resident, (Kirtlington Road, Chesterton)	<p>Support – I am the owner of a Farm/Barns on Kirtlington Road, Chesterton. We note the consultation that is ongoing regarding changes the speed limits and make the following comment (in addition to the survey). I own and frequently use 3 no. accesses on the A4095 Kirtlington Road. The main access being the entrance to Bignell Park Barns – the most used for traffic – but my farming business uses the other 2 less frequently. We note that there is a proposal to introduce a 40mph limit half-way along my boundary with the A4095.</p> <p>Would it not be best, bearing in mind the amount of traffic that we have using the entrance to Bignell Park Barns (also used by my farming machinery and visiting contractors etc), to introduce the 40 mph limit at the motorway bridge? It seems like the natural place to introduce it as we do have an increasing amount of traffic turning into and out of the Bignell Park Barns entrance, with some of this traffic being slow moving (agricultural). We also have an increasing numbers of employees and tenants who are travelling to Bignell Park on bicycles.....this would make their journey safer for all.</p> <p>In summary I propose that this good idea of speed limit reduction is extended to 40 mph from the M40 motorway bridge on the Kirtlington Road.</p>

Divisions affected: *Ploughley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

COTTISFORD: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of 20mph speed limits in Cottisford as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Cottisford as shown in **Annexes 1 to 3**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 Cottisford by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 04 April and 26 April 2024. A notice was published in the Bicester Advertiser 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, Cottisford Parish Council, and the local County Councillor representing the Ploughley division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than a formal objection. Oxford Bus Company offered no objection.

Other Responses:

8. One local resident objected to the proposal, stating that they felt the scheme unnecessary, divisive, and an 'anti-car' policy.
9. The consultation responses are shown in **Annex 4**, 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 help 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 any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annexes 1-3: Consultation plans
Annex 4: Consultation responses


Contact Officers:

Matt Archer (Portfolio Manager - Programme Delivery)
Anthony Kirkwood (Team Leader – Vision Zero)

June 2024



EXERCISES

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**OXFORDSHIRE
COUNTY COUNCIL**

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Director of
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Oxfordshire County Council
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OX1 1ND
Tel: 01845 310 1111

Project title	
---------------	--

Cottisford 20mph

	Drawing title
--	---------------

Sheet A

Drawing Status	
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Scale @ A3	Drawn by	ER	Checked by	GJB	Approved by	GJB
	Date drawn	19/01/24	Date checked	19/01/24	Date approved	19/01/24

	197 01724
Oxfordshire Project No. & File Ref	

Drawing No.	Revision
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Drawing No.

1002343

Notes:

Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE
COUNTY COUNCIL

Bill Cotton

Director of

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Project title

Cottisford 20mph

Drawing title

Sheet B

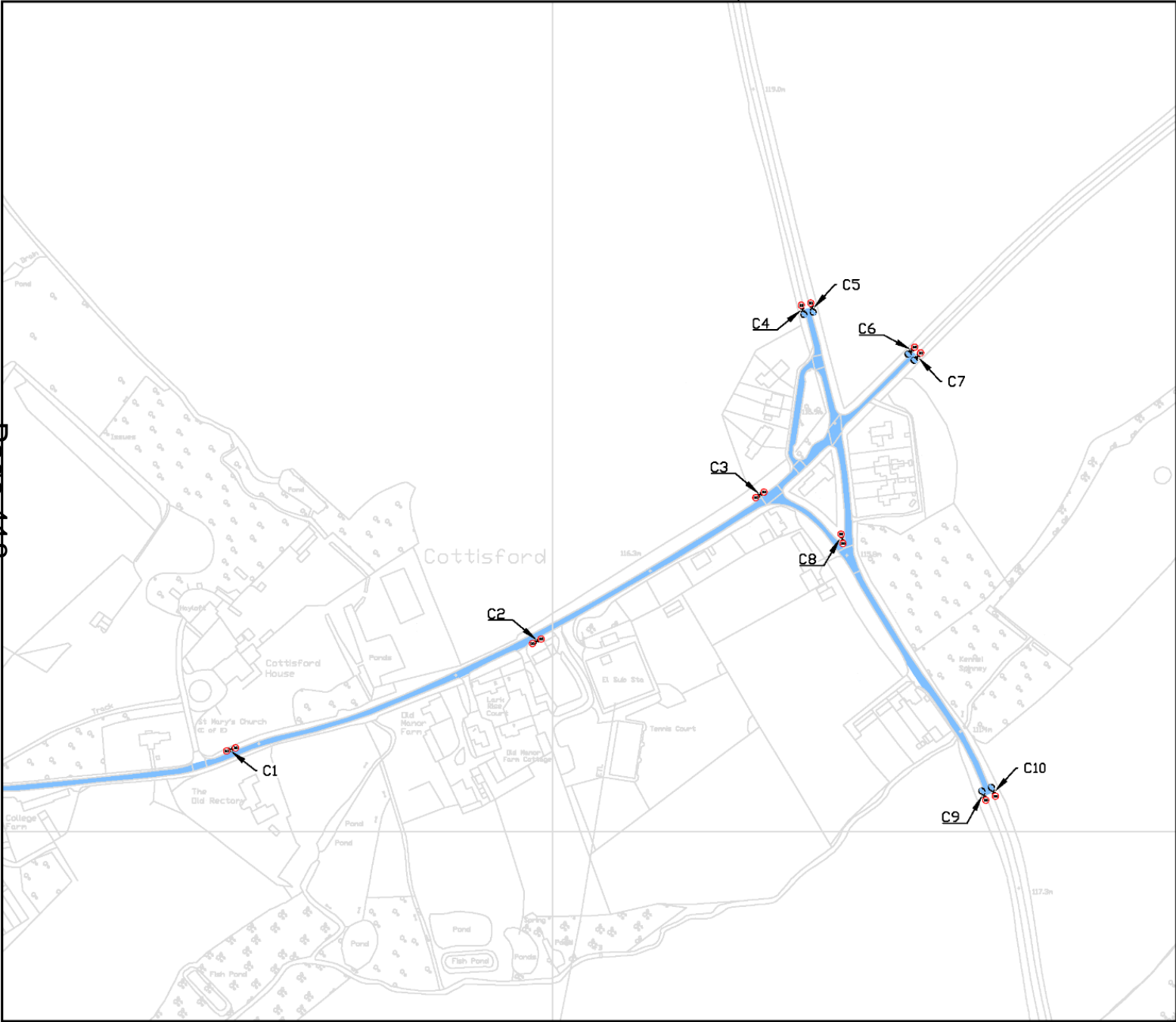
Drawing Status


Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 19/01/24	Date checked 19/01/24	Date approved 19/01/24

Oxfordshire Project No. & File Ref

Drawing No.	Revision
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Drawing No.					
Notes:					
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<small>© Crown Copyright and Database rights 1002343 2017</small>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: flex; align-items: center;"><div style="flex: 1;">OXFORDSHIRE COUNTY COUNCIL</div><div style="flex: 1; font-size: 0.8em;"><small>Bill Cotton Director of Community Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01865 310 1111</small></div></div>					
Project title					
Cottisford 20mph					
Drawing title					
Sheet C					
Drawing Status					
Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB		
	Date drawn 19/01/24	Date checked 19/01/24	Date approved 19/01/24		
Oxfordshire Project No. & File Ref					
Drawing No.				Revision	

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

	<ul style="list-style-type: none"> • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Go-Ahead Group)	No objection – The proposals have no impact on regular scheduled bus services, and we accordingly offer no objection.
(3) Local resident, (Cottisford, Hethe Road)	Object – Unnecessary. Divisive. Leave people alone. Anti-car policy.

Divisions affected: *Deddington*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

MIDDLE ASTON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of 20mph speed limits in Middle Aston as advertised.**

Executive Summary

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

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 Middle Aston by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 11 April and 3 May 2024. A notice was published in the Bicester Advertiser 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, Middle Aston Parish Council, and the local County Councillor representing the Deddington division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than a formal objection. Oxford Bus Company & Cherwell District Council offered no objection.

