



Delegated Decisions by Cabinet Member for Transport Management

Thursday, 18 July 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 26 July 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

July 2024

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

Note: Date of next meeting: 5 September 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 Previous Meeting (Pages 1 - 12)

To confirm the minutes of the meeting held on 20 June 2024 to be signed by the Chair as a correct record.

5. Woodstock Road Sustainable Travel (Pages 13 - 102)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/107

Contact: Robert Freshwater, Infrastructure Development Lead
(Robert.Freshwater@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT5).

The Cabinet Member is RECOMMENDED to:

- a) Approve the following highway and bus journey time/ reliability improvement measures to the Woodstock Road, Oxford (A4144) as advertised and set out in Annex 1. That subject to approval, detail and final design of the listed measures shall be delegated for approval to the Director of Environment and Highways in consultation with the Cabinet Member for Transport Management:
- b) Commence an experimental trial for a removal of part of the 24-hour southbound bus lane between the Wolvercote roundabout (A40) and Squitchey Lane and replacement with a northbound bus lane of similar length; alongside necessary supplementary measures.
- c) Implement new and improved side road crossings at the following side roads: Bevington Road, St. Margaret's Road (East), South Parade, Little Clarendon Street, Observatory Street, St Bernards Road, Plantation Road, Leckford Road, Canterbury Road, Farndon Road, St. Margaret's Road (West).
- d) Introduce a new section of off-carriage way cycle path on the western side of Woodstock Road between the junctions with Frenchay Road and St. Margaret's Road.
- e) Provide a new zebra crossing on Woodstock Road to be located approximately 20 metres south of the junction with Bevington Road.
- f) Commence an experimental trial to relocate a marked parking bay (limited stay parking) outside Belsyre Court on the Woodstock Road.
- g) Deliver a range of localised measures detailed in public consultation plans set out in Annex 1 to support the aims of the scheme including sections of improvements to the condition of footway/ cycleways, amending road markings, install solar studs, and implementing measures proposed in the County Council's 2021 'Quickways' consultation for Woodstock Road.
- h) Implementation of a bus stop clearway (which will prevent parking except for buses at all times) - to be located within the existing bus stop, approx. 25 metres south of its junction with Little Clarendon Street.

6. South Leigh Traffic Calming Scheme 2024 (Pages 103 - 118)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/221

Contact: Nick Blades, Principal Infrastructure Planner (Nick.Blades@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTMT6).

The Cabinet Member is RECOMMENDED to:

- a) Approve the construction of new traffic calming features on Chapel Road & Station Road in South Leigh, as advertised.

7. Lodge Hill Traffic Calming Works, Kennington (PO179) (Pages 119 - 170)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/216

Contact: Sharaz Arif, Project Manager – South & Vale (Sharaz.Arif@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT7**).

The Cabinet Member is RECOMMENDED to:

Approve the following as advertised:

- a) Extend the existing 30mph speed limit on Sugworth Lane (Radley),
- b) Introduce a new 40mph speed limit on Bagley Wood Road (Kennington),
- c) Introduce new 'No Waiting Monday to Friday, 8.30am-9.30am & 3pm-4pm' (single yellow lines) parking restrictions on both sides of The Avenue (Kennington), and
- d) Construct a new Zebra Crossing (for use by pedestrians only) on St Swithuns Road (Kennington).

8. Oxford City - Various Locations: Proposed New and Deleted Disabled Persons Parking Places (Pages 171 - 204)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/058

Contact: James Whiting, Parking Schemes 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:

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Oxford - Boulter Street, Bramwell Place, Clematis Place, East Avenue, Elmthorpe Road, Fiennes Road, Hayfield Road, Leiden Road, Kingston Road (No. 101), Leckford Road, Old Marston Road, Sorrel Road, Taverner Place, Wolvercote Green,
- b) The proposed removal of Disabled Persons Parking Places (DPPP) at: Kingston Road (No. 92), St. John Street (2 x bays), Taverner Place,

- c) **Defer approval of the removal of DPPP at the following locations: Church Way (outside Lucas and Remy Place), St. Mary's Road (2 x bays),**
- d) **The withdrawal of proposals to formalise a DPPP and removal of an advisory disabled bay at the following location: Newman Road.**

9. East Street & Wykeham Park, Thame - Proposed Permit Holder Parking (Pages 205 - 220)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/202

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

Report by Director for Environment and Highways (**CMDTMT9**).

The Cabinet Member is RECOMMENDED to:

Approve the proposals for the introduction of permit holders only parking (TH), Monday to Saturday, 8am to 6pm, in Thame as follows:

- a) **East Street, north side between the property boundary No. 6/7 and vehicular access to No.17,**
- b) **Wykeham Park, whole road, from its junction with East Street,**
- c) **To also include the dwelling at The Cross Keys PH in the list of eligible properties.**

10. Proposed Shared-Use Path, Dover Avenue Link to Withycombe Farm Development - Banbury (Pages 221 - 226)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/214

Contact: James Whiting, Team Leader – TRO's and Schemes
(James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT10**).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the shared-use foot & cycleway on Dover Avenue in Banbury, as advertised.**

11. Appleton with Eaton: 20mph Speed Limit Proposals (Pages 227 - 250)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/020

Contact: Roger Plater, Senior Officer – Vision Zero (Roger.Plater@oxfordshire.gov.uk)

Report by: Director for Environment and Highways (CMDTMT11)

The Cabinet Member is RECOMMENDED to:

- a) Approve the proposed introduction of 20mph speed limits in Appleton & Eaton, as advertised.

12. Benson: Preston Crowmarsh and RAF Benson - Proposed 20mph Speed Limits (Pages 251 - 266)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/116

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

Report by Director for Environment and Highways (CMDTMT12).

The Cabinet Member is RECOMMENDED to:

Approve the following speed limits within Benson parish as advertised:

- a) 20mph speed limit on the unnamed Preston Crowmarsh Road, Beggarsbush Hill, and Clay Lane,
- b) 50mph speed limit on the unnamed Preston Crowmarsh Road.

13. Crawley: Proposed 20mph Speed Limits (Pages 267 - 276)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/104

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

Report by Director for Environment and Highways (CMDTMT13).

The Cabinet Member is RECOMMENDED to:

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

14. Fencott & Murcott: Proposed 20mph Speed Limits (Pages 277 - 284)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/095

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

Report by Director for Environment and Highways (CMDTMT14).

The Cabinet Member is RECOMMENDED to:

- a) Approve the proposed introduction of 20mph speed limits at Fencott and Murcott.

15. Fulbrook: Proposed 20 Mph Speed Limits (Pages 285 - 300)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/084

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

Report by Director for Environment and Highways (**CMDTMT15**).

The Cabinet Member is RECOMMENDED to:

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

16. Goring Heath: Proposed 20mph Speed Limits (Pages 301 - 326)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/105

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:

Approve the following speed limits as advertised:

- a) 20mph speed limit within Whitchurch Hill (east of the B471),**
- b) 30mph speed limit on the B471 Whitchurch Road adjacent to Whitchurch Hill village,**
- c) 40mph speed limit on the B471 between Whitchurch Hill and Crays Pond.**

17. Goosey: Proposed 20mph Speed Limits (Pages 327 - 336)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/127

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

Report by Director for Environment and Highways (**CMDTMT17**).

The Cabinet Member is RECOMMENDED to:

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

18. Harwell: Milton Heights - Proposed 20mph Speed Limits (Pages 337 - 342)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/135

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

Report by Director for Environment and Highways (CMDTMT18).

The Cabinet Member is RECOMMENDED to:

- a) Approve the proposed introduction of a 20mph speed limit in Milton Heights, as advertised.

19. Hinton Waldrist: Proposed 20mph Speed Limits (Pages 343 - 356)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/144

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

Report by Director for Environment and Highways (CMDTMT19).

The Cabinet Member is RECOMMENDED to:

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

20. Kiddington with Asterleigh: Village 20mph Limit Proposals (Pages 357 - 366)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/037

Contact: Roger Plater, Senior Officer – Vision Zero (Roger.Plater@oxfordshire.gov.uk)

Report by Director Environment and Highways (CMDTMT20).

The Cabinet Member is RECOMMENDED to:

Approve the following speed limits in Kiddington with Asterleigh, as advertised.

- a) New 20mph speed limit within Kiddington,
- b) new 20mph limit on Park Road in Over Kiddington,
- c) New 40mph speed limits on Park Road & the unnamed road to Middle Barton.

21. Moreton (Thame): Proposed 20mph Speed Limits (Pages 367 - 374)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/102

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director for Environment and Highways (**CMDTMT21**).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the proposed introduction of 20mph speed limits at Moreton.**

22. Pusey: Proposed 20mph Speed Limits (Pages 375 - 380)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/146

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT22**).

The Cabinet Member is RECOMMENDED to:

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

23. Rotherfield Greys: Proposed 20mph Speed Limits (Pages 381 - 388)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/094

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDTMT23**).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the proposed introduction of 20mph speed limits in Rotherfield Greys on the unnamed road from Henley to Greys Green, Satwell, Satwell Close, and the unnamed road from Satwell to the B481, as advertised.**

24. Tetsworth: Proposed 20mph Speed Limits (Pages 389 - 404)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/093

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director for Environment and Highways (**CMDTMT24**).

The Cabinet Member is RECOMMENDED to:

- a) Approve the proposed introduction of 20mph speed limits at Tetsworth – subject to further engagement with Carousel Buses Limited, Tetsworth Parish Council and the local County Council member.

25. Woodeaton: Proposed 20 Mph Speed Limits (Pages 405 - 412)

Cabinet Member: Transport Management

Forward Plan Ref: 2024/133

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@Oxfordshire.gov.uk)

Report by Director for Environment and Highways (**CMDTMT25**).

The Cabinet Member is RECOMMENDED to:

- a) Approve the proposed introduction of 20mph speed limits at Woodeaton.

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.

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 20 June 2024 commencing at 10.00 am and finishing at 1.08 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Ian Snowdon (Item 3)
Councillor Liam Walker (Item 10)

Officers: Jack Ahier (Democratic Services Officer), Paul Fermer (Director of Environment and Highways), James Whiting (Team Leader – TRO and Schemes).

Agenda Item	Officer Attending
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6	Matt Archer (Portfolio Manager – Central Programme Delivery)
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7	Tayo Akinyosade (Project Manager), Duncan Stewart (Programme Lead – Active Travel)
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10-16	Anthony Kirkwood (Vision Zero Team Leader).
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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.

58/24 DECLARATIONS OF INTEREST (Agenda No. 1)

The Chair stated that he had an interest to declare at item 8, recommendation (g) as the decision taken would be in his division. Having taken advice from the Monitoring Officer, the Chair stated that he would defer recommendation (g) in item 8 and ask

the Leader of the Council to ask another Cabinet Member to make the decision on his behalf.

59/24 QUESTIONS FROM COUNTY COUNCILLORS
(Agenda No. 2)

There were none.

60/24 PETITIONS AND PUBLIC ADDRESS
(Agenda No. 3)

There was 1 petition and 4 public addresses.

61/24 MINUTES FROM THE PREVIOUS MEETING
(Agenda No. 4)

The minutes of the meeting held on 23 May 2024 were approved as a correct record, subject to one amendment in 42/24, paragraph 4, where it added 'off-road', so it was read as the following:

'The Chair stated it was not legally possible to have a one-way cycle lane **off-road** and officers confirmed this point.'

62/24 GORING PARKING REVIEW 2024
(Agenda No. 5)

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

The Chair highlighted the scheme as a good example of joint-up working between the Council and residents of Goring.

Officers commented that there would be a net increase in unrestricted parking in Glebe Ride. Officers noted that further schemes to develop solutions to residents parking in Goring were outside the scope of this decision, but that in the future, subject to funding conditions, the Council could work with local members and the parish council in this area.

The Chair questioned the implementation of double-yellow lines in Goring, following a decision at a previous meeting in December. Officers stated that they'd check with colleagues and developers to confirm this particular point.

The Chair noted that the scheme was designed to protect and enhance the amenity of residents.

Following a question from the Chair surrounding responses to the consultation and whether proposed changes would be counter-productive, officers stressed the need to carefully monitor schemes as undesired effects could possibly occur.

The Chair thanked all respondents to the consultation and to the officers for their work in producing a detailed report and was happy to agree to the recommendations.

RESOLVED 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.

63/24 ADDITIONAL £5M INVESTMENT IN HIGHWAY MAINTENANCE

(Agenda No. 6)

The Chair introduced the item to the meeting.

The Chair noted that this was a procedural decision as it involved accepting funding over £1m.

Officers noted that the report stated where the money was being spent, with funding being spent on surface treatments, structural improvements, asset management, carriageways and footways and cycleways.

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

RESOLVED 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.

64/24 GARSINGTON ROAD, OXFORD ACTIVE TRAVEL SCHEME

(Agenda No. 7)

The Chair introduced the item to the meeting.

Officers noted that the scheme intended to 'close the gap' of a missing link on the roads as outlined in the report, through a variety of measures such as toucan crossings, zebra crossings and side-road entry treatments.

The Chair noted the two consultation processes that had been undertaken and were broadly supportive of the improvements, with an element of co-production after engagement with stakeholders.

Officers noted that space constraints in particular sections of the road, and that more funding would be required for further development of the scheme.

Responding to comments in the consultation, officers confirmed that the scheme was compliant with LTN 1/20, once more noting the physical constraints. The Director of Environment and Highways stated that there was a nuance between 'must' and 'should', and in this instance, there were genuine reasons why the lanes were not segregated.

Officers confirmed that the height of the shared-use pathway was continuous the entire way.

The Chair noted several responses in the consultation and officers answered questions raised.

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

RESOLVED 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.

65/24 CPZ PARKING PERMIT ELIGIBILITY (VARIOUS LOCATIONS, OXFORD) (MARCH 2024)

(Agenda No. 8)

The Chair introduced the item to the meeting and reminded everybody that recommendation (g) would be excluded from the discussion and deferred.

The Chair explained that the scheme was a series of technical responses to housing developments.

The Chair noted that in all cases, the recommendations do not increase on-street parking, except for recommendation (a). Officers noted that the specific proposals for Cowley Centre East were a result of detailed engagement, including with the local County Councillor.

The Chair thanked consultation respondents, and officers for their work and agreed to the recommendations in the report, with the exception of recommendation (g).

RESOLVED to:

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

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.

Deferred:

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.

**66/24 CHERWELL AND WEST OXON DISTRICTS - VARIOUS LOCATIONS:
PROPOSED NEW AND DELETED DISABLED PERSONS PARKING PLACES
(Agenda No. 9)**

The Chair introduced the item to the meeting.

The Chair noted that the changes were responses to individual needs, falling into the categories of approvals, removals and deferrals with further investigations.

Officers noted that further investigation showed that the proposed location in Kites Place, Kirtlington was on an unadopted highway. Thus, it would not be possible to add a disabled bay on that land. Officers confirmed that a deferral would allow for suitable locations to be found elsewhere.

The Chair thanked officers for their work and agreed to the recommendations.

RESOLVED 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.

67/24 NORTH LEIGH: VILLAGE 20MPH LIMIT & A4095 40MPH LIMIT PROPOSALS (Agenda No. 10)

The meeting resumed after an adjournment caused by a fire alarm at County Hall and the Chair thanked everyone for their patience.

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

The Chair referred to a report about the 20mph speed limits scheme introduced by the Welsh government.

The Chair confirmed that schemes only come forward with the support of the local County Councillor and local parish council, but that the support came before the design and consultation process.

The Chair noted that the consultation process provided an opportunity for concerns to be put forward to officers and the relevant decision-makers.

Officers stated that there were 'grey areas' surrounding retractions of support from local County Councillors and parish councils, and whether it was based upon design concerns or the principle of the scheme. This was in response to the withdrawal of support for the scheme from the local County Councillor.

The Chair and officers discussed the procedure of the schemes. Officers noted that they would support a deferral, in light of the new information surrounding the retraction of the County Councillor's support, but also were comfortable with the call-in process as a mechanism available to challenge decisions made.

The Chair stated that officers come forward with schemes, after securing support from the local County Councillor and parish council before the scheme is tested at Delegated Decisions meetings to assess its merits.

The Chair noted that the parish council hadn't withdrawn support for the scheme.

The Chair stated that officers design schemes in line with policy, national guidance and in consistency with other schemes. Officers confirmed they thought that the scheme was the correct solution.

The Chair noted that specific responses in consultations are useful in understanding local situations, whilst certain responses look at the policy more widely. The Chair noted the importance of recognising responses from consultations.

The Chair thanked speakers, respondents and officers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

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

68/24 YARNTON: AMENDED SPEED LIMIT PROPOSALS
(Agenda No. 11)

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

The Chair noted that he felt there were lots of reports that demonstrated the benefits of reducing speed limits.

The Chair referenced the consultation response from Thames Valley Police (TVP) and noted that it was an objection, rather than their generic response that speed limits should be self-enforcing.

Officers stated that the modification had been requested by Yarnton Parish Council.

The Chair referenced several responses in the consultations.

Officers stated that the road had characteristics that meant 20mph speed limits were suitable.

The Chair thanked speakers for their contributions and officers for their work, agreeing to the recommendations in the report.

RESOLVED to:

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

69/24 CHARLTON-ON-OTMOOR: PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 12)

The Chair introduced the item to the meeting.

The Chair noted the standard response from TVP with regards to the County Council's policy of introducing 20mph speed limits.

The Chair also noted that the bus companies did not object to the proposals but made clear their concerns about the cumulative effect of speed limit changes on their services, particularly in rural areas.

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

RESOLVED to:

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

70/24 CHESTERTON: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair noted TVP's objection to the scheme, which stated that they wanted the speed limit to remain at 30mph.

The Chair and officers engaged in discussion surrounding the previous 20mph speed limit introduced in Chesterton and the merits of an extension as outlined in the scheme.

Officers noted concerns were raised by the parish council that precipitated this scheme being brought forward.

The Chair thanked officers and agreed to the recommendations.

RESOLVED to:

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

71/24 COTTISFORD: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 14)

The Chair introduced the item to the meeting.

The Chair noted the usual response from TVP in the consultation and that the bus companies had no objection to the proposed speed limit changes as it did not impact their services.

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

RESOLVED to:

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

72/24 MIDDLE ASTON: 20MPH SPEED LIMIT PROPOSALS

(Agenda No. 15)

The Chair introduced the item to the meeting.

The Chair noted several responses from the consultation undertaken.

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

RESOLVED to:

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

73/24 OVER NORTON: 20MPH SPEED LIMIT PROPOSALS

(Agenda No. 16)

The Chair introduced the item to the meeting.

The Chair noted the clarity of the map outlining the changes of speed limits and that it was a clear application of principles.

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

RESOLVED to:

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

..... in the Chair

Date of signing 18/07/2024

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Divisions Affected - Wolvercote and Summertown, St Margaret's, University Park

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

WOODSTOCK ROAD SUSTAINABLE TRANSPORT IMPROVEMENTS

Report by Director of Environment and Highways

Recommendation

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the following highway and bus journey time/ reliability improvement measures to the Woodstock Road, Oxford (A4144) as advertised and set out in Annex 1. That subject to approval, detail and final design of the listed measures shall be delegated for approval to the Director of Environment and Highways in consultation with the Cabinet Member for Transport Management:
- b) Commence an experimental trial for a removal of part of the 24-hour southbound bus lane between the Wolvercote roundabout (A40) and Squitchey Lane and replacement with a northbound bus lane of similar length; alongside necessary supplementary measures.
- c) Implement new and improved side road crossings at the following side roads: Bevington Road, St. Margaret's Road (East), South Parade, Little Clarendon Street, Observatory Street, St Bernards Road, Plantation Road, Leckford Road, Canterbury Road, Farndon Road, St. Margaret's Road (West).
- d) Introduce a new section of off-carriage way cycle path on the western side of Woodstock Road between the junctions with Frenchay Road and St. Margaret's Road.
- e) Provide a new zebra crossing on Woodstock Road to be located approximately 20 metres south of the junction with Bevington Road.
- f) Commence an experimental trial to relocate a marked parking bay (limited stay parking) outside Belsyre Court on the Woodstock Road.

- g) Deliver a range of localised measures detailed in public consultation plans set out in Annex 1 to support the aims of the scheme including sections of improvements to the condition of footway/ cycleways, amending road markings, install solar studs, and implementing measures proposed in the County Council's 2021 'Quickways' consultation for Woodstock Road.**
- h) Implementation of a bus stop clearway (which will prevent parking except for buses at all times) - to be located within the existing bus stop, approx. 25 metres south of its junction with Little Clarendon Street.**

Executive Summary

1. This report presents responses to the consultation on the proposals to introduce sustainable travel measures on the Woodstock Road (A4144) in Oxford, including changes to the bus lane to support bus journey time reliability and active travel measures to prioritise people walking and wheeling as shown in **Annex 1**.
2. Objectives of the project are aligned with the councils adopted Local Transport and Connectivity Plan (LTCP) and aim to;
 - Increase walking/ wheeling trips
 - Increase cycle trips
 - Improve walking and cycle safety
 - To improve public transport journey times
 - Enhance placemaking
 - Help new residents and employees travel in and out of the city more sustainably
3. Sustainable travel enhancements to the Woodstock Road would complement wider significant investment in sustainable travel currently committed and being delivered along the A40 and A44 routes. Measures will also complement the approved Oxford traffic filter trial.
4. The Woodstock Road Sustainable Travel Improvements are being funded from the Oxfordshire Housing and Growth Deal (HGD). If approved measures will need to be delivered by March 2025 to meet the funding timescales.