Other Responses:

8. 12 responses were received via the online consultation survey during the course of the formal consultation, comprising of three objections (25%), eight in support (67%), and one non-objection (8%).
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	6 (50%)
No	6 (50%)

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 help 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 any specific comments made of this nature in this report.

Bill Cotton
Corporate Director for Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Matt Archer (Portfolio Manager - Programme Delivery)
 Anthony Kirkwood (Team Leader – Vision Zero)

June 2024

Drawing No.

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Bill Cotton
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Project title

Middle Aston 20mph

Drawing title

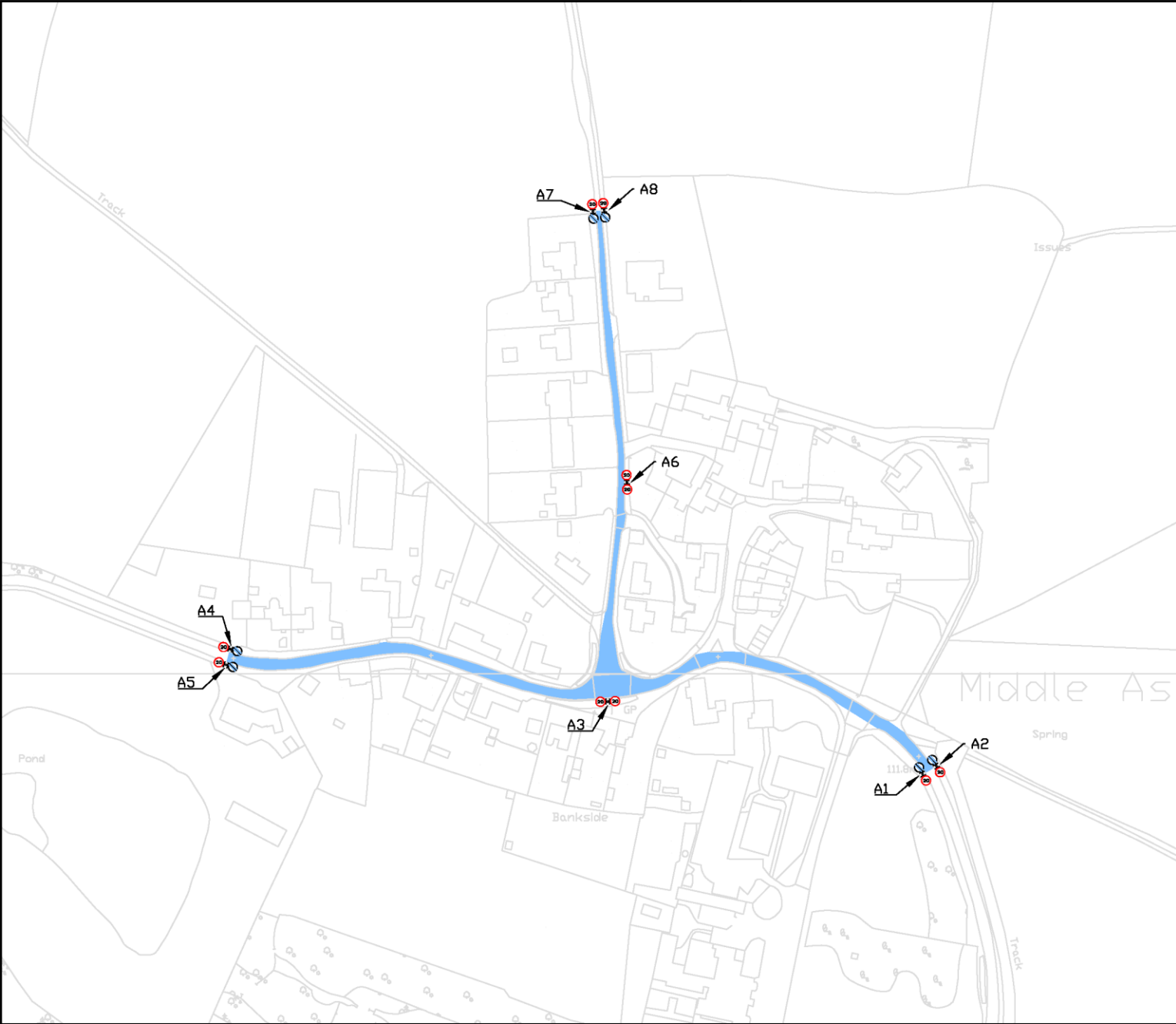
Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 12/01/24	Date checked 12/01/24	Date approved 12/01/24