Background

5. The A4144 Woodstock Road is a radial route that stretches 3.69km (2.29 miles) northwest from Oxford city centre. The corridor sees significant flows of cyclists, pedestrians and bus users both from within Oxford and to/from external urban areas extending from the A44 and A40. Over future years, travel demand is expected to rise with (amongst other factors) development of the committed Oxford North, Eynsham Salt Cross and Cherwell district's allocation of Oxford's unmet need housing development sites.

6. There has been longstanding feedback from active travel groups, bus operators and local councillors that current active travel (cycling and walking) provision along the Woodstock Road requires improvement in terms of continuity and priority and that there are currently poor outcomes for bus reliability and punctuality.
7. To address this, a phased package of measures is proposed, which have been developed with stakeholder input, and include:
 - Phase 1* – Introducing an Experimental Traffic Regulation Order (ETRO) to remove the 24-hour southbound bus lane between the Wolvercote roundabout (A40) and Squitchey Lane and replace it with a northbound bus lane of similar length retaining existing permissions (i.e. for pedal cyclists, taxis and licenced private hire) alongside delivery of minor complementary measures. It is hoped the measure will improve bus journey time reliability and support the planned trial traffic filters. Both local bus operators (Stagecoach and Oxford Bus Company) have been strongly supportive of the measure. An ETRO provides an opportunity to monitor measures before committing to a permanent decision. This is considered beneficial as the scheme will complement the traffic filters trial which itself is being trialled as an ETRO. A flexibility in approach will allow quick changes to be made where required, should there be unforeseen issues or challenges to objectives of enhancing bus reliability/ journey times.
 - Phase 2* – A package of active travel (cycling, wheeling, walking) priority measures focussed on the southern end of the Woodstock Road details of which are set out in the ‘recommendations’ section.
8. Plans showing details of the proposals are available in Annex 1.
9. The A4144 Woodstock Road is a radial route that stretches 3.69km (2.29 miles) northwest from Oxford city centre. The corridor sees significant flows of cyclists, pedestrians and bus users both from within Oxford and to/from external urban areas extending from the A44 and A40. Over future years, travel demand is expected to rise with (amongst other factors) development of the committed Oxford North, Eynsham Salt Cross and Cherwell district’s allocation of Oxford’s unmet need housing development sites.
10. Sustainable travel enhancements to the Woodstock Road would complement wider significant investment in sustainable travel currently committed and being delivered along the A40 and A44 routes. Measures will also complement the approved Oxford traffic filter trial.
11. Objectives of the project are aligned with the councils adopted transport policy (LTCP) and aim to;
 - Increase walking/ wheeling trips
 - Increase cycle trips
 - Improve walking and cycle safety
 - To improve public transport journey times
 - Enhance placemaking

- Help new residents and employees travel in and out of the city more sustainably
12. Oxfordshire County Council consulted on the proposals in May and early June 2024. We received considerable feedback on the designs including 111 online survey responses, 29 written e-mail responses and 4 written letters.
 13. The traffic filter trial is expected to commence in November 2024. Initial traffic modelling undertaken to support the traffic filter trial suggests a reversal of the bus lane at the northern end of Woodstock Road would be strongly beneficial. Any measure would need to be delivered ahead of the start of the trial traffic filters.
 14. There is an aspiration for the highway network to be as 'neutral' as possible to enable effective monitoring of the trial traffic filters, therefore it is also necessary for the traffic management for the other elements of the active travel scheme to be well managed to ensure delivery of these does not compromise the monitoring.

Corporate Policies and Priorities

15. The Woodstock Road Sustainable Transport Improvements are consistent with and deliver on a number of the council's nine corporate priorities, including:
 - Put action to address the climate emergency at the heart of our work
 - Prioritise the health and wellbeing of residents
 - Invest in an inclusive, integrated and sustainable transport network
 - Preserve and improve access to nature and green spaces
 - Play our part in a vibrant and participatory local democracy
 - Work with local businesses and partners for environmental, economic and social benefit
16. In July 2022, Oxfordshire County Council adopted its new Local Transport and Connectivity Plan (LTCP) which sets a clear vision to deliver a net-zero transport system that enables Oxfordshire to thrive, protects the environment and makes the county a better place to live for all residents. This includes ambitious targets to:
 - (a) replace or remove 1 in 4 car trips in Oxfordshire by 2030
 - (b) deliver a net-zero transport network by 2040
 - (c) have zero, or as close as possible, road fatalities or life-changing injuries by 2050
17. To help deliver the Local Transport and Connectivity Plan vision, the adopted Central Oxfordshire Travel Plan (COTP) proposes a set of 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area, including proposals for traffic filters which are required to address several challenges, including the need to:

- (a) reduce exposure to air pollution and rapidly reduce carbon emissions from all transport related activities
- (b) reduce congestion and its negative impacts on bus services and economic productivity and vitality
- (c) encourage more sustainable development, making greater use of limited road space and prioritising public transport, walking and cycling
- (d) improve health and wellbeing and reduce health inequalities

Financial Implications

- 18. The Woodstock Road Sustainable Travel Improvements are funded through the Oxfordshire Housing and Growth Deal (HGD). The project was allocated £4 million. including the £992,000 already spent or committed on the design and consultation.
- 19. The Full Business Case has now been approved with a released budget of £2.059 million for design and construction subject to the approval of this paper. This includes budgeted risk allowances to make amendments if required and cover future costs of making the Experimental Traffic Regulation Order permanent if successful.
- 20. The measures are required to be delivered and paid for by the Housing and Growth Deal Funding deadline of 31 March 2025.
- 21. The area of public highway to be maintained (including footway and carriageway) remains the same and within the council's maintenance programme. There will be new materials introduced at the side roads, with more highway space allocated to walking and wheeling. Decisions on final design including materials will be taken by the Director for Environment and Highways in consultation with the cabinet member. This will include consideration for future maintenance costs in the context of factors including the planning status of the area and objectives of the scheme.

Comments checked by:

Rob Finlayson, Strategic Finance Business Partner,
Rob.Finlayson@oxfordshire.gov.uk

Legal Implications

- 22. The scheme development will be led by Oxfordshire County Council as the Highway Authority. Legal advice required for the project will be met from existing council resources.
- 23. The consultation that has been undertaken, which will aid development of the scheme designs, complies with the consultation requirements for the various elements as required under the Highways Act 1980, the Road Traffic Regulation Act 1984 and related regulations.

24. The proposals for bus lane reversal and parking amendments will be introduced using an Experimental Traffic Regulation Order (ETRO) in accordance with the powers and duties set out in the Road Traffic Regulation Act 1984. Some, all, or none of the changes may be made permanent at a Cabinet Members Decision meeting following the experimental phase, subject to the six-month consultation and monitoring of the scheme's impacts.
25. Should the scheme be implemented it is confirmed that the statutory consultation procedures have been followed within the guidelines set down by Legal Services.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Environment Team)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

26. An Equalities Impact Assessment is at Annex 3. The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.
27. The Equalities Impact Assessment will be reviewed as the detailed design is finalised and will continue to be reviewed as part of the ETRO process and as the new infrastructure is implemented and been used. Any issues or complaints received will be responded to and if aligned to scheme objectives, addressed.

Sustainability Implications

28. The proposals will have a positive impact on sustainability as they will help encourage increased use of sustainable and active modes along the Woodstock Road corridor, and help improve road safety, especially for the more vulnerable road users (people walking and wheeling) in the area. The proposals would support Oxfordshire County Council's adopted Local Transport Connectivity Plan vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.
29. A Climate Impact Assessment for the Woodstock Road project is included in Annex 4. It concluded the scheme will have a net positive impact particularly in terms of reducing travel by private car and increasing use of public transport, walking and wheeling. As a result, there is expected to be a reduction in total annual CO2 emissions from road transport in the area.

Risk Management

30. A risk register has been maintained and will continue to be maintained throughout the life of the project. The key risks at this stage are:
 - Bus journey time savings cannot be made
 - Network Management issues and road space availability

- Road safety considerations
- Scope creep and late changes to design
- Loss of funding if there are delays to delivery
- Asset and maintenance implications

Consultation Approach

31. Proposals have been co-developed alongside a number of key stakeholders between Winter 2023 and Summer 2024. Formal consultation was undertaken from 8 May to 5 June 2024. To ensure that all residents and stakeholders were made aware of proposals a number of activities were undertaken;
 - Letters were sent to residents along the Woodstock Road and those side roads with proposed entry treatments
 - Emails were sent to an identified list of stakeholders including statutory consultees, including local councillors, Thames Valley Police, the Fire & Rescue Service, Ambulance Service, bus operators, Cyclox and other local user groups
 - A consultation page ran on the council's Let's Talk Oxfordshire webpage alongside a survey
 - Hard copy deposits of plans and consultation materials and surveys were available at Summertown Library, County Hall, Westgate library
 - Site notices throughout the route
 - Publication of notice in local newspapers
 - Presentations to identified stakeholder groups including local councillors, inclusive accessibility groups and a university and colleges group
32. To ensure that all residents could take part in the consultation, an option was offered to request a hard copy of any documentation, for surveys to be returned by post or comments to be given over the phone by contacting the council's helpline. Written responses were also received by post, and via a dedicated email address.

Consultation Feedback and Officer Responses

33. In total 144 responses were received during the formal consultation period. 111 of those were received via the online survey and 4 paper surveys were also received. A further 29 emails were also received during the consultation period.
34. Beyond the formal responses received, the consultation was successful in raising awareness about the proposals. In total there were 1,500 visits to the consultation webpage. Of those 1,100 were classified as "aware" of the proposals as they viewed at least one page of the survey. Of the 1,500 visits to the consultation webpage, 499 were classified as "informed", as they took an action such as downloading a document or reading the FAQs.
35. There were 22 per cent of respondents to the online survey who indicated that their day-to-day activities were limited by long term illness, health and/or disability. The age of respondents to the online survey ranged from 25 up to 65+ however no one identified as under the age of 25 responded to the online

survey. There was a mixture of both male and female respondents to the survey with an overwhelming dominance of respondents (85 per cent) indicating that they were a resident living in Oxford.

36. Some objections and challenges were received against the original plans by residents. All comments received are recorded in Annex 2. Further detail is included below.
37. These are noted, and suggestions relating to design of the measures will be passed on to the design team and reviewed as designs are finalised.
38. As all of the proposals align with our policy and support the overall objectives of our LTCP, we are seeking approval to implement the scheme.
39. The feedback and officer response to each of the elements of the scheme is set out in annex 2.

Bus Lane Reversal ETRO

40. There were 114 online responses to the Phase 1 - Bus Lane Reversal ETRO. Of those who responded via the online survey, 42 per cent who stated support or strongly support, and 30 per cent who stated oppose or strongly oppose. Key themes raised in the consultation;
 - *Concerns that the bus lane reversal will increase southbound congestion/ delays for buses and/ or that southbound bus priority in morning peak period should be the priority*
 - *That the bus lane reversal will have a negative impact on people cycling southbound who currently use the bus lane*
 - *Concerns at removal of a southbound bus stop (Wolvercote roundabout)*
 - *Concerns measures will increase congestion and delay at Wolvercote Roundabout northbound*
 - *Concern that a 'Yellow Box' junction should be introduced for those exiting from First Turn*
 - *That the council should see how the trial traffic filters work first before amending any bus priority*

Bus Stop Clearway

41. There were 111 online responses relating to the bus stop clearway proposed on the western side of Woodstock Road north of St Giles. Just over 50 per cent of online respondents supported or strongly supported with 21 per cent opposing or strongly opposing. Key themes raised in the consultation;
 - *That measures could create additional delay for buses/ that the measure was not needed*

Side Road Entry Improvements

42. There were 112 online responses to the proposals to implement new and improved side road crossings at the following side roads: Bevington Road, St. Margaret's Road (East), South Parade, Little Clarendon Street, Observatory

Street, St Bernards Road, Plantation Road, Leckford Road, Canterbury Road, Farndon Road, St. Margaret's Road (West).

Over 50 per cent of online respondents supported or strongly supported each of the side roads proposed, and the percentages and responses were very similar for each of these. Between 16 and 20 per cent of people stated oppose or strongly oppose across the locations. Key themes raised in the consultation;

- *That proposals do not represent value for money and are not needed.*
- *That Side Road Entry Treatments should be implemented as continuous footway designs with entry kerbs*
- *That measures should be prioritised in alternative locations*

Zebra Crossing – near Observatory Street

There were 113 online survey responses to the proposals to implement a Zebra Crossing across Woodstock Road near Observatory Street. Of these online responses 73 per cent supported or strongly supported this measure and 20 per cent opposed or strongly opposed. Key themes raised in the consultation;

- *The measures are not necessary*
- *Measures are prioritised in the wrong locations, and suggested alternatives*

Re-location of parking bay – Belysre Court, experimental trial

There were online 111 responses to the proposal to relocate as an experimental trial, a parking bay outside Belysre Court on the Woodstock Road. Of these 41 per cent of people supported or strongly supported proposals and just under 30 per cent opposed or strongly opposed. Key themes raised in the consultation;

- *Concerned about negative impact to the businesses, and those with disabilities*

Off Road Cycle Provision – Frenchay Road to St. Margarets Road

43. There were 111 online responses to the proposals to extend the off-road cycle provision on the western side of Woodstock Road between Frenchay Road and St. Margarets Road. Of these, 63 per cent of online survey respondents supported or strongly supported the measure and 22 per cent stated oppose or strongly opposed.

Whilst some responses to the consultation provided support for the proposed footway/cycleway on the grounds that it will provide improved facilities for people cycling compared to the existing infrastructure, others objected or expressed concern 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. Key themes raised in the consultation;

- *That the proposed off road footway/cycleway extension should be wider to accommodate people walking, wheeling, and cycling and/ or should physically segregate cycle users*

Further comments received

44. Various other comments were received summarised below.

- That there should be a bolder more comprehensive strategy to improve active travel
- That more should be done to prioritise measures for car users, and people commenting that they do not support the policy approach and other measures such as the trial traffic filters
- General support for active travel and /or proposals
- That the condition of the footway/ cycleway and markings on Woodstock Road are poor and should be prioritised, particularly;
 - South of Bainton Road
 - At northern end of the corridor
- That there are too many roadworks and that these measures will increase congestion
- That measures do not represent value for money
- That bolder proposals are required (suggestions offered)
- That there should be better enforcement of speed limits/ and or that measures should include a reduction to 20mph for the route

Next Steps

45. Feedback from this consultation will be used by the project's 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.
46. That subject to approval, detail and final design of the scheme will be delegated for approval to the Director of Environment and Highways in consultation with the Cabinet Member for Transport Management.
47. If approved, delivery of works on both Phase 1 (Bus lane reversal the Experimental Traffic Regulation Order) and Phase 2 (Active travel measures) works will commence in early August 2024. Thereafter works are planned to be phased in their delivery in order to minimise network disruption through to early 2025.
48. If approved, the council will undertake scheme monitoring as part of the ongoing ETRO process and post implementation monitoring of the other elements. Monitoring will be undertaken to assess performance against the scheme objectives of;
- Increase walking/ wheeling trips
 - Increase cycle trips
 - Improve walking and cycle safety
 - To improve public transport journey times
 - Enhance placemaking
 - Help new residents and employees travel in and out of the city more sustainably

49. If measures are approved a public consultation will be necessary on the experimental trial elements of the scheme. This will be undertaken for a minimum six months with a formal Cabinet Member Decision required no sooner than six months but no later than eighteen months after the experimental trial has commenced.

Paul Fermer

Director of Environment and Highways

Annexes

Annex 1: Consultation plans

Annex 2: Consultation responses

Annex 3: Equalities Impact Assessment

Annex 4: Climate Impact Assessment

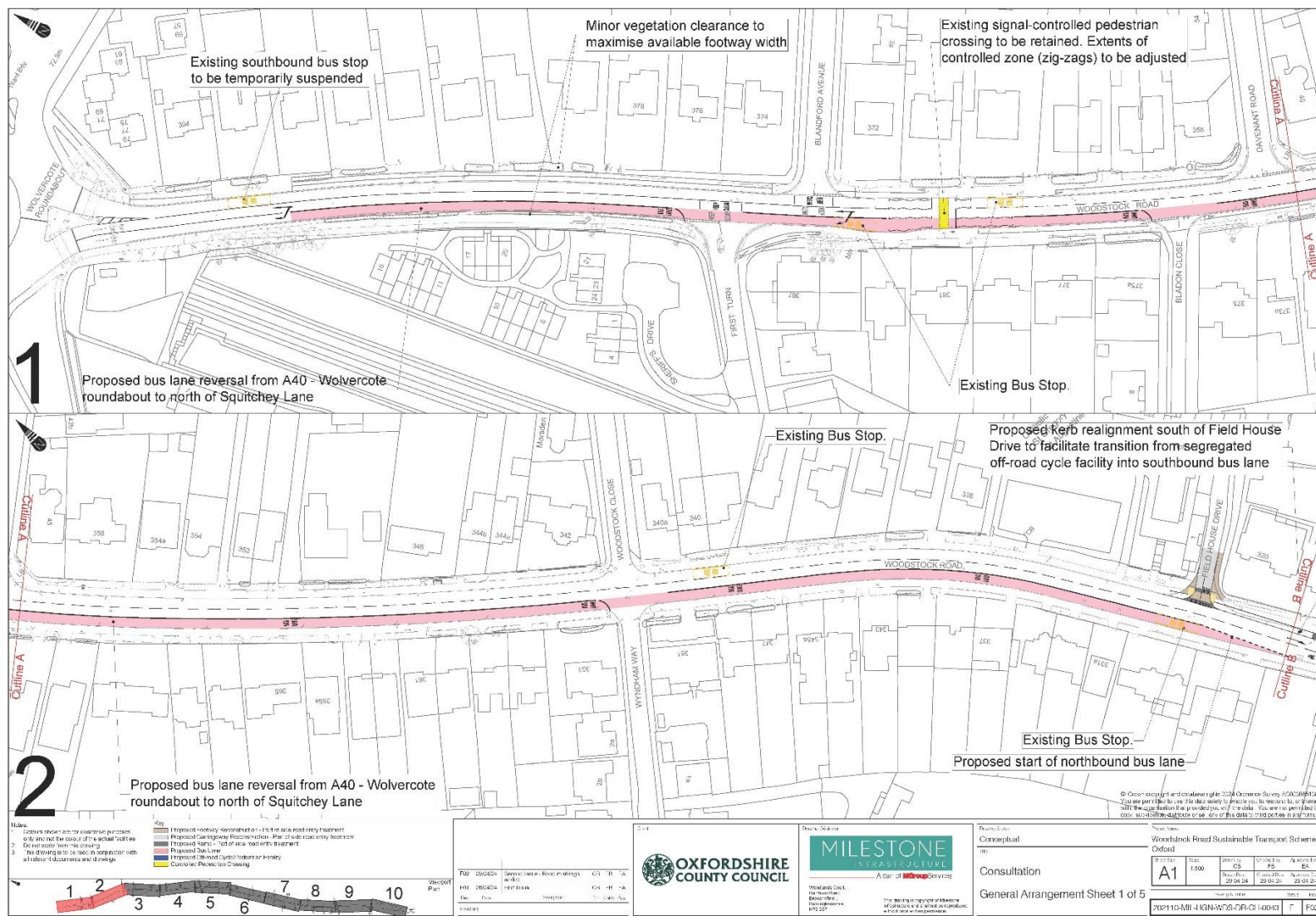
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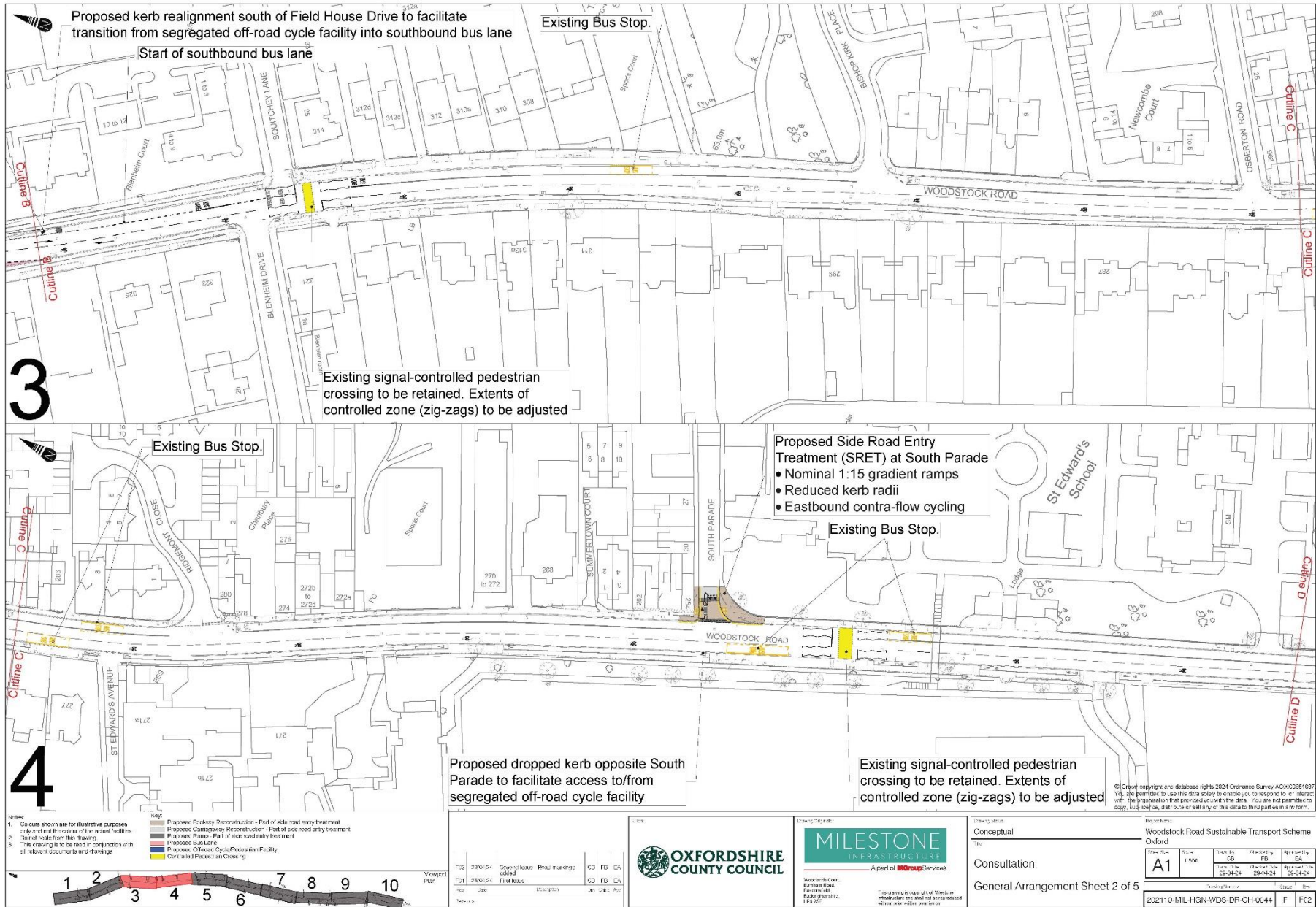
Rob Freshwater, *Infrastructure Development Lead Central*
Rob.Freshwater@oxfordshire.gov.uk

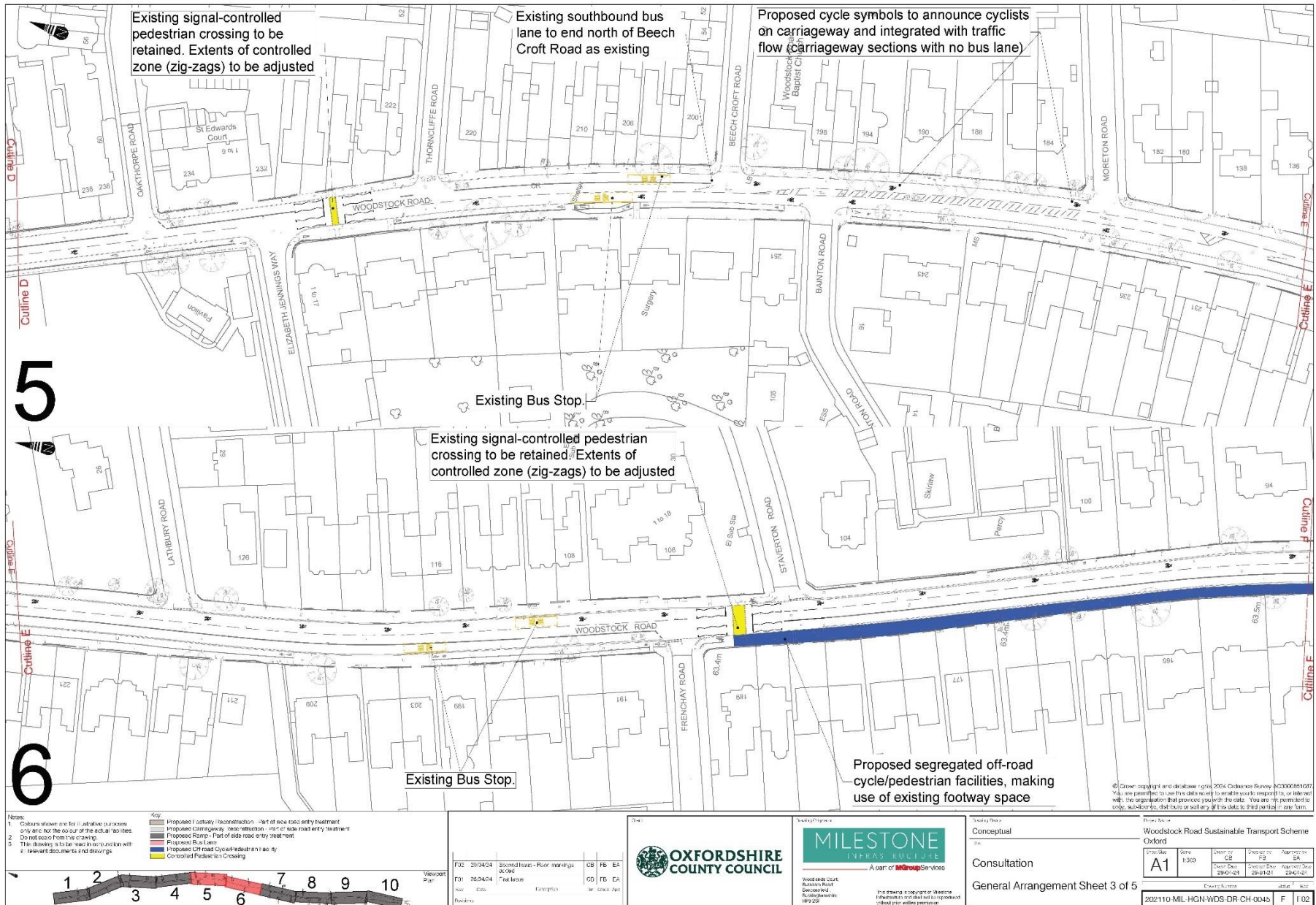
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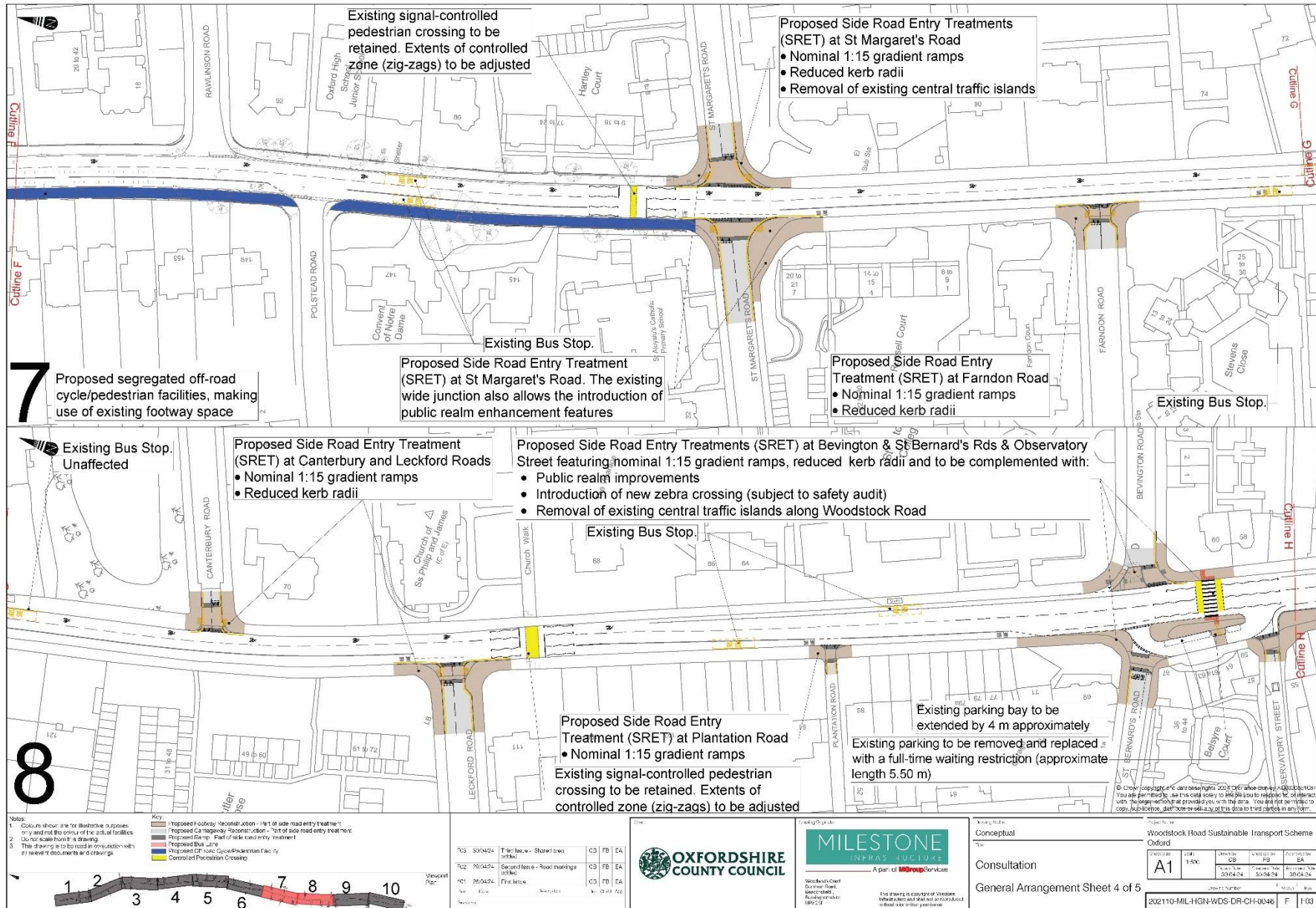
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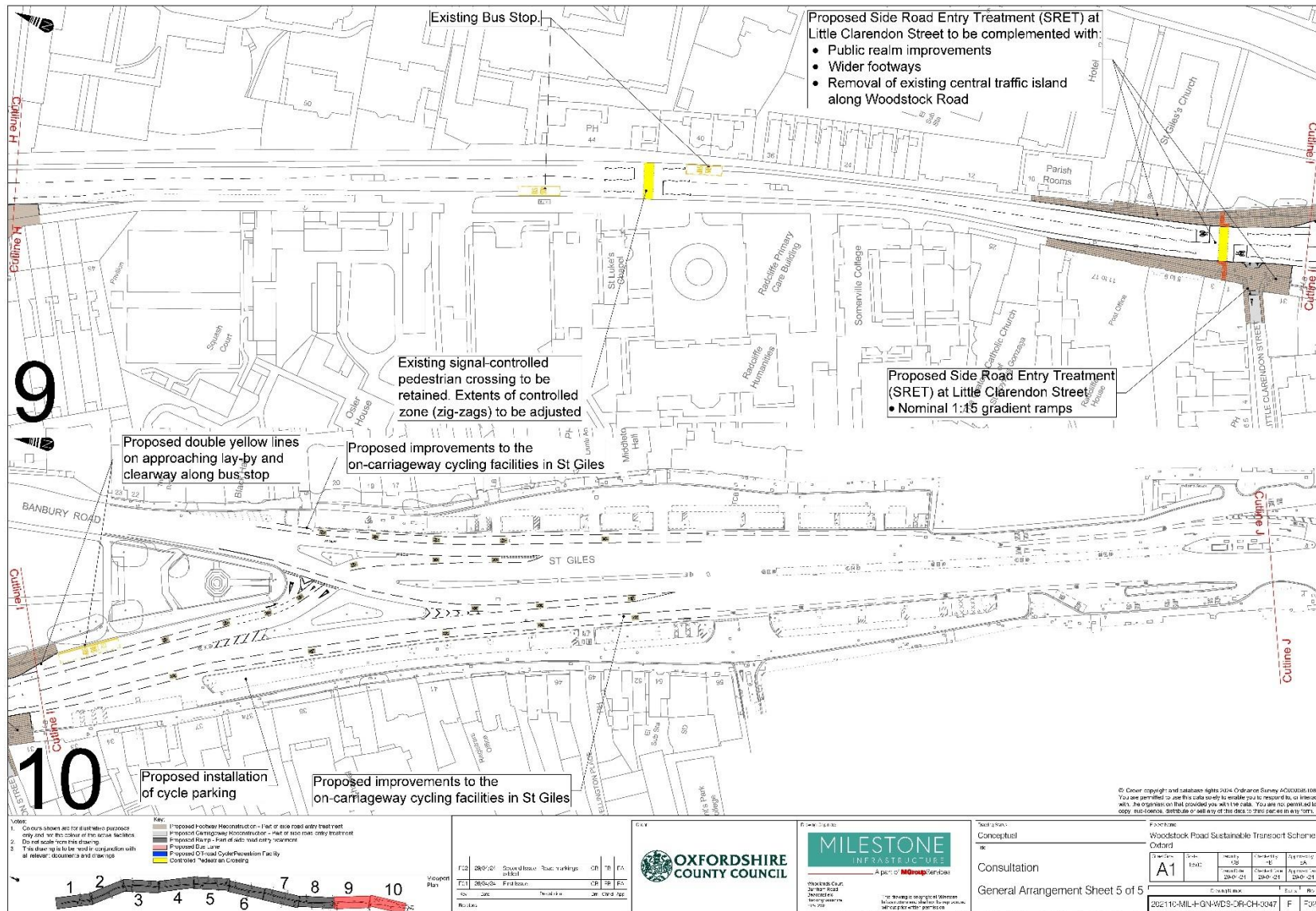
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Summary of key consultation comments and officer response

COMMENT THEME	OFFICER RESPONSE
Bus Lane Reversal ETRO	
<p><i>Concerns that the bus lane reversal will increase southbound congestion/ delays for buses and/ or that southbound bus priority in morning peak period should be the priority.</i></p>	<p>This proposal is based on feedback from bus operators who ‘unequivocally support’ the proposal and is informed by traffic modelling undertaken to inform trial traffic filters which forecasts additional vehicle movements (and hence the need for new bus priority) northbound on the Woodstock Road. There will also continue to be a significant section of southbound bus priority on Woodstock Road. The bus operators have suggested that they would like this change regardless of the trial traffic filters.</p> <p>We are also proposing to implement the measure as an ETRO. This allows opportunities for quick changes to the highway layout should proposals to ensure bus journey time reliability is maintained.</p>
<p><i>That the bus lane reversal will have a negative impact on people cycling southbound who currently use the bus lane.</i></p>	<p>It is recognised that the existing southbound bus lane also provides an important facility for people cycling southbound. That due to the proximity of a number of schools in the area a number of cycles using the route are children. Working in co-production with active travel groups, efforts have been made to ensure that the length of bus lane reversal is only for a length where off road cycle provision on the east side of Woodstock Road can also be provided.</p> <p>As part of schemes complementary measures, provision will also be made to ensure southbound cycle users can safely and seamlessly merge back into the southbound bus lane at Squitchey Lane via a protected merge..</p> <p>Road lining measures on the carriageway are also proposed to improve awareness and priority for cycles which will be complemented by a separate</p>

	<p>recent (January 2024) CMD approval for a shared use facility on the eastern side of Woodstock Road between the Wolvercote roundabout and Blandford Avenue.</p> <p>Whilst not deliverable as part of this project, the traffic filters trial which these measures are complementary of, if made permanent, could be anticipated to afford wider strategic opportunities to redesign and re-prioritise highway space in favour of active travel modes.</p>
<i>Concerns at removal of a southbound bus stop (Wolvercote roundabout)</i>	It is recognised that this may be inconvenient for some, however alternative bus stops are identified within close proximity (200m further south). Retaining the bus stop would risk creating delays on Wolvercote Roundabout which itself could would risk delaying bus services. Consistent with the wider bus lane measures, the proposal is recommended for implementation as an ETRO allowing opportunities for review and rapid change during the trial period if significant unintended consequences are reported.
<i>Concerns measures will increase congestion and delay at Wolvercote Roundabout northbound</i>	It is not expected that traffic capacity northbound will be impacted. The same number of general traffic lanes will still be provided. It could be hoped that improved bus priority northbound could encourage more bus use. The project will be monitored carefully throughout the ETRO period with modifications if required.
<i>Concern that a 'Yellow Box' junction should be introduced for those exiting from First Turn.</i>	Road Safety Audits are being undertaken on the scheme, and this suggestion will be raised through this process.
<i>That the council should see how the trial traffic filters work first before amending any bus priority.</i>	Feedback from bus operators suggests that there are significant existing bus journey time and reliability issues northbound on the Woodstock Road on approach to Wolvercote roundabout which in their own right could justify an alteration to physical bus priority on the route. In addition to this, early modelling undertaken for the trial traffic filters has indicated that additional northbound vehicle movements on the Woodstock Road could further exacerbate the

	<p>importance for providing northbound bus priority on the Woodstock Road in this location.</p> <p>Whilst the bus lane reversal measure is being proposed to support the trial traffic filters, it is also part of a wider strategy to encourage modal shift that will have wider benefits for the Oxford City area and beyond.</p>
Bus Stop Clearway	
<i>That measures could create additional delay for buses/ that the measure was not needed</i>	The clearway is being promoted to formalise an existing bus stop. The measure was requested and supported by the bus operators and is considered this would have minimal implications for other sustainable travel modes. This proposal was also consulted on as part of the previous 2021 Quickway proposals.
Side Road Entry Improvements	
<i>That proposals do not represent value for money and are not needed.</i>	The proposals have been developed closely with key user groups. The council will prioritise measures that deliver benefits based on cost, alignment with policy, deliverable benefits, and consultation feedback. Analysis of collisions in Oxford suggests that a significant number of serious and fatal incidents occur at junctions and side roads, often involving pedestrians and/or people cycling. Measures that can assist in reducing crossing distances, as well as vehicle entry/ exit speed can significantly alleviate some of these issues.
<i>That Side Road Entry Treatments should be implemented as continuous footway designs with entry kerbs</i>	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. Similar features have been used successfully in other locations in Oxford where side streets meet main roads. Officers have had constructive discussions with active travel groups on specific design details and will continue to develop designs that are both responsive to factors of context/ budget and in keeping with that which has been subject to statutory consultation.

<i>That measures should be prioritised in alternative locations</i>	Informed through co-design with key stakeholders, officers consider that the locations identified are optimal in the context of factors including location, demand and available project budget.
Zebra Crossing – near Observatory Street	
<i>The measures are not necessary</i>	Informed through the co-production process, officers consider that there is clear support from the consultation feedback. Separate surveys of pedestrians show significant demand here. The proposals are consistent with the Oxford Local Cycling and Walking Implementation Plan (LCWIP)
<i>Measures are prioritised in the wrong locations, and suggested alternatives.</i>	The location was informed through a combination of policy, observation and a co-production process. A number of locations were reviewed, however challenges with these had been identified in terms of design and delivery timescales. For example, the county council's signals team confirmed that in some locations, there is insufficient pavement width for new formal crossings such as at Osberton Road. Adding a formal pedestrian crossing at Osberton Road would likely need a review of bus stop locations which itself could require a wider review of bus stops on Woodstock Road. Officers will therefore pass on this suggestion to be reviewed as part of the Central Oxford Movement and Place Framework. Other locations suggested were Woodstock Close and Rawlinson Close. There is lower demand at these locations. There are also existing formal pedestrian crossings in close proximity to these two locations.
Re-location of parking bay – Belysre Court, experimental trial	
<i>Concerned about negative impact to the businesses, and those with disabilities</i>	<p>The changes to parking proposed are a very minor relocation. There should be no disbenefit to businesses. The measure enables the implementation of the new crossing which will help accessibility to the shops.</p> <p>There should be no disbenefit to disabled users, as an existing parking bay will be relocated and there will continue to be a parking bay directly outside the pharmacy. The measure is recommended to be implemented as an experimental trial. If</p>

	<p>approved it would be subject to further formal consultation. This will allow for review and alterations as considered necessary.</p> <p>It was apparent from some responses that there was some confusion that proposals might remove parking and/ or remove or relocate parking to either St Barnards Road or Observatory Street which is not the case. There will be no overall reduction in the number of parking spaces associated with this proposal.</p>
Off Road Cycle Provision – Frenchay Road to St. Margarets Road	
<p><i>That the proposed off road footway/cycle way extension should be wider to accommodate people walking, wheeling, and cycling and/ or should physically segregate cycle users</i></p>	<p>At this location physical infrastructure to physically segregate pedestrians and cyclists, and wider segregation will not be possible due to the limited existing footway space available</p> <p>Officers consider that the measure will provide meaningful benefit for a number of particularly younger children cycling in the area accessing local schools etc. The proposal continues an off road cycle provision that stretches northwards. It is particularly important in this location where there is currently no dedicated southbound cycle provision. Officers recognise that the proposal falls short of long-term aspirations and design guidance within publications like LTN 1/20. It is considered that a medium/ long term solution more beneficial for pedestrians and people cycling could come forward in the future but that this would be dependent on potential road space reallocation that may be made possible if the trial traffic filters are successful and are made permanent at a future date.</p> <p>Comments were also received regarding the location including suggestions of moving the off-carriageway cycle path to the opposite footway. However this would not have consistency with the rest of the off road provision which is on the West side</p>