Oxfordshire Project No. & File Ref

Drawing No.	Revision



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

	<ul style="list-style-type: none"> road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Go-Ahead Group)	No objection – The proposals have no impact on regular scheduled bus services, and we accordingly offer no objection.
(3) Cherwell District Council, (Development Management)	No objection – the local planning authority has no observations to make.
(4) Local resident, (Middle Aston, Home Farm Lane)	<p>Object - There is more pollution form cars at this speed - also few people adhere to it . I also object to the over spending on signs which I believe could be spent better for the people of OXON</p> <p>Travel change: No</p>
(5) Local resident, (Middle Aston, Middle Aston Lane)	<p>Object - Anti-motorist policy designed to restrict people's movement. Unnecessary.</p> <p>Travel change: No</p>

(6) Member of public, (Oxford, Abingdon Road)	<p>Object - To slow to drive</p> <p>Travel change: No</p>
(7) As part of a group/organisation, (Abingdon, Bostock Road)	<p>Support - We support a reduction of this speed limit to make the streets safer for people, and to enable walking, wheeling and cycling. 20mph speed limits have been shown to reduce average speeds, even with no enforcement, with the reduction being large when the original speed is faster, and more importantly they have been shown to reduce road casualties. This contributes to a street environment that is more friendly for people to walk, wheel and cycle, which means in turn fewer journeys by car, which reduces the dangers still further.</p> <p>The plan for Middle Aston is to reduce speeds in the residential area of the village, much of which has no footways. Even Google Stretview you can see pedestrians having to walk in the carriageway.</p> <p>Travel change: Yes – walk/wheel more</p>
(8) Local resident, (Middle Aston, Lane from Middle Aston to A4260)	<p>Support - The roads are very narrow and there are no pavements for pedestrians. I frequently walk on the roads with my grandchildren and dogs and having a slower speed limit would be nicer and safer.</p> <p>A reduced speed limit between Middle Aston and Steeple Aston would also be nice as currently is set at national speed limit.</p> <p>Travel change: No</p>
(9) Local resident, (Middle Aston, Main road through)	<p>Support - The village road is narrow and it is unsuitable for driving at 30mph. There are several young children in the village (some of which walk to preschool/school in Steeple Aston) and the lack of path makes it especially important for drivers to come through the village at 20mph. Beyond the village limit the lack of pavement between Middle and Steeple Aston is not ideal for encouraging walking to school and preschool - a lower speed limit (where it is currently the national speed limit) would also be beneficial.</p> <p>Travel change: Yes – walk/wheel more</p>

(10) Local resident, (Middle Aston)	<p>Support - There is no footpath so a lower speed limit will allow safer walking through the village.</p> <p>Travel change: Yes – walk/wheel more</p>
(11) Local resident, (Middle Aston, Middle Aston Lane)	<p>Support - Support 20mph. Bringing the speed limit down will make it safer for our village lanes.</p> <p>Travel change: No</p>
(12) Local resident, (Middle Aston, North Aston Lane)	<p>Support - I support the proposal because of the very narrow roads in our village with no pavements or safe passing points. Despite these very apparent limitations, vehicles will all too often still travel at or over 30 mph and only brake when they absolutely have no where else to go. We are a village of people young and old, with children riding bikes, pedestrians travelling to our neighbouring village of Steeple Aston for community and school.</p> <p>Travel change: Yes – walk/wheel more</p>
(13) Local resident, (Middle Aston, Middle Aston Lane)	<p>Support - I'm supporting the proposed 20 mph speed limit as cars regularly speed through the village causing concern for the many walkers on the village roads.</p> <p>Travel change: Yes – walk/wheel more</p>
(14) Local resident, (Middle Aston, Middle Aston Road)	<p>Support - With the increased traffic through our village due to the expansion of the hatch end industrial park, and the continued business at Middle Aston House we are increasingly exposed to non resident traffic driving considerably above the current speed limit through our village, not respecting and unaware of the many driveways coming directly onto the road at hidden points, such as our own. Applewood entrance sits right on the bend opposite home farm lane</p>