Summarised comments from online respondents

RESPONDENT	COMMENTS
(1) Local resident (Oxford)	<p>Bus lane reversal ETRO</p> <p>Southbound buses need to get through this section of the Woodstock Rd from the A40 roundabout to enable passengers to get to work/school quickly without being delayed any further. This will also result in further congestion at the top of the Woodstock Rd. The benefits of reversing this route have not been explained. Local groups have not been consulted on this change at any time, please provide evidence.</p> <p>Side road entry treatments</p> <p>Traffic dangerous on these roads and needs to be slowed down.</p>
(2) Local resident (Oxford)	<p>Bus lane reversal ETRO</p> <p>The traffic chaos on Woodstock and Banbury Road, partly caused by the Botley Road closure and 'Oxford North' is intolerable as it is. There is virtually no time of the day, during the week and at the weekend, where there aren't any traffic jams. Both roads seem to be permanently clogged up. If you start any re-jigging of the Woodstock Road now, it will only aggravate the situation. It is *impossible* to walk or cycle along both roads at most times of the day without inhaling fumes of *standing* cars. Can you please wait with your experiments until the Botley Road is reopened or traffic problems caused by Oxford North have eased? PLEASE!</p> <p>Other comments (phase 1)</p> <p>I don't think the residents of North Oxford, Summertown and Cutteslowe can tolerate any more changes. The last 1 year + has been horrendous for residents. And I find it difficult to accept the view that we only have to tolerate a bit more and it'll all be alright.</p> <p>Other comments (phase 2)</p> <p>The west side cycle lane on the Woodstock road 30 metres south of junction with Bainton Road are in an appalling state.</p>

<p>(3) Commuter / using the bus interchange (Kidlington)</p>	<p>Bus lane reversal ETRO Why don't you stop and let the traffic return to a normal level after all the works along the Woodstock Road, around the Pear Tree Roundabout and onwards. See what effect those works have had before starting more works to add to disruption. How can you possibly say what effect new works will have until the old ones have been completed? Have some common sense.</p> <p>Side road entry treatments Stop messing about and leave it alone for a year.</p> <p>Zebra crossing How many people have died along that road in the last 5 years? There are plenty of crossings and people can walk to the closest.</p> <p>Shared use cycle path Stop making changes.</p> <p>Other comments (phase 2) Stop, just stop.</p>
<p>(4) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO Because it's going to cause traffic chaos which I'm guessing is your aim</p> <p>Side road entry treatments You're just fannyng about, causing chaos when there are so many roads in Oxford desperate for improvement</p> <p>Zebra crossing Absolute waste of money and you're gonna kill off the trade on the little road of shops by taking away the parking</p> <p>Shared use cycle path Waste of money</p>

(5) Local resident (Oxford)	<p>Other comments (phase 2) Question 8 can't be understood without a picture.</p> <p>The hopeless stop start cycle path on East side of Woodstock Road is a famous laughing stock among friends and colleagues.</p>
(6) Local resident (Oxford)	<p>Side road entry treatments Block off every road on the Banbury Road, so all residents need to travel either to St Giles or Woodstock Road roundabout to travel along Banbury Road. Deny them access like you have done in East Oxford. Banbury Road Residents will have to do the same to access Woodstock road.</p> <p>Other comments (phase 2) What should be done on Oxford roads is make Banbury Road one way heading into Oxford, then make Woodstock road one way heading out. The same should have been done with Cowley Road and Iffley Road.</p>
(7) Local resident (Oxford)	<p>Side road entry treatments I support road bumps but only if they are designed in such a way that they're not a nuisance for cyclists - they could be designed so that cyclists can avoid them (especially also with bike-trailers - it's very uncomfortable for kids to go over the bumps). In Ghent, Belgium, they make bumps cycle friendly, so I'm confident Oxford can do this too.</p>

(8) Local resident (Oxford)	<p>Bus lane reversal ETRO This is economically ruinous. More woke, anti-motorist nonsense. OCC Transport Strategy is not fit for purpose. Inadequate policies designed by inadequate councillors.</p> <p>Side road entry treatments None of these proposal are needed. They are economically ruinous. Anti-motorist [REDACTED] are destroying a once great city. Shame on them.</p> <p>Zebra crossing Not needed. Waste of money. More anti-motorist nonsense.</p> <p>Shared use cycle path Not needed.</p> <p>Other comments (phase 2) Economically ruinous. Waste of money.</p>
(9) Local resident (Oxford)	<p>Other comments (phase 1) I'm concerned that the northbound bus lane to Wolvercote roundabout from 1st Turn will be abused and used by car drivers. There needs to be some bus lane enforcement cameras in a few locations on the northern routes out of the city as the bus lanes are constantly used illegally causing angst with other drivers</p> <p>Other comments (phase 2) Please add a dropped curb to the pavement directly opposite the western end of South Parade. Cyclists turning right out of South Parade on to the Woodstock Road have to travel some 200 metres on the main carriageway before they access a dropped curb to join the shared cycle / pavement. Also considering widening the pavement from Elizabeth Jennings Way to Squitchey Lane as it can be very congested at peak times with southbound cyclists using this stretch as well as northbound cyclists</p>
(10) Local resident (Oxford)	<p>Bus lane reversal ETRO</p>

	<p>Will lead to south bound traffic jams and delay buses going into Oxford. Will increase the already unacceptable rat runs along Blandford Avenue. The County Council has persistently ignored the will of residents and safety issues of the current volume of lorries using the road to bypass jams which the County Council has North bound traffic will not be any better because of the volumes on the roundabout.</p> <p>Other comments (phase 1) Please do not waste council tax payers money on this pointless tinkering. The current northbound delays to the roundabout are due to the ridiculous closure of Botley road, which demonstrates how incompetent OCC are in negotiating with contractors on something that should have a best taken 1-2 months if properly planned.</p> <p>Side road entry treatments Environmental damage and noise. To control speed requires proper policing of the 20 mph speed limits.</p>
(11) Local resident (Oxford)	<p>Other comments (phase 1) I preferred the original plan to do away with bus lanes and zig-zag the road so all bus stops were off the road and not blocking it</p> <p>Side road entry treatments Clarifying the junctions for pedestrians and cyclists is a good safety move.</p> <p>Other comments (phase 2) The new crossing at Observatory Street is desperately needed.</p>
(12) Local resident (Oxford)	<p>Other comments (phase 1) Do not remove any bus stops</p> <p>Side road entry treatments More road humps are ineffective and damage cars (my car is all electric and heavy, bumps are very dangerous)</p> <p>Shared use cycle path Cyclists are dangerous, sweep up alongside pedestrians who have not seen them. They must be kept entirely segregated from pedestrians.</p>

	<p>Other comments (phase 2) Need as much parking as possible at lower end of Woodstock Rd to help shops, new university quarter, college arrivals etc. Most important, keep free parking outside Belsyre Ct shops, essential for locals, which have been there for decades.</p>
(13) Local resident (Oxford)	<p>Side road junctions These roads have much more necessary and regular use as interchanges between the Woodstock and Banbury Roads, and making the flow uncomfortable (however slowly) is unreasonable and would potentially impede safe transit for vehicles down each road.</p>
(14) Resident of wider Oxfordshire (Kidlington)	<p>Bus lane reversal ETRO This bus lane helps the flow of traffic which is what it is supposed to do.</p> <p>Side road entry treatments The existing restrictions work well so need to spend money on something that doesn't need fixing</p> <p>Shared use cycle path The existing cycle lane is adequate for the number that use it</p> <p>Other comments (phase 2) It would appear that money is being spent on areas that work very well and do not need to be adjusted</p>
(15) A commuter/using the bus interchange	<p>Bus lane reversal ETRO Because people coming from the north of Oxford have enough traffic to deal with already getting through Pear Tree. It takes 30 mins to get from Loop Farm to Pear Tree at present in rush hour (usually when I get there at 7.30 am), because the new traffic lights at pear tree have created a pinch point with poor lane management as it expands from 2 lanes into 4 coming from Loop Farm roundabout .I get the P&R from Pear Tree, and it is a mess with the works between Pear Tree & Wolvercote roundabout as it is (which will not improve traffic flow with extra lanes, but has allowed for more trees & traffic lights.... sigh). We have had 2 years of delays getting into Pear Tree P&R then on the bus into Oxford, and just as there's light at the end of the tunnel you expect to takeaway</p>

	<p>the one main benefit of using Pear Tree P&R - avoiding the congestion from Wolvercote roundabout to halfway into town by removing the bus lane? And this after the 15 million spent on ADDING a bus lane from Yarnton to Pear Tree to IMPROVE bus times from Chippy/Woodstock into Oxford (as part of the Oxford North project)? This proposal will negate that time saving in an instant, and will have cost the taxpayer £15m. Utter lunacy. Stop hurting people who live north of Oxford & work in the centre. We're always the last to see "improvement" and now this? People need to get into work in the centre more than they need to get out (delays starting work are costly to the local economy), so swapping out the bus lane for a northbound one is utter lunacy.</p> <p>AND FIX THE LANE MARKING & PINCH POINT YOU HAVE NOW CREATED AT PEAR TREE FROM LOOP FARM BECAUSE OF THOSE NEW TRAFFIC LIGHTS AND THEIR [REDACTED] PHASING</p> <p>Other comments (phase 1) DO NOT REMOVE THIS BUS LANE - what incentive is there to use the bus more to get into work if you increase the time it takes because it is sitting in traffic?</p> <p>Shared use cycle path The road is wide enough there already to take a cycle lane too. Give pedestrians some space.</p>
(16) Local resident (Oxford)	<p>Bus lane reversal ETRO The existing southbound bus lane (between the Wolvercote roundabout and Beechcroft Road) means that it is quicker to get the bus into town in the mornings than it is to drive from Wolvercote. The proposals will mean that it will be quicker to drive private cars in to the city in the mornings and that will mean that more people will choose to drive. This adds to pollution. At present I get the bus in the mornings. If the proposals are implemented I will drive. The morning rush hour is shorter: a lot of people are using the Woodstock Road southbound at the same time to get to school or work as schools and work generally start at about the same time. In the afternoon the traffic is more spread out due to schools finishing at different times and people finishing work at different times. This means that the current bus lane southbound has more of an impact on bus times than a possible bus lane northbound: if the buses are as slow as driving people will not use them.</p> <p>Other comments (phase 1) At present children bicycling from Wolvercote and north summertown to school in the mornings use a mixture of the cycle lane and the bus lane. Same for commuters. If the bus lane is taken away they cyclists will be in great</p>

	<p>danger. The current cycle lane is very narrow: only space for one bicycle without using the pavement. The busiest time of day for cyclists on the Woodstock Road is the mornings as that is when everyone has to arrive at about the same time. The cyclists in the afternoon (travelling north) tend to be more spread out.</p>
(17) Local resident (Oxford)	<p>Side road entry treatments</p> <p>The changes to the woodstock rd/observatory pavement would mean that there would be no way of stopping by car to unload shopping or other for the terrace houses at the corner of observatory street and woodstock road. There are families with young children and elderly people in those houses, and this would seriously affect their day-to-day living.</p> <p>Other comments (phase 2)</p> <p>This parking bay is used by a lot of people who need to go to the pharmacy. It's the only place where they can stop as the rest is residents' parking.</p>
(18) Work locally	<p>Side road junctions</p> <p>Seems to me like unnecessary expenditure and disruption to put these in.</p> <p>Shared use cycle path</p> <p>I don't understand this. At the moment there is a shared bus and cycle lane on the western side going north, which is perfectly satisfactory. The major issue is that there is no cycle lane provision on the east side, going south. This is what needs to be addressed.</p> <p>Other comments (phase 2)</p> <p>This scheme does nothing to address the critical issue of no cycle lanes between Beech Croft Road and Church Walk going southbound into Oxford City Centre. The cycle lanes that do exist on the western side of Woodstock Road are just not wide enough for two way cycle traffic and currently force bicycles into the pedestrian lanes. Most other proposals within the scheme seem to me to be cosmetic tweaks that are not worth the money and inconvenience.</p>

(19) Local resident (Oxford)	Other comments (phase 1) get on with it
(20) Local resident (Oxford)	Other comments (phase 1) Removal of the bus lane and provision of adequate cycle lanes is the only way to improve active travel/cycling along this corridor. With the Oxford North development it is critical that safe travel for cyclists is provided along the Woodstock road. This will remain a thoroughly dangerous road for cyclists given continued lack of segregation on what is a heavily used and very fast road with numerous accidents and negligible enforcement by the police. Other comments (phase 2) I support these limited plans but compared to the original proposals these are low key and the Woodstock road will remain a very dangerous road for cyclists and pedestrians. In particular it is practically impossible to cross it safely with children on bikes. I expect there will continue to be regular deaths and serious injuries on this road. A properly thought out plan with infrastructure that will support the huge need for active transport once Oxford North is built. It would be more sensible to wait a year or two and fund this properly with the car parking levy such that it is fit for purpose with appropriate segregation for cyclists.
(21) Local resident (Oxford)	Bus lane reversal ETRO I think the best solution is to make Woodstock Rd and Banbury Road one-way roads. It would be safer and give all road users more space. Side road entry treatments I don't think the plans warrant the traffic chaos and cost that they would bring to the area. Drivers will still race over the speed bumps regardless like they do in Middle Way. Other comments (phase 2) I think the road is safe enough. People drive because they choose to. They don't want to cycle. I don't think this scheme addresses the major problem of people driving into Oxford. North Oxford residents already cycle a lot. It is people driving in from further afield - the proposal doesn't solve this.

(22) Local resident (Oxford)	<p>Other comments (phase 1) Doesn't affect active travel but good if it helps buses.</p> <p>Other comments (phase 2) The new road humps should slow down cars but not inconvenience bikes so 'pillow' humps. The really dangerous part of Woodstock Road for cyclists going south is where the road narrows after Bainton road so a new segregated cycle path there would be excellent</p>
(23) Local resident (Oxford)	<p>Other comments (phase 1) I think the whole Woodstock road needs widening between First Turn and the roundabout, on both sides of the road. There is a lot of redundant pavement space, especially on the west side, which could help traffic flows and provide a segregated cycle path. The turn from First Turn south down the Woodstock Road is very difficult to navigate, especially in the morning when there are numerous cyclists of all ages, and bikes of all kinds with children on board. This needs to be considered at the same time.</p> <p>Other comments (phase 2) The omission from this programme of safety initiatives on Woodstock Road of the very challenging junctions of Polstead Rd/Rawlinson Road needs to be reviewed. This is a cross roads for children coming and going from Phil & Jim, St Aloysius and the High Schools, and parents picking small children up from the University nursery and is extremely difficult to navigate as a pedestrian, a cyclist and a driver [including vans and larger delivery vehicles]and I have witnessed several near misses at the beginning and end of the school day. There is no island or any other protected crossing and getting across the Woodstock Road or navigating the west end of Rawlinson Rd is often quite frightening due to traffic turning into and out of Rawlinson Road.</p>
(24) Local resident (Oxford)	<p>Bus lane reversal ETRO I oppose as set out due to impact on travelling south on bicycles without additional work. The southbound bus lane is used a lot in the morning by children going to school and others going to work. It is very busy. I don't think that the existing southbound cycle shared space has sufficient capacity.</p>

	<p>currently there is no segregated bicycle lane north of Blandford Avenue so cyclists would be in the single queuing traffic southbound lane.</p> <p>The existing lane that goes south from Davenant Road is a small shared lane. It passes around the First Turn bus stop , where it is unmarked. That bus stop is really busy at peak times in morning and the route for cyclists is often obstructed. The lane itself is in poor condition, goes up and down, motorists do not give priority to bikes at the side roads.</p> <p>I think this is why most cyclists use the bus lane and not the cycle lane.</p> <p>To make this work improvements to the cycle lane need to be made at same time.</p> <p>The current proposals would adversely impact cycling not support it</p>
(25) Local resident (Oxford)	<p>Other comments (phase 2)</p> <p>my main concern is the tourist buses parking on St Giles blocking the cycle lane outside the Taylorian Library, any chance you can stop this?</p>
(26) Local resident (Oxford)	<p>Other comments (phase 1)</p> <p>Squitchy Lane / Woodstock Road - better signage here as a lot of drivers turn left (it's a no left turn). Most drivers seem to not understand what the blue Right arrow sign means. A No Left Turn sign would work better. Also, the sign on Squitchy Lane is hard to see because of the tree.</p> <p>Side road entry treatments</p> <p>South Parade. This is a one way street to join Woodstock Road. It's hard enough without the speed bump. Drivers should be approaching this junction to stop already, so unlikely to slow traffic. Maybe narrowing it would make it safer for pedestrians.</p>
(27) Work locally	<p>Other comments (phase 1)</p> <p>Proposed segregated off-road (SRET) at St Margaret's Road. The existing Treatment (SRET) at Farndon Road</p>

	<p>cycle/pedestrian facilities.</p> <p>Putting cyclists and pedestrians in the same space is not segregating. It sounds as though it will still be safer to cycle along the road in both directions rather than in shared space with masses of road crossings with last priority and squeezed between unpredictable pedestrians on one side and delivery drivers on the other. It isn't made clear why changing the bus lane direction will be better - surely changing between morning and afternoon traffic flows would be better - this happens in Washington DC, a car mad nation, but with much safer cycling</p>
<p>(28) Representative of an Oxford interest group (Walton Manor East West Roads Coalition)</p>	<p>Side road entry treatments</p> <p>We are unclear what amending the st bernards/leckford/observatory/plantation road humps means, and we are unable to find documents that inform us as to what impact these have. if it allows 'improved' car traffic flow, we are completely against this... we need as many humps as we can in our streets, and they need to be as high as possible to deter traffic...</p> <p>Zebra crossing</p> <p>we significantly oppose this as:</p> <ol style="list-style-type: none"> 1. there is no need for a zebra crossing outside belyre court, given the traffic island; pedestrians can cross here easily already. 2. if this involves removing the parking for shoppers from in front of the shops, and then creating more shoppers parking in st bernards road and/or observatory, this will be very much to the detriment of the residents of these roads. the residents parking is already under great pressure, and removing 4+ spaces from the top end of SBR and/or 4 spaces from Observatory Rd will make the parking situation for residents really difficult, indeed, possibly unbearable.. we have a solution, that the 'right' place for the shops parking is outside the georgian houses next to green templeton college...these currently are pay and display, but are only very rarely used. the correct approach to us would seem to be to remove the pay and display and have 30 minute shopping parking here <p>if the parking is moved to observatory road/st bernards road it will only encourage traffic to enter the jericho/walton manor area.. this is against all traffic flow principles and we estimate that it could easily increase</p>

	<p>traffic by another 50-100 cars per day, maybe twice/three times as much as this, all of which are quite unacceptable</p> <p>Other comments (phase 2)</p> <p>please see our answer above, moving any parking from the front of belyre ct to either st bernards road or observatory street is not acceptable to the Walton manor east west roads coalition, for the reason that this would increase traffic in our streets, and would also increase traffic in jericho/walton manor, as traffic that would have stayed restricted to the woodstock road will divert off this road to seek these parking spaces, and this is not acceptable to residents of these streets</p> <p>the main issue that we would be grateful for the council to demonstrate is how these changes will reduce traffic in st bernards road/observatory road and leckford road, without reducing residents parking.</p>
(29) Local resident (Oxford)	<p>Side road entry treatments</p> <p>Any traffic calming measures and extra cycle and walking space are welcome. Especially all measures to make cycling safer in the general area which I do with my children en route to school most days. My concern is these measures do not go far enough.</p>
(30) Local resident (Oxford)	<p>Bus lane reversal ETRO</p> <p>I strongly oppose this as it will make rush hour morning traffic into Oxford worse for all commuters. Bus journeys will be slower. Car journeys will be slower. Congestion without the southbound bus lane will be worse. School children on the east side of the road will be put at even greater risk on this busy school route. Bus travel will be discouraged and only afternoon bus journeys out of the city will benefit when this is the least critical of the two daily journeys for most people who have an obligation to get to school or work promptly in the morning. Teachers and other key workers who live outside the city but provide critical services in the city will be disadvantaged every morning. The plans are ill-conceived, counterproductive and dangerous.</p> <p>Other comments (phase 1)</p> <ol style="list-style-type: none"> 1. To conduct any traffic experiment on the Woodstock Road while the Botley Road is closed at the railway bridge and before OCC traffic filters are implemented later this year makes no sense. Results will be totally skewed by current circumstances and the data will be useless for anything that is implemented

	<p>after the Botley road reopens and the filters are live. The ETRO should not go ahead as planned for these reasons alone.</p> <p>2. Bus journey times into the city in the morning rush hour will be significantly LONGER as busses sit in the slow-moving traffic that congests the road daily from 0700 to 0900 on the stretch from the A40 (and beyond) south to beyond St. Edwards and Beechcroft Road.</p> <p>3. Any potential benefit to northbound bus services would only be felt in afternoon rush hour. Clearly, when considering a mode of transport for their daily commute, peoples most pressing concern is to get to work or school on time in the morning when they are legally or contractually required to do so.</p> <p>4. Many people catch either the No.6 bus, stagecoach or Park&Ride services solely or largely due to the valuable time saved on the morning commute vs driving a private car, which is of course due to the southbound bus lane. These proposals would see this incentive to travel by bus removed. This will lead to fewer journeys by bus, more cars and worsened journey times, congestion and air quality for everyone. I fail to see how anyone could think this a good idea especially when all the communications related to this proposal talk of making improvements to journeys made by bus? I find this inexplicable.</p> <p>5. Road safety for local school children will be severely compromised. Removing the bus lane toward the city will bring the vast majority of moving vehicles closer to the pavement on the east side of the Woodstock Road. For most vehicles this will mean closer proximity to pedestrians and cyclists on that side of the road including the very large numbers of primary schools aged children who walk and cycle to schools on the Woodstock Road and adjacent streets in the morning.</p> <p>6. Active travel measures to alleviate risk to pedestrians and cyclists are not planned to be in effect for the ETRO period but are to be left for a later phase of the project? In any case such measures are planned mostly for the southern end of the Woodstock Road not where the bus lane is planned to be removed exposing children and other road users to serious risk. Even a 6-month experiment under the ETRO would leave pedestrians and cyclists dangerously exposed for an unacceptable period of time.</p> <p>7. There will be a negative social impact on local schools as large numbers of students, teachers (and other key workers) who cannot live in the city and travel into Oxford to provide essential public services will need to start their journey earlier and earlier in the morning to avoid southbound congestion caused by the bus lane removal to first Squitchey Lane and then potentially altogether. This is likely to result in an increase in pupil lateness, absenteeism, reduced intake numbers in following years and increased difficulties with staff retention and recruitment.</p> <p>8. For these reasons it is clear that OCC project aims will not be met and the resulting worsening of the</p>
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	<p>situation on the Woodstock Road in the morning rush hour would be incompatible with OCC policies relating to Sustainable Transport, Road Safety, Climate change and Sustainable School Travel.</p> <p>Side road entry treatments Existing road humps are already significant and already cause cars turning on/off the Woodstock Road adequate reason to drive slowly and carefully. Any greater obstacle is both unnecessary and will be dangerous to cars turning. I support their increase ONLY on roads where there are Schools where every precaution should be taken - St. Margaret's East and West, (Saint Aloysius Catholic Primary School), South Parade (St Edwards and Northern House School).</p> <p>Other comments (phase 2) A further bus stop at St Giles is quite unnecessary given the existing stop opposite the Radcliffe Infirmary, this will only add delay into town for most bus users and add no material benefit. Informal pedestrian crossings confuse both pedestrians and drivers as to who has right of way and increase danger. Cyclists ignore them entirely. Only an actual crossing will make for safer crossings and I support this proposal.</p>
(31) Resident of wider Oxfordshire (Kidlington)	<p>Bus lane reversal ETRO I cycle to and from work in Oxford. So I support the bus lane idea but it's not that important to my commute.</p> <p>Other comments (phase 2) Anything to make single occupancy private car use harder. If you can reduce that, congestion will go down massively</p>
(32) Local resident (Oxford)	<p>Other comments (phase 2) I'm concerned about the extension of off-road cycling lanes, as I have not enjoyed using these lanes along Woodstock Road in the past, as they brought me into conflict with pedestrians, poles, and bus shelters. I hope they will be useful for some cyclists and hope for more ambitious cycling infrastructure along Woodstock Road in the future.</p>
(33) Local resident (Oxford)	<p>Bus lane reversal ETRO There is room for just ONE bus lane on the northern sections of the Woodstock Road, so... the County Council can choose to help bus users arrive on time for work in the morning rush hour, but make them late on the return</p>

	<p>journey home. Which is what the previous generation of County Council Officers and Councillors chose to do.</p> <p>Or, the current generation of Oxfordshire County Council Officers and Councillors can choose to make bus users late for work in the morning rush hour, but get them home earlier in the evening.</p> <p>I see the current generation of Officers and Councillors propose to hamper people travelling by bus to get to work on time.</p> <p>Other comments (phase 1)</p> <p>I notice you continue to decline to maintain the surface of the shared cycle/foot paths along the northern section of the Woodstock Road. That is the biggest impediment to cycling into Oxford from Wolvercote.</p> <p>You also state " By investing now and providing space and facilities for making journeys other than travelling by car, we can better manage traffic as we deliver planned growth and housing."</p> <p>YOU have created this problem! YOU are in favour of unlimited immigration and unlimited population growth, and the pressures this places on housing, congestion, services, resources, climate change, environment etc etc. It is INFANTILE to think that you can have unlimited growth whilst living on a small island.</p>
(34) Work locally	<p>Bus lane reversal ETRO</p> <p>Many kids riding bikes to school (Cherwell and other local schools) in the morning use the bus lane as it is safer than the current shared bike/pedestrian lane and is relatively free from traffic. Unless cycle lanes are improved, this change puts more cyclists and pedestrians in harm's way. With the new housing development, Oxford North, the number of cyclists and pedestrians will increase in the morning. This change seems only beneficial to the bus companies and puts individuals at increased risk.</p> <p>Other comments (phase 1)</p>

	Please improve cycle and pedestrian routes on the north end of woodstock road before messing around with the bus lane.
(35) Local resident (Oxford)	<p>Side road entry treatments</p> <p>There is no clear proposal as to what this entails. In general, keeping speed bumps along St Bernard's Road is a priority given the often speeding cars.</p> <p>Zebra crossing</p> <p>This is completely unnecessary. I cross this road at this point at least half a dozen times a day.</p> <p>More generally, this must mean removing parking spaces outside the shops on Woodstock Road. This is a terrible idea, but if implemented must mean relocating those parking spaces to Woodstock Road itself as there is no space on any side streets.</p> <p>Other comments (phase 2)</p> <p>The spaces outside the shops are very useful and should not be moved. If they are to be moved it is imperative that they are not relocated to St Bernard's Road. This is because:</p> <ol style="list-style-type: none"> 1) There are already insufficient parking spaces on St Bernard's Road for residents. 2) It will create large amounts of traffic down Observatory Street, along Walton Street and then up St Bernard's Road (given the one way system). This would be highly disruptive for all residents of these streets. <p>(2) in particular is against all the principles of the plan since it will increase traffic and make walking/cycling considerably less pleasant in those side streets.</p>
(36) Local resident (Oxford)	<p>Bus lane reversal ETRO</p> <p>Removal of southbound bus lane A40 from roundabout also means removal of southbound safe cycle route - why no cycle lane addition to compensate for this?</p> <p>Shared use cycle path</p>

	<p>The proposed arrangement will not “maintain cycling amenity” - it will make things worse for both cyclists and pedestrians.</p> <p>Based on my experience (as both a cyclist and a pedestrian) of the existing shared cycle/pedestrian arrangement on the pavement of the west side of the Woodstock Road north from Frenchay Road - Shared cycle/pedestrian on existing footway 1) reduces pedestrian amenity by bringing cyclists into conflict with pedestrians; 2) encourages drivers to think that cyclists should not be using the roadway, abuse cyclists for doing so and drive dangerously ; 3) provides a very poor surface for cycling.</p> <p>Other comments (phase 2) Map 4 - “Eastbound contra-flow cycling” on South Parade - sounds like a dangerous idea. South Parade is not wide enough and is too parked up on both sides of the road to support safe contra-flow cycling</p>
(37) Local resident (Oxford)	<p>Other comments (phase 2) I have two concerns about the area between Rawlinson Road and St Margaret's Road: 1) if cycling is to be allowed on the pavement down to St Margaret's Road there should be vigorous measures to ensure that reckless and speedy cyclists don't endanger the very many children crossing at the St Margaret's Road pedestrian crossing to reach various schools, especially as they come round the corner from St Margaret's Road, or indeed as cyclists join the cycle path from the Woodstock road as they head north. My own feeling is that the cycle path should be extended south as far as Polstead Road, but no further, in the interests of pedestrian safety. 2) it would be very helpful to have an informal pedestrian crossing /traffic island to help people cross safely as they come up Polstead Road and across to OHS Junior school, the two university nurseries on Rawlinson Road and other destinations. There are a lot of people wanting to cross there, especially from the newish developments beyond Aristotle Lane. At the eastern end of Rawlinson Road there is a very useful traffic island even though there is a full crossing with lights quite close by; it would be really helpful to have a similar arrangement at the Rawlinson Road/Polstead Road junction on Woodstock Road. The fact that those two roads are not aligned makes crossing even trickier for pedestrians, since cars can pop out rather unexpectedly.</p>
(38) Local resident (Oxford)	Side road entry treatments

	<p>I don't know what "amended" means. I would want the existing road hump to remain on St Bernard's Road, as it slows down traffic successfully.</p> <p>Zebra crossing</p> <p>This seems like a solution without an obvious problem. I cross Woodstock Road frequently here without any issue. If this proposal means getting rid of the parking outside the shops, it would create a problem: the parking is important to support these local shops which the locals really value. If it also means moving this parking to St Bernard's Road, that would be awful for the residents there, as parking is already very limited indeed. It would also increase traffic on narrow side streets as drivers would come down them looking for alternative parking.</p>
(39) Local resident (Oxford)	<p>Other comments (phase 1)</p> <p>doesn't really seem worth the change; swapping an afternoon delay for a morning one</p> <p>Side road junctions</p> <p>Although described in the consultation as "amend hump", narrowing the junction has a substantial safety improvement</p>
(40) Local resident (Oxford)	<p>Other comments (phase 1)</p> <p>What will happen to the cyclists that also use the bus lane? It's a huge shame that there isn't more focus given to improving segregated cycle lanes along the Woodstock Rd.</p> <p>Other comments (phase 2)</p> <p>Please improve cycle lane segregation.</p>
(41) Local resident (Oxford)	<p>Other comments (phase 2)</p> <p>I use the cycle lane every day on the west side of Woodstock Road between Frenchay and St Edwards school. As far as I can see there is no plan to improve the surface of the existing track. This is badly needed. I approve of extending the cycle track further south.</p>
(42) Local resident (Oxford)	<p>Side road entry treatments</p> <p>Plans for amendments not sufficiently clear in the survey to be able to comment. If these details are not provided, then the survey is meaningless. As a general principle the more speed more speed humps and</p>

	<p>deterrents to use of residential streets like St Bernards, Observatory, Plantation Street etc. Perhaps these can be made access only.</p> <p>Zebra crossing Never needed - can cross with ease already.</p> <p>Other comments (phase 2) No need for crossing. Timed spaces would take from already extremely short supply residential spots.</p>
(43) Local resident (Oxford)	<p>Other comments (phase 2) The side roads further north also urgently need better crossings. The off-road cycle path along all off Woodstock road is in a dismal state and needs a complete rebuild to be usable.</p>
(44) Local resident (Oxford)	<p>Other comments (phase 1) Swapping the bus lane North of Blandford, but no further than Blandford would also ease congestion without presenting the safety risks the current proposal presents.</p>
(45) Local resident (Oxford)	<p>Bus lane reversal ETRO Change for change sake where it is not required simply to suit your own agenda</p> <p>Side road entry treatments Change where none is needed. Shared paths for pedestrians & cycles is accidents waiting to happen. Changes to side crossing- why? People have been crossing roads for years without assistance - use the green cross code Nanny state springs to mind</p> <p>Other comments (phase 2) Please see previous response</p>

(46) Local resident (Oxford)	<p>Other comments (phase 1)</p> <p>I am a resident of Woodstock Road, near Wyndham Way. I notice that on your drawings you have not included the Woodstock Close bus stop north bound - I hope this is an error and that you are not proposing to take away this bus stop. I appreciate that the afternoon rush hour traffic lasts longer than the morning rush hour, but clearly taking away the bus lane southbound will mean longer bus journeys for those going into work in the morning. We should be doing everything to dissuade people from driving into Oxford and if moving the bus lane to the other side of the road speeds up road traffic in the afternoon rush hour - because they will not get stuck behind buses letting people off - then this will be a disadvantage of this scheme.</p> <p>Other comments (phase 2)</p> <p>I am dismayed that all the proposals are for the southern part of Woodstock Road. The cycle lanes and pedestrian space further north, between South Parade and the roundabout, are worse than the existing ones in the southern section! They are used by Cherwell pupils going to and from school and they need more protection as do pedestrians trying to walk along the pavement. Crossing the road to the Woodstock Close bus stops (in either direction) is becoming increasingly impossible due to the traffic volumes. I now walk up the road to reach the Blandford Road stops where there is a pedestrian crossing. We need a pedestrian crossing - a zebra would be adequate - near the Woodstock Road bus stops. Also - please alter the way that the cycle lane and pedestrian pathway changes at the Mere Road junction, it is currently nonsensical. Pedestrians are somehow expected to cross the cycle lane to continue round the corner to Mere Road or to cross Mere Road. This is risky as cyclists are able to cycle straight across the pedestrian pathway. This needs to be changed so that the cycle lane continues on the outside of the pavement, rather than suddenly changing to the inside of the pavement. Could you do this when installing the solar studs please? The cycle lane all the way up Woodstock road on the northbound side needs resurfacing urgently, this has not been done for many years and is in a poor state, some cyclists therefore choose to use the road instead.</p>
(47) Local resident (Oxford)	<p>Other comments (phase 2)</p> <p>I would like to see a two way dedicated cycle lane on the Woodstock Road - currently the southbound part of the road has no cycle or bus lane south of Frenchay Road which makes it very dangerous for cyclists on such a congested road as it is difficult for motorists to pass safely. I am not clear the extent to which this proposal will achieve this continuously. When the cycle lane runs out cyclists will also need a safe way of rejoining the southbound carriageway (if on the other side of the road). Also improvements are required to the existing cycle lane as it is uneven and worn in places</p>

<p>(48) Local resident (Oxford)</p>	<p>Other comments (phase 2)</p> <p>I very much appreciate all modifications to roads to make them safer for pedestrians and other vulnerable road users. I hope that in future road entries will not require pedestrians to step down into the road, so called "continuous pavements". It's not quite clear whether the ramps mentioned in this proposal are for that purpose. These provide numerous benefits for pedestrians.</p>
<p>(49) Local resident (Oxford)</p>	<p>Bus lane reversal ETRO</p> <p>The existing southbound bus lane (between the Wolvercote roundabout and Beechcroft Road) means that it is quicker to get the bus into town in the mornings than it is to drive from Wolvercote. The proposals will mean that it will be quicker to drive private cars in to the city in the mornings and that will mean that more people will choose to drive. This adds to pollution. At present I get the bus in the mornings. If the proposals are implemented I will drive. The morning rush hour is shorter: a lot of people are using the Woodstock Road southbound at the same time to get to school or work as schools and work generally start at about the same time. In the afternoon the traffic is more spread out due to schools finishing at different times and people finishing work at different times.</p> <p>This means that the current bus lane southbound has more of an impact on bus times than a possible bus lane northbound: if the buses are as slow as driving people will not use them.</p> <p>Other comments (phase 1)</p> <p>I would like to see the modelling data, collection periods and assumptions.</p> <p>From my perspective it seems that children are bicycling from Wolvercote and north summertown to school in the mornings use a mixture of the cycle lane and the bus lane. Same for commuters.</p> <p>If the bus lane is taken away they cyclists will be in great danger. The current cycle lane is very narrow: only space for one bicycle without using the pavement. The busiest time of day for cyclists on the Woodstock Road is the mornings as that is when everyone has to arrive at about the same time. The cyclists in the afternoon (travelling north) tend to be more spread out.</p>

(50) Local resident (Oxford)	<p>Zebra crossing</p> <p>There is no need for a zebra crossing at Observatory Street, as there is an existing traffic island.</p> <p>However, there is an urgent need for a zebra crossing further north on the Woodstock Road, opposite Woodstock Close, an area of high-density housing. It is very difficult (and can be dangerous at times) to cross two lanes of the Woodstock Road beside the Woodstock Road bus stop and the nearest traffic lights are at Squitchey Lane or near First Turn, both quite a walk for elderly or disabled people.</p> <p>Phase 2</p> <p>As a resident of Woodstock Close and a frequent bus user, I feel strongly that a zebra crossing at this point on the Woodstock Road is important for the safety of pedestrians: not just elderly and disabled, but also parents with pushchairs, etc, who all at present find it very difficult to cross the Woodstock Road.</p>
(51) Resident of wider Oxfordshire (Witney)	<p>Zebra crossing</p> <p>Plenty of alternative crossings already exist.</p>
(52) Local resident (Oxford)	<p>Bus lane reversal ETRO</p> <p>Because it makes people who travel to work by bus, as encouraged by both councils, likely to be late for work. Most will be unlikely to travel by bike instead or be unable to do that. It also risks people travelling to appointments being late due to congestion increased by mixing the buses with cars. It is therefore counter-productive for people using this route, including Park-and-Ride users, and contradicts all previous policies encouraging people to use this method of travel to work and into town. It is far less important that people leave quickly.</p> <p>Other comments (phase 1)</p> <p>The ability of vehicles to turn out of First Turn towards both the Wolvercote Roundabout and towards Summertown will be adversely impacted by having both a bus lane (including taxis)and a lane of cars and other vehicles queuing for access to Wolvercote Roundabout. This will cause more drivers to try to use the Godstow Road access to Wolvercote Roundabout, which is not controlled by traffic lights and is more dangerous. It is likely to cause an increase in accidents on the roundabout around and vehicles blocking the flow of traffic around as they are across the lanes waiting for green light to proceed north or east. This is an additional reason for leaving the current arrangements. However, if that is proceeded with, there needs to be a box of DO NOT ENTER yellow lines across both the new bus lane and the new Other Vehicles lane to facilitate traffic</p>

	<p>leaving First Turn. There is a considerable amount of traffic (including N o. 6 bus) using this entry -point to Woodstock Road</p> <p>Side road entry treatments</p> <p>It is already difficult to drive out of South Parade towards the north with constant flows of traffic in both directions . This is likely to be exacerbated by extra traffic moving north up Woodstock Road after the traffic filters are introduced, both in the city centre and on Marston Road. The new road hump (and reduced kerbs, perhaps) and cycling permitted against the one-way flow of vehicles in South Parade will create a more difficult and therefore dangerous turning, presenting more danger to cyclists as drivers attempt to get to available gaps in traffic in a hurry (and also more likelihood of drivers blocking traffic -and bus- flows. Furthermore, cyclists travelling at speed straight across the junction from north to south will be in more danger due to the blind corner to the north of South Parade that will be created for them by this ramp. The currently safest place for them is in the current bus lane.</p> <p>Other comments (phase 2)</p> <p>In regard both to phase 1 and phase 2, please remember that many people are not able to cycle and need to travel by bus, taxi and car. Cycling at speed is also dangerous to pedestrians, cyclists themselves and other road users and should not be encouraged by expensive changes to both permit and encourage it.</p>
(53) Local resident (Oxford)	<p>Other comments (phase 1)</p> <p>Cycling MUST be made safer by better rules for cyclists. I mainly cycle and use buses on this road, but I am really frightened of other cyclists who follow NO rules and often have earphones on whilst cycling. No one says anything about this. It is also terrifying if one is in a car to watch this.</p> <p>Side road entry treatments</p> <p>Agree that cycle lanes can be made safer but not sure about increasing the height of road humps. Don't understand what rules cars follow. what about the pedestrian traffic lights already there between Canterbury and Observatory Road?</p> <p>Other comments (phase 2)</p> <p>Cyclists MUST have road safety training with sanctions for breaching rules for this to work. Headphones MUST be banned. Cars should be allowed and not marginalized in any of these proposals. Vans, bus drivers, and four-</p>

	wheel car drivers such as range rovers also need training on protecting cyclists. None of these safety measure will work without such training .
(54) Local resident (Oxford)	<p>Shared cycle path</p> <p>Often cyclist have no regards for pedestrians walking on the pavement. I often walk there and never feel very safe, always worrying that a cyclist might come up behind me, especially when I am walking with someone else as there is not quite enough room.</p>
(55) Local resident (Oxford)	<p>Other comments (phase 1)</p> <p>The traffic queues going north on Woodstock Road in the afternoons/evenings on weekdays during term time are horrendous. They are the cause of significant pollution for the local area and if this measure helps to move vehicles more quickly up the road then that would be beneficial. However, the traffic queues going south on the Woodstock Road in the morning rush hour on weekdays during term time are also significant and my concern is that this change will only make those queues worse.</p> <p>Zebra crossing</p> <p>I do not think this is necessary</p> <p>Other comments (phase 2)</p> <p>I am a cyclist and use my bike regularly to get around in Oxford. I also walk a lot in town and very rarely use my car in town - it is mainly used when travelling out of Oxford/to go further afield. (i) I am concerned that there is nothing in the proposals that indicates any upgrading to/improvement of the pavement surface of the existing off-road/on pavement cycle areas along the Woodstock Road. The pavement surface is very poor in many areas and the line markings are worn (this is sadly the case all over Oxford and should be a priority for funding). It is really important that the surface of the off-road cycle areas is kept in excellent condition with really clear markings in order to encourage more people to cycle, but also to ensure safety. There are currently many areas which are badly rutted because of tree roots close to the pavement surface and also many areas where the surface has broken down and it is very uneven/bumpy; (ii) the location of pay as you go scooters on the pavements along Woodstock Road causes hazards. In some places there are designated bays which encroach on the pavement space which is shared between pedestrians and cyclists and this makes the area dangerous. This is particularly the case close to the bus stop near to St Edward's School on the western pavement. North of Polstead Road on the western pavement area scooters are regularly "dumped" across the pavement - not in a</p>

	<p>designated bay - causing inconvenience and a hazard to pedestrians. If this section has off-road cycle provision added it could become more dangerous unless this issue is addressed; (iii) I am very concerned about safety around the new University College nursery being created at 96 Woodstock Road. Not only will the entrance of 96 Woodstock Road be used for parents/carers/children/staff etc. accessing the new University College nursery, but it will also be the point at which many students enter and leave the University College site both on foot and, most importantly by bicycle because of the location of cycle parking on the site. Analysis of this significant change of use at 96 Woodstock Road involving many people, including children (which will occur within the next year) should form part of the planning when considering changes to off-road cycle provision on the Woodstock Road. Is off-road cycle provision on the eastern pavement possible between, say, Staverton Road and Rawlinson Road in order to make the area around 96 Woodstock Road safer for all?; and (iv) although it is outside of your remit, I believe that OCC should be pressing the police to do more to stop illegal electric bikes from being ridden in Oxford. The cyclists who use them are mainly delivery riders who do not use lights, wear dark clothes, typically do not wear helmets and often do not obey the highway code - in the main they are a menace and a danger to other road users, especially other cyclists as I know from having had two near misses and having discussed this with other cyclists. These cyclists put others off cycling. It is critical that sustainable travel is considered in the round - encouraging people to cycle requires the perception of a generally safe environment for cyclists. The perception of many (which I know from talking to people) is that Oxford is not safe for cyclists.</p>
(56) Local resident (Oxford)	<p>Bus lane reversal ETRO Passengers will only use the bus if the lane is southbound as it is much more important to be sure of arriving at work on time than being delayed going home.</p> <p>Side road entry treatments Waste of money and have little or no effect on active travel priorities</p> <p>Zebra crossing Because most new crossings are Pelican crossings controlled by lights, I think Zebra crossings are not what motorists expect and often don't give priority to pedestrians and are therefore very dangerous. I'd much rather cross without a zebra crossing as I'm not confident that motorists, especially young ones, understand that they are obliged to look for pedestrians waiting to cross and stop.</p>