	<p>and is completely hidden of view by drivers from both directions. Our roads are narrow and in very poor state and cars frequently have to sverve to avoid pot holes and other uneven surfaces. At speed this poses even greater danger to pedestrians and other oncoming drivers who suddenly find themselves in the path of the speeding drivers. Reducing the speed limit to 20 mph will go some way to enhance the safety of our children and other residents. A lot of neighbouring village residents as well as middle Aston residents take dogs for walks through middle Aston to access the many footpaths, and many school children walk to school in Steeple Aston. While I believe further speed restricting measures are required to prevent the worst offenders from speeding through our village, a reduced speed limit is a good start.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(15) Local resident, (Middle Aston, Middle Aston Village)</p>	<p>No objection - This attempt to make the roads of Middle Aston safer doesn't address the main issue of having no safe walkways or paths. Particularly towards Steeple Aston which forces residents to walk in the road. Regardless of speed limit this failure to provide safe walking passage is the route cause of danger to pedestrians.</p> <p>Travel change: No</p>

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Divisions affected: *Chipping Norton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

OVER NORTON: PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of 20mph speed limits in Over Norton as advertised.**

Executive Summary

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

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 Over Norton by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 11 April and 3 May 2024. 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, West Oxfordshire District Council, the local District Cllrs, Over Norton Parish Council, and the local County Councillor representing the Chipping Norton division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than a formal objection.

Other Responses:

8. 20 responses were received via the online consultation survey during the course of the formal consultation, comprising of one objection (5%), eighteen in support (90%), and one non-objection (5%).
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	3 (15%)
Yes - cycle more	1 (5%)
No	16 (80%)

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 help 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'.

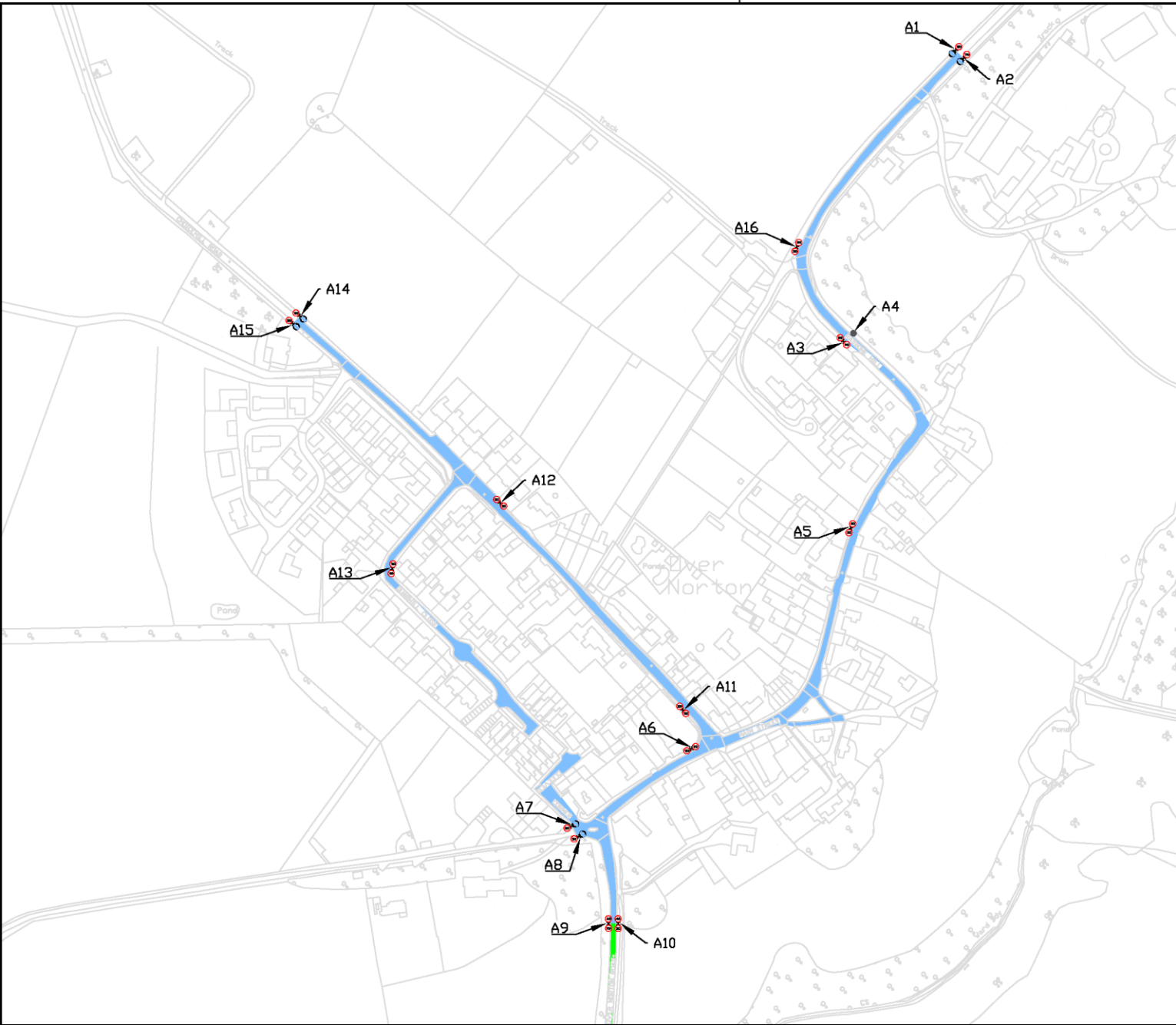
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director for Environment and Place