	<p>Other comments (phase 2)</p> <p>What an earth is an informal pedestrian crossing, never heard of that before?</p> <p>I think you need to communicate with your audience in plain English and not technical terms that nobody outside your world understands</p>
(57) Local resident (Oxford)	<p>Other comments (phase 1)</p> <p>It is imperative that these roadworks are co-ordinated. There are already extensive holdups at the Woodstock Road roundabout due to the works north of the roundabout. In addition, the Botley Road closure means that all residents who need to leave Oxford are forced to drive north on this road or through the town (South on Abingdon Road) to get out. When the further traffic measures are introduced (ZEZ and bus filters) all traffic from north Oxford will have to use Woodstock or Banbury roads to exit the city. As an NHS worker who works in South Oxfordshire, it is becoming increasingly difficult to leave home in the car.</p> <p>Other comments (phase 2)</p> <p>I support proposals to ease pedestrian and cycle traffic access into Oxford, but am concerned at the timings.</p> <p>In addition, exiting the city should also be considered. With bus filters, ZEZ and reduced lanes at Woodstock Road, it will be extremely hard for residents in Walton Manor to leave.</p> <p>I also support use of the train, but currently the station is too small. I am pleased it is being enlarged, but it will be difficult to access (even eg picking up someone with a suitcase) from north Oxford once all the restrictions are in place.</p> <p>In addition, amenities like the Recycling centre will only be accessible for north Oxford residents by driving north and using the already-busy A34. The new Woodstock Road proposals seem to have come at an already busy period.</p>
(58) Local resident (Oxford)	<p>Bus lane reversal ETRO</p> <p>This will create a bottleneck at the Wolvercote roundabout. It is already difficult to exit Godstow Road onto the Wolvercote roundabout due to the lack of traffic light control. The bus lane change will now also make it more difficult to get back into Wolvercote and the bottleneck will increase localised traffic pollution due to delays for all traffic except buses. Not acceptable at all.</p>

	<p>Other comments (phase 2) Improvement to the general surface condition of the off-road cycle lane is needed. The surface is unacceptably pitted, rough and dangerous. Bike Lane markings are not suitably delineated at road junctions and are non-existent precisely at the point where clear markings are required (e.g. when crossing or close to pedestrian lanes) and this seems like an abdication of responsibility on your part.</p> <p>Side road entry treatments This is too high (75mm) and will slow the entrance of traffic from Woodstock road thereby creating hazards for cyclists, buses and pedestrians</p> <p>Zebra crossing There is a pedestrian refuge and a pelican crossing nearby. Cyclists will probably ignore the crossing anyway</p> <p>Shared use cycle path This is a waste of time and money. A cycle lane of 10m really serves no purpose.</p> <p>Other comments (phase 2) Parking immediately outside Belsyre Court is a necessity when collecting prescriptions from the chemist. I have limited mobility.</p>
(59) Local resident (Oxford)	<p>Other comments (phase 1) The FAQs make no mention of the impact of this change on traffic flows along Woodstock Rd, either during construction or on completion. It is clearly crucial to complete construction before the traffic filters commence.</p> <p>Side road entry treatments As a regular user of the access around Lt Clarendon St the proposals look to me dangerous and unsafe. As a pedestrian, removal of the central traffic island means that there is no "half way" shelter and refuge in case the lights change part way through crossing, and also mean that you can't cross part way without pressing the button - which will slow traffic flow. NB that vehicles and cycles often are coming through at more than 20mph, despite the speed limit. As a driver, turning into Lt Clarendon St the longer pavement area means that pedestrians aren't</p>

	<p>funnelled to a clear crossing point to cross Lt Clarendon St, and wider front makes it more difficult to monitor pedestrian movements - particularly if Taylors Deli increase the spread of their pavement tables. This is actually a very busy junction, with a lot of traffic coming down.</p> <p>Shared use cycle path As a pedestrian I am frequently scared, indeed put at risk, by inconsiderate cycle riding in shared spaces. I query whether the existing pavement allows for adequate demarcation of a space for pedestrians and a corridor for cyclists (as in Parks Road) and if it doesn't, treating this as a shared space will stop me walking in that area. Moreover, and separately I feel particularly strongly that pedestrians standing waiting at the pedestrian crossing, or moving towards it, will be made needlessly at risk of collision with cycles. If determined to proceed, you should at least re-site the pedestrian crossing immediately to the south of St Margarets Rd</p>
(60) Resident of wider Oxfordshire	<p>Bus lane reversal ETRO Further waste of money, long period of roadworks producing more disruption at a time when Botley Rd still restricted.</p> <p>Other comments (phase 1) Back to the drawing board. Problems were creating when the top of Woodstock Rd was remarked some years ago. No further money to be spent on bus infrastructure., people prefer to drive.</p> <p>Side road entry treatments waste of money and inconvenience of works should be left as is</p> <p>Zebra crossing waste of money already areas to cross. further crossings will slow down traffic flow even further.</p> <p>Shared use cycle path waste of money as bikes ride in the road anyway</p> <p>Other comments (phase 2) Complete waste of money, long periods of roadworks for little gain.</p>

(61) Local resident (Oxford)	<p>Side road entry treatments Sounds expensive; benefits haven't been spelled out</p> <p>Other comments (phase 2) Changing kerb radii also sounds expensive - how much benefit will it produce? The Council has a history of spending a lot on road "improvements" with little or no obvious tangible benefit. Meanwhile potholes are a big problem.</p>
(62) Local resident (Oxford)	<p>Other comments (phase 1) I don't cycle Woodstock Road that regularly, but from memory Northbound has a cycle path on the pavement and Southbound has nothing than the bus lane. So, if this is correct, my worry is that there will be no provision for cycling southbound with the bus lane gone.</p> <p>Other comments (phase 2) Re 8) I wouldn't relocate it, just remove it.</p>
(63) Local resident (Oxford)	<p>Other comments (Phase 2) 1. The surface of the Woodstock Road off road segregated cycle lanes is so poor that I don't use them, and as a result put myself at increased risk by cycling on the road. The poor surface is a real issue when transporting shopping on my bike, especially fresh fruit and veg, which can be ruined by cycling on a rough and uneven surface. Please resurface the pavement/segregated cycle lanes to road standard so that I can use them again.</p> <p>2. You are missing an opportunity to make cycling much safer when joining St Giles from the Woodstock Road: there should be give-way signs/markings for the traffic joining St Giles from the Banbury Road, which would allow cyclists from the Woodstock Road to reach the South-bound cycle lane on St Giles in safety. The current give-way markings for cyclists joining St Giles from the Woodstock Road are not safe, particularly given the number of cyclists who undertake and overtake any other cyclists who are slowing for the give-way markings. I have been knocked off my bike by other cyclists on more than one occasion at this junction.</p>
(64) Local resident (Oxford)	<p>Side road entry treatments</p>

	Those are alternative / higher traffic roads which are used as a return from Summertown or alternative to St.Giles.
(65) Local resident (Oxford)	<p>Other comments (phase 1) The main issue is lack of safe cycling on the Northbound route between Squitchey Lane and Wolvercote Roundabout. It is disappointing that previous plans to improve the cycle path have been shelved. The Northbound bus lane will inevitably be used by cyclists, as the cycle path is unsafe due to obstructions, driveways and uneven surface. Buses will be slowed down on the northbound bus lane by cyclists since the pavement cycle lane is unsafe.</p> <p>Other comments (phase 2) It is extremely disappointing that the off-road cycling provisions have been scaled back to the point at which the improvements will only cover a small proportion of the Woodstock road. With the upcoming bus gates on the Marston Ferry Road, there will be much more traffic on the Woodstock and Banbury Road and almost nothing is being done to encourage and improve safety of cycling.</p>
(66) Local resident (Oxford)	<p>Other comments (phase 1) Prioritise public transport and active travel. One person per SUV is not sustainable in any urban environment.</p> <p>Other comments (phase 2) Public transport and active travel come first.</p>
(67) Local resident (Oxford)	<p>Shared use cycle path Cyclists should be on the road, not on the footway. Shared space terrifies a lot of pedestrians -- some won't even go out, if it means they have to risk being knocked down by a bike. Bus lanes are brilliant for cyclists and cycle lanes on the road (if well-maintained) are also brilliant. Why not jst use them?!</p> <p>Other comments (phase 2)</p>

	How will the bus clearway be enforced? The police seem sadly to be unwilling or unable to help. There is already a mandatory cycle lane at that point which seems never to be enforced -- there are very often vehicles parked in it.
(68) Local resident (Oxford)	Side road entry treatments People still drive like crazy whenever they get a chance so I'd support anything to keep driving speed down.
(69) Local resident (Oxford)	Shared use cycle path Reduction in pavement area for pedestrians Other comments (phase 2) The absence of a previously agreed new traffic light controlled pedestrian crossing near Oberton Road
(70) Local resident (Oxford)	Other comments (phase 1) I am still concerned that the consultation for the traffic gates showed the Woodstock road near the Wolvercote roundabout became constraining and no mitigation for this has been published Side road entry treatments No environmental impact statement for road humps (effect of braking and then acceleration) vs other control measures such as cameras.
(71) Local resident (Oxford)	Side road entry treatments There seem to be fairly frequent instances of cars going at more than 20 mph, and more than 30 on the Woodstock Road, and I'd expect electronic monitoring to be expensive and/or rare, so consistent, predictable humps seem the best idea. Other comments (phase 2) 5. I strongly support another crossing here because in general it's difficult for many older/slower people and adults with children to cross the Woostock Road easily. It can be argued that they should simply go to the

	<p>nearest traffic lights, but given the fairly long spacing between them the reality is that many don't because crossing the road nearer where they are saves time. And younger people cross without lights anyhow. In particular there are two places where the 300 'fast' bus stops - South Parade, which has a traffic light - appropriately- and Canterbury Road, which doesn't. I use that stop and I've seen people take risks there to catch an on-coming bus, when the traffic gaps are hard to estimate because of cars going at (and above) 30mph. I have myself in the past. A crossing there would be a godsend.</p> <p>8. I can't visualise the 'informal pedestrian crossing' at Belsyre Court. Is it to be a complete pedestrian crossing - right across the Woodstock Road. If that's road surface differentiation like the crossings near the station, or around the Broad Street junction outside the King's Arms, then my experience is that they need to be well advertised, at least at first, so that motorists get to know and understand them. And the more of them there are the more the habit of watching out for pedestrians develops. Might that be a solution for the Canterbury Road bus stops too?</p>
(72) Local resident (Oxford)	<p>Other comments (phase 1) Pity to lose use of bus lane on Woodstock.</p> <p>Other comments (phase 2) The cycle paths shared with pedestrians are generally fine but particularly at the north end on west side the space available is very poor and the endless dropped kerbs are positively dangerous. Losing the southbound bus lane means cyclists are now exposed to traffic for very large sections of the road.</p>
(73) Local resident (Oxford)	<p>Other comments (phase 1) Please make sure there is a safe cycle route as part of this change.</p>
(74) Local resident (Oxford)	<p>Bus lane reversal ETRO There are multiple issues which require consideration:</p> <p>Cycling safety - Currently a lot of families and young people use the crossing and cycle lane to head out from Upper Wolvercote and down to Squitchey Lane and across to Banbury Road for Cherwell School or down</p>

	<p>towards Summertown for primary schools and nurseries. The quality of surface on the existing cycle lane is very poor and many people opt to use parts of the cycle lane to head towards town, especially at busier times in the day. An adjacent queueing lane of traffic at rush hour is going to diminish the ability for cyclists to make efficient journeys into Oxford and also compromise the safety of younger inexperienced cyclists or those less agile such as families with toddlers on bikes or in trailers.</p> <p>The current bus lane carriageway is in disrepair, despite a heavily disruptive schedule of repairs in August 2023. Close to the bus stop outside 362 Woodstock Road there was a large pothole that was not repaired for a significant period of time and the patchwork repair looks unlikely to be fit for purpose beyond next Winter. It would appear that the carriageway is unsuitable for increased traffic despite resurfacing. Furthermore, despite the requirement for 7.5 tonne maximum traffic using the road there are many buses, coaches and HGV's that use the road. This is exacerbated by the fact many tend to speed outside of rush hour. The speed camera is not well placed in its current location and the speed that traffic hits existing potholes seems to exacerbate the risk of damage. A 20 mph speed limit and camera further up the road would be beneficial.</p> <p>I personally cycle my young son to nursery on the Elizabeth Jennings estate whenever the weather is appropriate, due to the health and environmental benefits and the heavy school time traffic. It is already dangerous to leave the cycle path at Squitchey Lane and enter the bus lane. If this was a normal lane of traffic it would be dangerous, especially if there was a mix of large vehicles, motorbikes and cyclists in one lane.</p> <p>Commuting time towards and into Oxford, especially from Lower Wolvercote has not been considered here. It seems punitive to people who rely on the number 6 bus route and have limited other public transport options, to be expected to queue in traffic into town in the morning.</p>
(75) Local resident (Oxford)	<p>Bus lane reversal ETRO I can't see the benefit.</p> <p>Side road entry treatments Stop JUST worrying about everyone BUT car drivers please.</p>

	<p>Shared use cycle path Cyclists don't use the cycle routes so no point. I am a Cyclist and do but am in the absolute minority.</p> <p>Other comments (phase 2) Please stop always prioritising everyone but car users. The LTNs are a joke and the incoming restrictions, for example on the Marston Ferry Road, will just serve to make Oxford even less accessible for everyone. The world will continue to drive cars post 2050, stop making our lives a misery.</p>
(76) Local resident (Oxford)	<p>Side road entry treatments This is a typical Oxon approach that fails to take into account the needs of residents in favour of abstractions like 'others', pedestrians, cyclists or 'users'.</p> <p>Zebra crossing Pedestrians will ignore the crossing anyway if it's marginally inconvenient. If it isn't broke, there is no need to fix.</p> <p>Other comments (phase 2) The view to the right when exiting from Ridgmont Close is completely restricted. If the existing bus lane is moved, the council should install a proper traffic mirror on the opposite side of Woodstock Road to aid vehicles needing to turn right from the Close.</p>
(77) Work locally	<p>Zebra crossing This would cause additional traffic to back-up. There are sufficient traffic lights along Woodstock Road without the need for a Zebra Crossing</p>
(78) Local resident (Oxford)	<p>Bus lane reversal ETRO I oppose this scheme is inappropriate for the council to not have consulted on this in tandem with the bus gates. The council held modelling data showing bus gates would increase congestion on the Woodstock road (suppressed modelling revealed under FOI) and hence knew at the time that the bus gates would increase congestion on the Woodstock road. Delaying consultation on the bus lane to now therefore has been to facilitate suppression of the data. I consider this proposal to be unnecessary as 1) I oppose the bus gates, which have been illegitimately imposed, and 2) as the bus gates are supposedly experimental and therefore should the ETRO be rejected on review after</p>

	<p>the trial period, the money for this scheme would have been wasted. Much more likely is that this scheme indicates the council will make the filters permanently regardless of outcome, in keeping with prior behaviour on LTNS.</p> <p>Side road entry treatments Traffic humps increase pollution and are a risk to cyclists, pedestrians and motorists... There is no need for these humps, yet they present a present and material risk to cyclists.</p> <p>Zebra crossing Will negatively impact travel flow, traffic light-controlled lights is a much more appropriate option.</p>
(79) Local resident (Oxford)	<p>Other comments (phase 2) Parking bay outside Belsyre Court should be kept as many elderly and disabled people use the pharmacy and shops in the parade. If relocated, it should not be far away so access can be retained. If removed, where are people to park.</p>
(80) Local resident (Oxford)	<p>Other comments (phase 1) Would it not be more sensible to see the impact of the LTN BEFORE spending taxpayers money on yet more “experimental “ projects?</p> <p>Side road entry treatments The new Highway Code recognises the safety of pedestrians as a TOP priority. These plans make pedestrians less safe by removing speed bumps (raised junctions) and reducing the visibility of oncoming cyclists (without bells) who very often speed over junctions and are never held accountable for their actions.</p> <p>Shared use cycle path Cyclists already illegally use this stretch of the pavement to speed along without concern for pedestrians and school children in the schools and nurseries in that area. As there is no monitoring of the illegal use of the pavement I would like to know how the Council will prevent the illegal cycling on the stretch from St.Margaret's Road and St Giles! I would like to see STOP signs for cyclists at all junctions along the proposed route and</p>

	<p>clear signage of where the route ends. A requirement for cyclists using bells should be applied throughout the city.</p> <p>Other comments (phase 2) Wait until the impact of the LTNs on traffic patterns in this area has been reviewed before making these experimental and costly changes. The unaccountable cycle lobby in Oxford needs to recognise that pedestrian safety is paramount and Councils must ask FIRST how these changes will improve the safety of the majority of pavement users and the more vulnerable.</p>
(81) Work locally	<p>Bus lane reversal ETRO Don't try to fix what you are breaking . No to BUS GATES/ Traffic filters</p> <p>Other comments (phase 1) As above . Stop trying to destroy our city . People need cars to get about . Oxford has lost another job as I have given up working in the city due to the Bus gates and my replacement lives in a town where they can easily get into work by car !</p> <p>Side road entry treatments As above . Don't create a problem in the first place</p> <p>Parking relocation How do businesses survive without parking . All measures are destroying businesses</p>
(82) Local resident (Oxford)	<p>Bus lane reversal ETRO I am a regular cyclist and think this proposal would make it very dangerous to cycle into town. The current bike lane is in poor condition and effectively two way with children coming to school at Wolvercote school cycling north on the southbound cycle lane. At present the bus lane is a safe route for cyclists, but removing it would mean the chance of collisions between cyclists moving two ways on the bike lane or cyclists dodging in and out of traffic on the southbound carriageway.</p>

(83) Local resident (Oxford)	<p>Other comments (phase 1) With the bus lane being reversed what provision is being made for cyclist going southbound? The lines on the pavements are not proper cycling infrastructure.</p> <p>Shared use cycle path The Woodstock Road Sustainable Travel Improvements do nothing to improve safety for cyclists. There is effectively nothing in these plans that benefits cyclist. Painting lines on pavements and putting pictures of cycles on the main roadway are inadequate. None of the cycling provision on Woodstock Road meets the cycle infrastructure design (LTN 1/20) guidance for local authorities on designing high-quality, safe cycle infrastructure. Painting a line on the pavement in this section will be harmful to pedestrians - this is a very busy section of the pavement.</p> <p>Other comments (phase 2) It is extremely disappointing that the proposals do not include any provision for improvement to cycling infrastructure. What is being proposed can't reasonably be called cycling infrastructure. No part of Woodstock Road has the cycling infrastructure that meets LTN 1/20 design guidance for local authorities on designing high-quality, safe cycle infrastructure. From Moreton Road south cycling is very dangerous as vehicles regularly close pass cyclists because there is no segregated cycle lanes.</p>
(84) Resident of wider Oxfordshire (Witney)	<p>Other comments (phase 1) As s1 users we just want to see the A40 bus lanes implemented. The delays are unacceptable at any time of day pretty much and to get people onto buses you need to resolve this before the new north Oxford residential area is occupied.</p>

(85) Local resident (Oxford)	<p>Bus lane reversal ETRO</p> <p>Very large northbound queues build up on the approach to the roundabout with queuing traffic with engines running a long way down Woodstock Road. I am worried that this proposal will make matters even worse leading to even more pollution at the N end of Woodstock Road. The traffic filters will make this problem even worse and Woodstock Road is likely to be nearly stationary for much of the day.</p> <p>Side road entry treatments</p> <p>This is not a good use of money. I have seen no evidence that they are necessary. The main priority should be to maintain the road and pavement surfaces. Potholes and irregularities which are all over even on recently resurface roads like much of Woodstock Road are highly dangerous for cyclists and maybe also for vehicles. Oxfords uneven pavements are a danger for pedestrians.</p> <p>Zebra crossing</p> <p>A waste of money. See comments above. The existing traffic islands provide a safe crossing and though I regularly cross Woodstock Road as a pedestrian rarely see other pedestrians doing the same. The notion of a zebra crossing and an "informal pedestrian crossing" less than 100m from each other seems total overkill and completely unjustified. expenditure.</p> <p>Shared use cycle path</p> <p>As I understand the proposal they would involve cyclists moving on to the pavement. Mixing cycles and pedestrians is dangerous for pedestrians, especially the elderly and disabled, who are unable to move quickly out of the way and for whom a fall may be life threatening. Few cyclists have bells to warn of their approach and those that have them rarely use them</p> <p>Other comments (phase 2)</p> <p>This is a complete waste of money. There is an "informal pedestrian crossing" at the south end of the Woodstock Road which is NEVER used by pedestrians. This is not surprising as there is no warning of it for traffic and no protection for pedestrians from the traffic and neither pedestrians nor drivers understand its purpose. There are already traffic islands in the Woodstock Road level with Belsyre Court. As an elderly person I have never had any problem crossing the Woodstock Road using these. I would much prefer them to an "informal pedestrian crossing".</p>
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<p>(86) Local resident (Oxford)</p>	<p>Other comments (phase 2) Side Road Entry Treatments:</p> <p>The Charcon Dutch Entry Kerb should be used, with a 1:12 gradient to a level footway cycleway at 100mm; this is the modern, forward-looking, standard side road entry treatment, exemplified by the Coundon Road Cycle Route Improvement Project in Coventry, initiated in 2020; to quote Charcon, who designed and built the kerb: “this has set a new standard in road infrastructure and is in alignment with the core design principals of LTN1/20. Its use in the UK for the Coundon Road cycle route has not only enhanced road safety, but also paved the way for future innovations in urban transportation.”</p> <p>This should be the Oxfordshire County standard for a Side Road Entry Treatment everywhere and any deviations explicitly justified.</p> <p>So, please ensure that the design of these features incorporate the Charcon Dutch Entry Kerb as the Oxfordshire County standard; this will ensure that the side road entries are as effective as possible in ensuring vehicles give way to pedestrians and cyclists using them in line with the Highway Code and LTN 1/20. This will ensure maximum progress towards Vision Zero.</p> <p>It may seem a small thing, but these may well be in place for 20-30 years or more, so it is important for Vision Zero to get them right and future proof them</p>
<p>(87) Representative of an Oxford educational establishment (University College, Oxford)</p>	<p>Shared use cycle path</p> <p>There is a new 54 place children's nursery under construction to the rear of No. 96 and No. 98 Woodstock Road and this new 400 metre section of off-road segregated cycle path would be better placed, or indeed also replicated on the eastern side of Woodstock Road between the junctions with Frenchay Road and St. Margaret's Road.</p>
<p>(88) Local resident (Oxford)</p>	<p>Other comments (phase 2) I support these measures, but it's very hard to understand what you're proposing in the abstract without seeing a mock up of what you mean ie a diagram. I don't know what 'radial focii' are on pavements</p>

(89) Local resident (Oxford)	<p>Bus lane reversal ETRO</p> <p>The southbound bus lane is used by many cyclists (including me) to cycle to the Oxford City Centre. It is not practical to cycle on the cycle lane which is next to the northbound lane as this is usually used for cyclists (including me) cycling back from the City Centre.</p> <p>More generally, the Woodstock Road has become a traffic nightmare in the recent years (we've been living here in Upper Wolvercote for 16 years). You need to put a traffic filter as too many cars drive into the City Centre - kids should be put in buses at the Park&Ride to travel to their school.</p>
(90) Local resident (Oxford)	<p>Bus lane reversal ETRO</p> <p>Stop messing with our road and path networks. Stop wasting our money.</p> <p>Other comments (phase 1)</p> <p>Stop wasting money</p> <p>Side road entry treatments</p> <p>Stop spending millions on unnecessary changes.</p> <p>Zebra crossing</p> <p>Stop wasting money. So sick of all the changes and surveys that are completely ignored.</p> <p>Shared use cycle path</p> <p>Stop wasting money. Repair current foot paths, cut greenery along paths, cycle lanes and roads. You could spend the money on putting a road in to the new 52 million pound park and ride that had no access????? Get your house in order before starting new projects.</p> <p>Other comments (phase 2)</p> <p>PLEASE STOP WASTING OUR MONEY</p>
(91) Local resident (Oxford)	<p>Other comments (phase 2)</p>

	I am a big supporter of safe & appealing cycling and walking provision, and strongly support the council working towards improving this.
(92) Local resident (Oxford)	<p>Other comments (phase 2) [Zebra crossing at Observatory Street is a partial support:] Yes, a crossing [at Observatory Street] but not a zebra crossing. There are no zebra crossings on Woodstock Road. We need a signal-controlled crossing. Zebra crossings are dangerous. I have lived in Observatory Street for 40 years. Every day I cross Woodstock Road several times. We need a signal-controlled crossing, like all the other crossings on Woodstock Road. Zebra crossings are TOO DANGEROUS.</p>
(93) Local resident (Oxford)	<p>Other comments (phase 1) Any changes to cycle lanes in Phase 1?</p> <p>Other comments (phase 2) Localised sections of improvements to the condition of footway/off-road segregated cycle lanes - from St Mary's to Wolvercote. What happen to cyclists if the roads are more narrow? Please give high priority to safety of cyclists. The potholed edges of Woodstock Road are very dangerous indeed. The more off-road cycling space the better.</p>
(94) Local resident (Oxford)	<p>Side road entry treatments The walkway on South side of Observatory Street is too narrow and cars, vans etc. moving fast into street provide danger. I could not get along [it] with a wheelchair (I live in Observatory St). You must consider this as an imperative before fiddling into the "existing road hump". Make a usable walkway in the street. Also people use the [parking?] at top of the street to go to shops e.g., get a newspaper. The traders rely on these quick visits. Do not endanger their livelihoods.</p> <p>Other comments (phase 2) The islands in Woodstock Road are beneficial as a mid-point rest when crossing. Do not remove.</p>
(95) Local resident (Oxford)	<p>Bus lane reversal ETRO People are in a hurry to get to work/doctors/other appointments in direction of Oxford. People are less pressured to get home. You are just moving one problem to the other side but the outcome will be more stressful!! Traffic already stuck in Wolvercote - will be worse with no bus lane for more [?] (mornings and weekdays).</p>

	<p>Other comments (phase 2)</p> <p>Cycle lanes on pavements should be more clearly marked (e.g., different colour) and not endanger those waiting at bus stops e.g., my child's often been at risk at South Parade with bikes speeding past - blocked sight from bus shelter. Of course we support cyclists but buses/walking is more accessible, so should be prioritised. [I am a resident in Oxford, work locally and am a commuter/using the bus interchange].</p>
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Summarised comments from email respondents:

RESPONDENT	COMMENTS
Representative of an Oxford charity/organisation (Unlimited Oxfordshire)	<p>Side road entry treatments</p> <p>All dropped kerbs and textured paving to be inspected and where damage above ordinary wear and tear is found.</p> <p>Proposed new entry treatment at junction with Little Clarendon Street to take account of hazards raised recently on site with Lucy Prismall of the Central Oxfordshire Movement and Place Framework.</p> <p>Parking relocation</p> <p>concerned that the relocation will remove options for Disabled people to park outside the shops on that mini parade and increase the walking distance to those shops from the relocated spaces.</p> <p>General comments</p> <p>Inspection of condition of all footways and off road cycleways not earmarked for specific changes</p> <p>Unlimited Oxfordshire requested that inspection and repair be made to damaged dropped kerbs and textured paving along the corridor. This will be forwarded to the council's maintenance team. They also requested that hazards around Little Clarendon Street are addressed with the implementation of an entry treatment (as identified on a site visit with a COMPF project officer). This will be fed back to the design team and addressed where feasible. They also raised concerns regarding the reallocation of parking spaces and the impact to disabled people. As set out in officer response section below, this is a minor change, and</p>

	there will continue to be a parking space outside the pharmacy. There will be no reduction in parking spaces at this location.
Representative of an Oxford interest group/organisation (Cyclox)	<p>Side road entry treatments means designing for 20mph speeds Make more continuous footways Traffic counts needed. Leckford lane 1 lane entry should be a continuous Inconsistencies in plans (i.e radii) Object to DYL marked across side roads</p> <p>Shared use cycle path Strongly object to the new segregated cycle lane. Not design compliant and most importantly, the lack of priority crossing Polstead Road or St Margarets Road would make this track dangerous.</p> <p>General comments Use dutch entry kerbs Support cycle logos but that these need to be added where there are gaps in bus lanes i.e at side roads</p> <p>Cyclox requested more continuous crossings as part of the side road improvements, improved consistency with entry treatments (e.g. radius), use of Dutch entry kerbs and objected to double yellow lines around side roads. These design comments are noted and will be fed back to the design team. Further detailed comments responding to design feedback are included in the officer responses to the consultation below.</p> <p>Cyclox also objected to the proposals to extend the off-carriageway cycle path between Frenchay Road and St Margarets Road on design grounds and not complying with standards. This objection is noted and however as set out below, considerable support was received for this proposal. There is limited space to deliver wider paths. The path should cater for younger or less confident cyclists who do not want to use the carriageway. It is hoped that as the ambitions of the LTCP and COTP are met, through measures such as the trial traffic filters, then more space could be reallocated to active and sustainable modes in the future.</p> <p>Cyclox supported the inclusion of cycle logos in the scheme and made suggestions on the location of additional cycle logos on the carriageway which will be reviewed and accommodated where feasible.</p>

Local resident	<p>Bus lane reversal ETRO Should see how the filters work first before implementing proposal southbound buses will be delayed as a result of reversing the bus lane. AM should be prioritised as the issues are more intense Better enforcement needed of speed limits Cycles will lose out from reversal of bus lane. Improve the off road provision here</p> <p>General comments Should implement 20mph Inspection of condition of all footways and off road cycleways not earmarked for specific changes</p>
Local resident	<p>General comments Traffic island at ROQ creates a pinchpoint for cycles</p>
Local resident	<p>Shared use cycle path Please make the cycle way distinctive, ideally clearly separate them from us poor walkers, protect areas where we are trying to catch a bus or worse still get off one</p> <p>General comments Should be better prioritisation for peds</p>
Local resident	<p>Bus lane reversal ETRO Will cause vehicle capacity issues at Wolvercote roundabout</p> <p>Shared use cycle path Cyclists pose a risk to pedestrians when on footway</p> <p>Parking relocation concerned that the relocation will remove options for Disabled people to park outside the shops on that mini parade and increase the walking distance to those shops from the relocated spaces.</p>
Local resident	<p>Bus lane reversal ETRO Cycles will lose out from reversal of bus lane. Improve the off road provision here</p>

	<p>Should see how the filters work first before implementing proposal</p> <p>General comments Condition of footway/ cycle lane poor</p>
Local resident	Should implement 20mph
Local resident	<p>Parking relocation Should not be relocated to St Bernards rd or observatory st</p>
Representative of an Oxford organisation (Charles Pononby House)	<p>Zebra crossing Need a crossing at osberton Road</p>
Local resident	<p>Zebra crossing Need a crossing at osberton Road</p>
Local resident	<p>Side road entry treatments Do not represent Value for money</p> <p>Zebra crossing Not needed</p>
Local resident	<p>Solar studs Don't think solar studs are needed as the lamp posts provide light</p> <p>Maintenance Cycle / ped footpath in poor condition</p>
Local resident	<p>General comments Not the priority</p>
Local resident	<p>Bus lane reversal ETRO southbound buses will be delayed as a result of reversing the bus lane. AM should be prioritised as the issues are more intense Better enforcement needed of speed limits</p> <p>General comments</p>

	Should implement 20mph
Local resident	<p>Side road entry treatments Will create safety issue with faster cyclists</p> <p>Zebra crossing Not needed</p> <p>Parking relocation Needs to remain to protect businesses</p>
Local resident	<p>Parking relocation Move some of the 30 minute parking for the shops if needed to the on-street p&d outside green templeton college Don't remove resident parking on observatory st/ st bernards rd</p> <p>General comments No traffic displacement</p>
Local resident	<p>Maintenance Need to do siding out of the cycle track/ footpath</p> <p>General comments Supportive of proposals</p>
Local resident	<p>Parking relocation Don't remove resident parking on observatory st/ st bernards rd/ reallocate timed parking bay to</p>
Local resident	<p>Side road entry treatments Reduce camber between pavement and crossing</p> <p>General comments Support measures</p>

Local resident	<p>Shared use cycle path Concerns measures would be less safe for pedestrians than current arrangement Resident cars have to reverse out which will not be safe for cyclists</p> <p>General comments Cycle lane on east side of Woodstock road needed</p>
Local resident	<p>Side road entry treatments Ensure that design does not prohibit school bus using st margarets rd route Do works at night on st margarets road to prevent network disruption and ensure school bus access Ensure that design does not prohibit school bus using farndon rd route</p>
Local resident	<p>General comments Lower speeds needed Better enforcement needed of speed limits Need to reduce pollution/ congestion and number of large vehicles outcomes for elderly and ill of health bad</p>
Local resident	<p>Zebra crossing Not needed</p> <p>General comments Don't agree with anti car measures</p>
Representative of an Oxford organisation (Lathbury Road Residents Association)	<p>Side road entry treatments Not needed at st margarets road as not a through route At south parade will create safety issues</p> <p>Shared use cycle path That these are not used as poor priority/ provision / prefer priority on the main carriageway</p>

	<p>Solar studs Not necessary if proper maintenance and lighting provided</p> <p>Maintenance Improve condition of cycle and ped track</p> <p>General comments Traffic calming measures needed for lathbury road</p>
Representative of an Oxford business (Oxford Bus)	<p>Bus lane reversal ETRO Unequivocal support</p>
Representative of an Oxford organisation (Oxford City Council)	Generally supportive of the measures and suggested that the materials used should be consistent with existing surrounding areas, and that place making opportunities should be maximised around Observatory Street. They also suggested that tree root damage and potholes should be addressed to improve conditions for people walking, wheeling and cycling.
Local resident	<p>General comments Better vision for cycling needed inline with LTN 1/20</p>
Local resident	<p>General comments Stop anti car measures</p>
Local resident	<p>General comments The proposals do not meet the county councils policy</p>

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Oxfordshire County Council Equalities Impact Assessment

Woodstock Road Sustainable Travel Improvements
June 2024

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Section 1: Summary details

Directorate and Service Area	Environment and Place – Placemaking
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Woodstock Road Sustainable Travel Improvements
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><i>The Woodstock Road Sustainable Travel Improvements scheme is a transport and connectivity project that aims to improve bus journey reliability and make Woodstock Road (A4144) safer for pedestrian, cycling and mobility-aided access. The proposals extend between St Giles in Oxford city centre and the Wolvercote Roundabout (A40). The proposals are designed to work with other measures to improve and encourage journeys made by walking or wheeling, cycling and public transport.</i> The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community. The proposals may have a positive impact with regard to protected characteristics for age and disability. 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	Robert Freshwater
Authorised By	
Date of Assessment	14/06/2024

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>Through the Oxfordshire Growth Deal, funding has been allocated to the Woodstock Road (A4144). Significant new homes and jobs are planned in areas to the immediate north of Oxford. The location of this growth is proximal to exiting services in order to afford the greatest potential for trips to/from these development areas to be made by sustainable transport means. The Woodstock Road (A4144) is one of the key corridors linking planned growth in these areas (Kidlington, Oxford North, Yarnton, Begbroke) to facilities and in Oxford city centre and across the wider city.</p> <p>Making sustainable transport modes like public transport, walking and cycling more attractive is consistent with the counties adopted transport strategy and has multiple cross benefits for 6 addressing growing congestion issues across the wider city including improving public health outcomes and improving air quality/ climate outcomes.</p> <p>This project forms only one phase of a much wider set of infrastructure proposals including:</p> <ul style="list-style-type: none"> • HIF2 A40 Bus priority improvements • Oxford North developer led highway proposals for A40 and A44 (A34 to Wolvercote) • A44 North Oxford Corridors (Loop Farm to Yarnton) • Peartree Interchange Improvements
<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 project involves delivery of infrastructure measures along the Woodstock Road (A4144)</p> <ul style="list-style-type: none"> • A reversal of the bus lane between the A40 and Squitchey Lane • <i>New and improved side road crossings which would increase pavement space, increase entry ramps and reduce crossing distances for people walking. Improvements are proposed at the following side roads: Bevington Road, St Margaret's Road (East), St Margaret's Road (West), South Parade, Little Clarendon Street, Observatory Street, St Bernard's Road, Plantation Road, Leckford Road, Canterbury Road, Farndon Road</i> • <i>An extension of the shared use, off-road cycle path on the western side of Woodstock Road between the junctions of Frenchay Road and St Margaret's Road to maintain cycling amenity whilst we assess the outcome of the traffic filter trial</i> • <i>Installing solar studs along cycle lanes throughout Woodstock Road to improve visibility. Solar studs are solar-powered 'cats-eye' lights that sit flush with the path surface, so they do not impact the smoothness of</i>

	<p><i>the lane, and only light once it is dark. Further details about solar studs can be found in the FAQs section of this page</i></p> <ul style="list-style-type: none"> <i>A new zebra crossing on Woodstock Road between Observatory Street and Bevington Road</i> <i>Localised sections of improvements to the condition of footway/off-road segregated cycle lanes</i> <i>Various road marking amendments, including some measures proposed in the county council's 2021 'Quickways' consultation for Woodstock Road</i> <i>Introduce a new full time bus stop clearway on the east side of the Woodstock Road just north of the junction with St Giles</i> <i>Locally relocate a marked parking bay (limited stay parking) outside Belsyre Court on the Woodstock Road in order to accommodate an informal pedestrian crossing.</i>
<p>Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>To inform the scheme design, experience was drawn from a wide variety of other schemes across Oxford where the aim was to improve the environment for sustainable travel users e.g. Frideswide Square, side road entry treatments along many of the city's main roads, Toucan crossings and shared use facilities etc etc Officers also undertook a process of co-production with a number of key stakeholder to inform proposals. Teedback from this consultation will be used to inform further development of design proposals including consideration for those of protected characteristic Officer responses to concerns about possible negative impacts on pedestrians are set out in the Cabinet Member Decision's report that this EIA is an annex to.</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>An extension of the bus lane reversal was considered, however this was considered to have a significant detrimental effect upon active travel users heading southbound.</p>
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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	Robert Freshwater	To be arranged with the relevant accessibility groups. Early engagement was undertaken in spring 2024 before public consultation
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People undergoing gender reassignment are unlikely to be impacted by the scheme			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who are married or in a civil partnership are unlikely to be impacted by the scheme.			

Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pregnant people and parents with infants/young children are likely to be slightly benefited by proposals. These groups should find that the improved infrastructure for pedestrians and cyclists makes travelling along the Woodstock Road a more comfortable/ attractive experience.			
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be impacted by the scheme based on their race			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be impacted by the scheme based on their sex			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be impacted by the scheme based on their sexual orientation			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be impacted by the scheme based on their religion or belief.			

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"/>	Improved reliability and journey times of public transport routes, as well as safe and convenient active travel routes on Woodstock Road will encourage sustainable travel between Oxford and rural areas to the north and west of the city	Early engagements with key stakeholders were undertaken in late 2023 and early 2024 before public consultation	Robert Freshwater	
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Armed forces are unlikely to be impacted by the scheme.			
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Carers are unlikely to be impacted by the scheme			
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People in areas of deprivation are typically more reliant on bus and active travel modes which are proposed for improvement through the scheme			

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By making public transport, walking and cycling along the Woodstock Road more attractive including to/from the city centre, options for travelling to council owned buildings in Oxford city centre and nearby e.g. County Hall, Rewley Road fire station, will be improved			
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By making public transport, walking and cycling along the Woodstock Road more attractive including to/from the city centre, options for travelling on council services, will be improved			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Providers are unlikely to be impacted by the scheme			
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improvements to the Woodstock Road will increase the connectivity of both communities local to the road and those who use it by improving the accessibility of retail, leisure and employment facilities. Improvement measures will enhance the quality of the built environment and create a more pleasant street scene for all users			

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

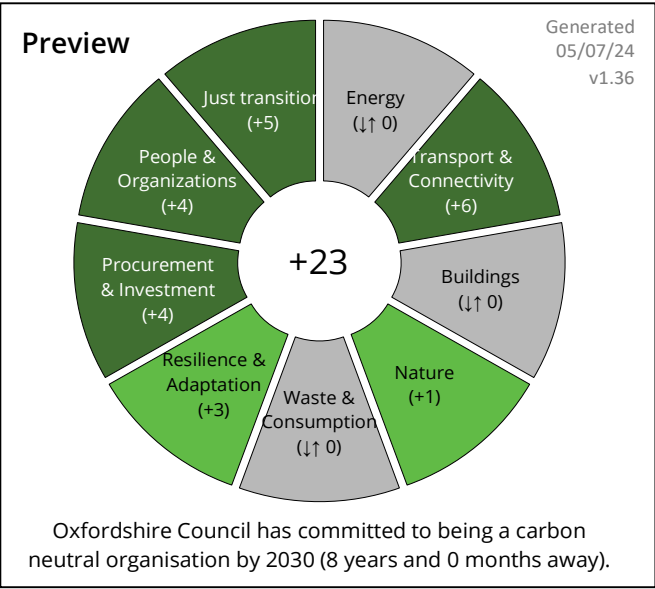
Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question).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

Review Date	If the proposals if approved, this Equality Impact Assessment will be reviewed as part of the detailed design, and with impacts to be monitored as part of the six-month Experimental Traffic Regulation Order consultation.
Person Responsible for Review	Robert Freshwater, Infrastructure Development Lead, Placemaking
Authorised By	

Climate Impact Assessment

Summary

Directorate and Service Area	Environment & Highways
What is being assessed	Woodstock Road Sustainable Transport Improvements
Is this a new or existing function or policy?	New Transport / Highways Project
Summary of assessment	Bus Lane Reversal and Introduction of Active Travel Improvements.
Completed by	Helen Fallon - Project Manager
Climate action sign off by	
Director sign off by	
Assessment date	45478