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Matt Archer (Portfolio Manager - Programme Delivery) Anthony Kirkwood (Team Leader – Vision Zero)
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June 2024



Drawing No. _____

Notes:

- Proposed 20mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Project title
Over Norton 20mph

Drawing title
Sheet A

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB
	Date drawn 27/11/23	Date checked 29/11/23	Date approved 29/11/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision

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

	<ul style="list-style-type: none"> • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Oxfordshire Cycling Network	<p>Support - We support a reduction of this speed limit to make the streets safer for people, and to enable walking, wheeling and cycling. 20mph speed limits have been shown to reduce average speeds, even with no enforcement, with the reduction being large when the original speed is faster, and more importantly they have been shown to reduce road casualties. This contributes to a street environment that is more friendly for people to walk, wheel and cycle, which means in turn fewer journeys by car, which reduces the dangers still further.</p> <p>The scheme proposed for Over Norton is aligned to its inhabited area. Over Norton is fortunate to have pavements on most, but not all roads, however in places these are very narrow and mostly they are only on one side. The 20mph speeds requested by the community will make the roads safer to walk by, and to cross, and also safer for people walking and driving.</p> <p>Travel change: Yes - cycle more</p>
(3) Local resident, (Chipping Norton)	<p>Object - In Wales it was proven that the 20 MPH limit extends your journey. Also you have on Call fire fighters that live out that way and already the pump is on 6 min turn out. How do you expect them to turn out in 5 mins.</p> <p>Travel change: No</p>

(4) Local resident, (Over Norton, The Green)	<p>Support - This is a small village which is too often used as a rat run between Chipping Norton and the A3400 by vehicles which go too fast for the conditions – residents already tend to restrict their speed. Ever since 20mph limits were introduced on Over Norton Road, I've been hoping they would be extended through the village; in fact they would make more sense here than on Over Norton Road. Because of the bends with poor sightlines, and in one place lack of a pavement, crossing the road can be tricky. However, I don't believe the straight stretch between the end of the village and the A3400 needs to be 20 mph.</p> <p>Travel change: No</p>
(5) Local resident, (Over Norton, The Green)	<p>Support - Cars race through the Village... there is parking down one side but this doesn't slow down drivers . The bend at the top of ON hill is very dangerous- needs yellow lines to stop parking.</p> <p>Travel change: Yes – walk/wheel more</p>
(6) Local resident, (Over Norton, Main Street)	<p>Support - The roads are narrow in places and the main street is like the M25 with the amount of cars. People use this as cut through and race through the village. I have 2 children and living on the main street is dangerous at times with the speed they are going 30+</p> <p>Also we have a lot more housing now with more cars parked on the road so the slowe limit could reduce accidents</p> <p>Travel change: No</p>
(7) Local resident, (Chipping Norton, Insall Road)	<p>Support - Anyone with any sense of consideration and care for others would support this sensible proposal.</p> <p>Travel change: No</p>

(8) Local resident, (Over Norton, Quarhill Close)	<p>Support - Clear safety benefits - important</p> <p>Travel change: No</p>
(9) Local resident, (Over Norton, The Green)	<p>Support - The Main Street through Over Norton is very narrow in places and has right-angled bends at either end of the village. There are hourly buses to Stratford and Banbury which stop in the village centre. Many properties do not have off-road parking, therefore cars are parked along the Main Street. The pavements are very narrow and alternate from one side of the road to the other causing pedestrians to continually cross the road. There are many large vehicles, lorries etc that use the road which have to navigate past parked cars, therefore 20mph would be safe and more suitable for this village.</p> <p>Travel change: No</p>
(10) Local resident, (Over Norton, Main Street)	<p>Support - I live on Main Street Over Norton and although the road is narrow in places 30 mph is too fast for the road especially when people are coming out of driveways and also because it's on a busy bus route</p> <p>Travel change: No</p>
(11) Local resident, (Over Norton, The Green)	<p>Support - Too many vehicles are currently speeding through the village using it as a rat run to avoid congestion in Chipping Norton</p> <p>Travel change: No</p>
(12) Local resident, (Over Norton, Choice Hill)	<p>Support - I live on the road past the village hall which is a straight road, drivers come down past the Village Hall and houses doing at least 45/50 mph until the road narrows and there's cars parked to slow them down.</p>

	Travel change: No
(13) Local resident, (Over Norton, The Green)	Support - It is unsafe to drive through the village with its restricted width roads at speeds over 20mph Travel change: No
(14) Local resident, (Over Norton, Choice Hill Road)	Support - With the number of cars which have to be parked on the roads in the village, 20 mph seems plenty fast enough. Travel change: No
(15) Local resident, (Over Norton, The Green)	Support - Safety and environmental reasons Travel change: Yes – walk/wheel more
(16) Local resident, (Over Norton, The Green)	Support - Safety ... speed of cars through the Village ... children around . Travel change: Yes – walk/wheel more
(17) Local resident, (Over Norton, Radbone Hill)	Support - Most of the village it is impossible to drive safely faster than 20mph as very narrow and lots of cars parked. There are 2 ninety degree bends which are dangerous when driving too fast. I would like to 20 mph to come to the existing 30 sign in Radbone Hill and the 30 extended to infront of the turning to Over Norton house so the first bend is also restricted drivers drive much to fast down Radbone Hill. Travel change: No

(18) Local resident, (Over Norton, Main Street)	<p>Support - The roads in Over Norton are vary narrow and congested with parked cars. There is also insufficinet safe pavement for walkers. There are regular accidents at the bottom of Radbone Hill with cars demolishing roadside walls where ther is no pavemant</p> <p>Travel change: No</p>
(19) Local resident, (Over Norton, The Green, Main Street)	<p>Support - We live on the main road, cars travel far too fast through the village, visibility is limited and I have had some near misses crossing the road</p> <p>Travel change: No</p>
(20) Local resident, (Over Norton, The Green)	<p>Support - We are a small village with narrow roads, people drive through this village frequently in excess of the 30 mph speed limit, it is only a matter of time before there is a serious injury or loss of life, if this is not addressed.</p> <p>Travel change: No</p>
(21) Local resident, (Over Norton, Choice Hill Road)	<p>No objection - Increased traffic through village with many parked cars. Many dogs and children, plus pavement only on one side.</p> <p>Travel change: No</p>