Detail of proposal

Context / Background	The project aims to improve bus journey time reliability and improve provision for Active Travel and reduce road danger.
Proposal	<p>Improved bus, cycling and walking facilities on Woodstock Road as set out below:</p> <p>Phase 1 – Introducing an Experimental Traffic Regulation Order (ETRO) to remove the 24-hour southbound bus lane between the Wolvercote roundabout (A40) and Squitchey Lane and replace it with a northbound bus lane of similar length retaining existing permissions (i.e. for pedal cyclists, taxis and licenced private hire) alongside delivery of minor complementary measures. It is hoped the measure will improve bus journey time reliability and support the planned trial traffic filters. Both local bus operators (Stagecoach and Oxford Bus Company) have been strongly supportive of the measure. An ETRO will allow us to make quick changes to ensure there is no increase in congestion or delays occur.</p> <p>Phase 2 – A package of active travel (cycling, wheeling, walking) priority measures focussed on the southern end of the Woodstock Road including side road entry treatments and place making at Little Clarendon Junction, and Observatory Street.</p>
Evidence / Intelligence	Traffic modelling for the project has been completed and results used to inform the proposals. A Technical Summary is available on request. In addition, stakeholder engagement and co-production was undertaken and feedback received was used to inform the design principles. Formal consultation on the statutory elements including side road entry treatments, the new zebra crossing and changes to parking was completed during May and June and results will be reported to CMD in July 2024.
Alternatives considered / rejected	A larger scheme was originally proposed, however the scope was reduced in 2021, as delivery would not meet the funding timescales and the funding for this would be reallocated across other other Housing and Growth Deal funded projects. The original proposals included allocating more of the current highway to bus and cycle lanes. It was decided that this is more likely to be supported if the trial traffic filters are successful in reducing general traffic levels. The modelling data has shown that reversing the bus lane should deliver the bus journey reliability requirements requested by bus operators, mitigate any potential delays to bus services as a result of the trial filters and allow the impact of the traffic filters to be understood on the corridor before more significant changes are introduced. The active travel measures will mitigate any loss in amenity for cyclists who currently use the stretch of bus lane being moved and provide a safer more consistent environment for people walking and wheeling.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2				
Transport & Connectivity	Supports active travel	2				
Transport & Connectivity	Increases use of public transport	3				
Transport & Connectivity	Accelerates electrification of transport	N/A				
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	N/A		Protects local habitats as impact by proposals kept to a minimum incl. minimising loss of trees and use of environment friendly construction methods NO tree loss. Localised minimising and		
Nature	Develops blue and green infrastructure	1		scope for introduction of green infrastructure as part of place making		
Nature	Improves access to nature and green spaces	N/A				
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	1		Existing drainage reviewed as part of proposals. Localised improvements / maintenance to be undertaken where applicable.		
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	2		bus journey time reliability and increasing active and sustainable modes of travel which are lighter		
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	2		Measures will support mode shift to zero carbon modes of travel Prioritises bus journey reliability and		
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2		improves level of service for walking and wheeling		
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1				
Just transition	Promotes green innovation and job creation	1				
Just transition	Promotes health and wellbeing	2		Promotes activity that will improve		
Just transition	Reduces poverty and inequality	2		Active and sustainable modes of		

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Divisions affected: *Eynsham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

SOUTH LEIGH: CHAPEL ROAD AND STATION ROAD – PROPOSED TRAFFIC CALMING FEATURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the construction of new traffic calming features on Chapel Road & Station Road in South Leigh, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to construct new traffic calming features on Chapel Road and Station Road in South Leigh, as shown in **Annexes 1 & 2**.
2. The proposals have been put forward to reduce vehicular speeds and to discourage 'rat running' traffic using these roads in South Leigh. These proposals were developed following the introduction of a 20mph speed limit along South Leigh Road, Chapel Road and Station Road in early 2023 and also in response to the granting of planning permission for the 'A40 Access to Witney Scheme' (also known as the 'A40 Shores Green Scheme') which being promoted by the County Council.
3. The Access to Witney Scheme will introduce new west-facing on-and off-slip roads at the A40/B4022 Shores Green junction and concerns have been raised by South Leigh and High Cogges Parish Council (SLHCPC) that this could increase traffic 'rat running' through South Leigh along South Leigh Road, Chapel Road and Station Road.
4. Speed surveys undertaken in May 2023 on Chapel Road and Station Road (following the introduction of the 20mph limit) show that average vehicle speeds remain in excess of 25mph and that 85th percentile speeds are above 30mph.
5. The proposed traffic calming features will comprise of four chicane/gateway features with priority workings, with two to be located on Chapel Road, and two on Station Road. These will form part of a wider traffic calming scheme, as

shown in **Annex 1**. Visualisations of the proposed chicane/gateway features are shown in **Annex 2**. Other measures forming part of the overall scheme include 'gateway' features in the road side verge at entry points to South Leigh, a digital Speed Indicator Device (SID) and mounting posts and additional supporting speed limit repeater signs.

6. The traffic calming scheme has been developed through close engagement between county council officers and SLHCPC. The Parish Council fully support the scheme and believe that the scheme is in the best interest of the community as a whole.
7. A road safety audit of the proposals has been undertaken and the recommendations taken into consideration in the proposed traffic calming scheme and design of the gateway/chicane features shown in **Annex 2**.
8. The final locations and dimensions of the chicane/gateway features will be determined on site should approval be given, with adequate clearance provided to accommodate agricultural vehicle requirements and residential property accesses.

Financial Implications

9. Funding for consultation on the proposals (and implementation if approved) has been provided by the A40 Access to Witney project.

Legal Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

12. The proposals would help improve road safety in the area by reducing the speed of motor vehicle through-traffic. Reducing vehicle traffic speeds will create a more attractive environment for people walking, cycling and horse-riding encouraging more active travel.

Formal Consultation

13. Formal consultation was carried out between 03 April and 03 May 2024. A notice was published in the Witney & West Oxfordshire Gazette 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, West Oxfordshire District Council, local District Councillors, South Leigh & High Cogges Parish Council, and the local County Councillor representing the Eynsham division.
14. A letter detailing the proposals was also sent directly to approx. 130 properties in the area.
15. 53 responses were received during the course of the formal consultation, comprising of 18 in support (34%), 12 partially supporting (23%), nine non-objections (17%), 13 objections (25%) and one raising concerns.
16. The responses are shown at **Annex 3** and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

17. Thames Valley Police – whilst not explicitly objecting to the proposals – did raise concerns regarding the use of glasson gateways within the main carriageway to create the chicane features (rather than more traditional kerbed chicanes/buildouts) and whether there was a risk of vehicles not seeing the features and striking them.
18. The gateway/chicane features will be supported by appropriate reflective bollards, traffic signs and highway road markings as shown in **Annex 2** and have been positioned to make them visible to drivers approaching them. The risk of serious vehicle damage and injury should a vehicle strike the features is considered lower than with kerbed buildouts. Installing and replacing any damaged gateways is relatively easy and cheap compared to more traditional kerbed chicanes.
19. A road safety audit of the proposals has been undertaken and the recommendations taken into consideration in the proposed traffic calming scheme and the design of gateway/chicane features.

Need for Proposals:

20. a number of objectors felt the proposals were unnecessary, likely to be ineffective and were a poor use of funding. Speed surveys undertaken in May 2023 on Chapel Road and Station Road (following the introduction of the 20mph limit) show that average vehicle speeds remain in excess of 25mph and that 85th percentile speeds are above 30mph. This evidence supports the need for measures to reduce traffic speed within the extent of the 20mph speed limit along Chapel Road and Station Road.

21. SLHCPC and many residents have raised concerns about vehicles travelling at high speeds, disregarding the 20mph speed limit and the need to slow vehicles down to reduce the risk of injury should there be a collision. Chicane features are a recognised and commonly used traffic calming feature that can be effective in reducing vehicle speeds, alongside appropriate signing, speed indicator devices etc.

Location of the proposed Gateway / Chicane Features:

22. A number of residents raised concerns about the specific location of the proposed features, related to impact on their ability to access their properties, visual impact on setting of their property and proximity to nearby junctions, brow of hills etc. The proposed location of the features has been carefully considered and seeks to strike an appropriate balance between being effective in reducing vehicle speeds outside residential properties whilst ensuring accesses are fully maintained. Whilst no significant changes are proposed to the location of the features their final locations and dimensions of the chicane/gateway features will be determined on site should approval be given, with adequate clearance provided to accommodate agricultural vehicle requirements and residential property accesses.
23. A road safety audit of the proposals has been undertaken and the recommendations taken into consideration in the proposed traffic calming scheme and gateway/chicane features.

Impact on Rural Character:

24. Some objectors felt the amount of proposed gateways, posts and signage will detract from rural character of South Leigh. The proposals are considered strike an appropriate balance between being effective in emphasising to drivers that they are in a 20mph speed limit, reducing vehicle speeds whilst not cluttering the village streetscene. The number of signs, features has been carefully considered through discussions with SLHCPC.

Nature of Chicane Features:

25. Some residents objecting felt that the chicanes will cause a build up of traffic, encourage speeding and create pollution. Speed humps were suggested as an alternative by some and others suggested parked cars already created natural chicanes that slowed traffic. In discussion with the SLHCPC it was felt that the gateway/chicane features were the preferred solution in this local context rather than more heavily engineered and intrusive features such as speed humps.
26. Chicane features are a recognised and commonly used traffic calming feature in rural communities that can be effective in reducing vehicle speeds, alongside appropriate signing, speed indicator devices etc. The volume of traffic movement using these roads mean they are unlikely to create a build up of traffic etc. Other residents felt chicanes represented a better solution than speed humps which can create noise and vibrations for nearby properties.

27. It was suggested that the chicanes should allow space for pedestrians and cyclists on nearside of gates. However, the roads are narrow and the features need to ensure that larger vehicles can pass - so there is inadequate space to accommodate this proposal.

Extent of Features:

28. Some residents suggested that the measures proposed needed extending along Stanton Harcourt Road and further along South Leigh Road towards High Cogges. The scheme and measures have been developed to support the existing 20mph speed limit which covers the main residential area of South Leigh village. A further speed limit reduction to 40mph along South Leigh Road (between B4022 and start of 20mph limit on South Leigh Road) will be considered as part of speed limit changes being proposed as part of the Access to Witney Scheme.
29. Any future proposed speed limit changes would require amending the existing Traffic Regulation Order (TRO), and also be subject to additional statutory public consultation.

Paul Fermer
Director of Environment & Highways

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

Contact Officers: James Wright (Senior Officer - Traffic & Road Safety)
 Nick Blades (Principal Planner - Place Planning & Co-ordination)

July 2024



Legend

- Gateway features.
- Speed limit signing and potential extra repeaters.
- Priority or chicane build out features.
- Priority feature incorporating crossing.
- Speed indicator device mobile installations.

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Rev.	Date	Purpose of revision	Drawn	Checked/Approved

OXFORDSHIRE COUNTY COUNCIL

David Jenkins
Director of Communities, Sports and Leisure
Oxfordshire County Council
Lea Road
Oxford
OX1 2SD
Tel: 01865 209 110

SOUTH LEIGH

Consultation for Traffic calming measures

Drawings

Drawn	Drawn by	Checked by	Approved by
NTS	JEW		

Consultation Project No: 10002040

Drawing No:

Revision:

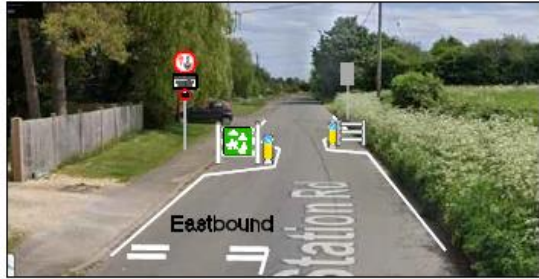
Location 8



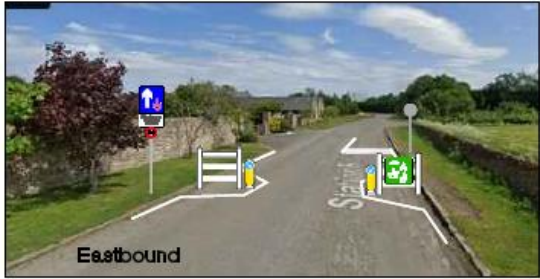
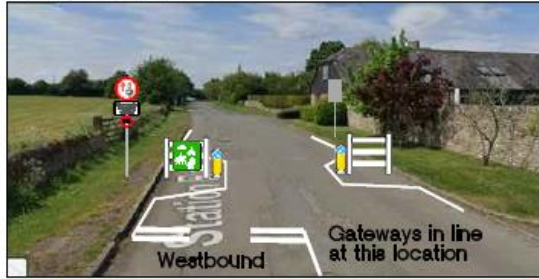
Location 11



Location 15



Location 18



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I am not objecting but raise serious concern with the design shown in the drawings included.</p> <p>Your email mentions Agricultural vehicles already. I would have concern that sufficient clearance has been allowed in particular location 18 .</p> <p>I also raise concern with the gate features being installed in the main carriageway. This is clearly a hazard and will compromise road safety. Are there any other examples in Oxfordshire of this specific design ?</p>
(2) Head of Strategic Development and the Built Environment, (Go-Ahead Group)	<p>No objection – There are no public bus services operating in South Leigh offered by us or any other operator. Accordingly, we have no comments or objections to raise.</p>
(3) South Leigh & High Cogges Parish Council	<p>Support – The Parish Council fully support the scheme which has been reached as a result of detailed negotiation with OCC, site visits by OCC officers and consultations with the village over a period of time. The Parish Council is conscious of, and grateful to, OCC for the funding of the project and the care and responsiveness of OCC's officials since last summer.</p> <p>It is, of course, a scheme that in its entirety, as well as its detail, concern a number of villagers – rather than any form of traffic calming they would prefer other things which are impossible or difficult to deliver – prevention of increase in traffic flow, motorists obeying the speed limit and lorries complying with signage.</p> <p>We believe that there has not been sufficient regard by those opposed to the scheme to why it was floated in the first place – being a response to the granting of planning permission for the building of Shores Green junction.</p> <p>The Parish Council has, from the start, been conscious that the construction of the junction and then consequences of its availability as a new junction particularly for traffic flowing east along the A40 will have possibly serious detrimental effects on traffic volumes through the village that the Parish Council has been working to reduce. The traffic calming scheme is an integral part of that.</p> <p>As a Parish council we had to look at the matter holistically, as well as taking into factors which, we hope will come to pass, such as the development as a local amenity of the football field and the movement of the playground with the consequent passage of young people backwards and forwards across Station Road.</p> <p>We should add that in the recent past and immediate future there were and are developments (a large AD near High Cogges and houses on the eastern flank of Witney) which would or will or may have consequences which the Parish Council has to do its best to anticipate and then ameliorate. Again we believe this scheme contributes.</p>

	<p>Our view is that we were lucky to get the funding and commitment of OCC in advance of both known and unknown changes to traffic flow through the village.</p> <p>We believe that the scheme is in the best interest of the community as a whole as well as the elderly and much younger inhabitants.</p>
(4) Local resident, (High Cogges, High Cogges Lane)	<p>Object – I feel all the additional road furniture will detract from the rural setting and I personally feel the roads are already in such a state of disrepair, sufficiently narrow and winding that no additional measures are really required. In many of the locations cars are often parked on the road anyway which already creates a series of 'chicanes'</p>
(5) Local resident, (South Leigh, Chapel Road)	<p>Object – Before we have traffic calming we should be addressing all the other problems, such as dangerous potholes. Humps can cause damage to our cars and hold back pollution. Chicanes cause a build up of traffic and more pollution and noise from people revving their engines to move off. They also create a danger to pedestrians as we have few pavements and it will be necessary to navigate around a buildup of cars possibly with pushchairs bikes etc.</p>
(6) Local resident, (South Leigh, Chapel Road)	<p>Object – Our roads are in a poor state and require much attention prior to any other work. The 20mph has not deterred motorists speeding.</p> <p>We have few pavements in South Leigh, meaning that any traffic calming will pose an added danger to pedestrians, especially those with young children, pushchairs bikes etc. Chicanes especially would mean navigating rows of traffic. Not ideal when there is a large tractor and trailer in the queue. More pavements need to be built if danger is indeed your priority.</p>
(7) Local resident, (South Leigh, Chapel Road)	<p>Object – The restriction in the chicanes will have to be so wide to accommodate combine harvesters, tractors & large lorries that the speed of cars will not be reduced.</p>
(8) Local resident, (South Leigh, Chapel Road)	<p>Object – I don't like street furniture in rural areas.</p>
(9) Local resident, (South Leigh, Lymbrook Close)	<p>Object – The traffic calming on Station road is either side of the junction for Lymbrook Close. This means that traffic will be negotiating a hazard in the proximity of the junction, increasing the likelihood of an accident, either with a vehicle at the junction or a child crossing the road to get to the football club. This is an unlit obstacle and will be dangerous in the the winter, particularly when it is foggy. This would not be permitted in a 30mph area - however the reason for putting it here is to reenforce the 20mph limit - which implies the same safety considerations should apply here!</p>

<p>(10) Local resident, (South Leigh, Stanton Harcourt Road)</p>	<p>Object – I live on Stanton Harcourt Road South Leigh, what measures are going to be put in place to reduce the traffic speed for those of us at this end of the village? This is single track road and the speed limit is not adhered to. When Just Cartridges opened we were told that there would be 3 or 4 lorries a week, we have 3 or 4 a day. The verges are all damaged are are never repaired due to the amount of big lorries that use our road! We are fed up with our drive being used by traffic due to a big lorry or 4x4s speeding round the bend. The council need to do more to alleviate this problem for the residents at this end. We all pay our council tax and deserve the same consideration. Chapel Road and Station Road are not single track roads like Stanton Harcourt Road is and we would like measures introduced this end of the village.</p>
<p>(11) Local resident, (South Leigh, Station Road)</p>	<p>Object – This is a difficult one as I don't have a silver bullet to fix this.</p> <p>I'm really not convinced at all that these measures will actually result in reduced speeds overall within the village. What it will do (and we all know from personal experience if we're honest with ourselves) is slow down traffic and create bottle-necks at the chicanes (but only if there is oncoming traffic, otherwise cars and motorcycles will scoot through unimpeded), resulting in drivers simply accelerating harder, particularly commuters, to regain speed / make up for lost time.</p> <p>I'm not aware of any actual accidents in the village involving vehicles, cyclists or pedestrians in the 18yrs I've been here, (although I stand to be corrected) so we can't say South Leigh is an accident black-spot. We can say, however, like any other roads in the UK that motorists don't obey speed limits, and chicanes won't change that. We will simply be adding additional clutter and signage in the village. Cars will simply accelerate within seconds to their 'normal' speed between chicanes.</p> <p>It seems to me that, these measures are being put in place ahead of the anticipated Shores Green junction, attempting to mitigate the inevitable and blindingly obvious result of including an exit from the A40 through South Leigh and massively increased traffic through the village. Surely, if it's that predictable, the obvious thing to do, is not to build that known issue into the plans, common sense?? Don't knowingly create a problem, you then have to solve. Simply restrict cars from exiting the A40 into South Leigh.</p> <p>As for the existing village traffic, like most OCC villages we have 20mph limits, I'd like to know what the average speed is from that change.</p>
<p>(12) Local resident, (South Leigh, Station Road)</p>	<p>Object – I object to Location 15 which is right outside my house. At that point the distance from the house to the kerb is narrower that further along or further back on that road. The proposed location is right where I have to position my car to reverse onto my drive, making that impossible if Location 15 goes ahead as currently planned. Getting on and off my drive would become quite dangerous. Also, it would not only affect my privacy but also be dangerous for my visitors (including very young children) to visit me, as well as creating a build up of traffic fumes when busy. Also,</p>

	Location 15 is just past a bend which is a natural traffic calmer, so putting a traffic calmer at Location 15 seems a waste of time and money - it would be of more use further along the road where traffic tends to speed up.
(13) Local resident, (South Leigh, Station Road)	Object – The proposal near Lymbrook close is too close to properties - particularly the one 50 metres west.
(14) Local resident, (South Leigh, Station Road)	Object – Money needs to be spent on other road maintenance schemes first.
(15) Local resident, (South Leigh, Station Road)	Object – Genuinely don't believe that there is a speeding issue in South Leigh. The odd fast car but you get that everywhere. This seems a lot of expense and effort that's all. Time and money would be better spent on fixing the huge potholes that have formed on station road. At a push, I think a digital sign with the speed limit shown would be a better solution. The proposed 'chicanes' will likely encourage the odd boy racer to speed up vs anything else.
(16) Local resident, (South Leigh, Station Road)	Object – Unnecessary it's already a 20mph it doesn't need any further restrictions
(17) Local resident, (South Leigh, South Leigh Road)	<p>Partially support – I am only partially in support because I feel High Cogges is not included at all, and feel the speed people go in High cogges is ridiculous, either speeding down off the A40 into South Leigh or coming out of South Leigh speeding up as you come out of the village.</p> <p>Also I think there should be some along the South Leigh rd. I am also aware in some cases people speed then rapidly slow and then speed up again through the chicanes treating it like a challenge.</p>
(18) Local resident, (South Leigh, Chapel Road)	<p>Partially support – Convictions for speeding would be best but we realise that's not practical.</p> <p>For several reasons, I favour traffic calming humps, and think there should be 3 or 4 at least along the stretch of Chapel Road (I live at the eastern end). Chicanes, which i think are proposed, and I've used them, are like "chicken" runs, in that often we all speed up just to get through them to beat someone else! Second, we are VERY rural village, I don't like urban object detracting from that, so bumps not chicanes please.</p>
(19) Local resident, (South Leigh, Chapel Road)	Partially support – I do support traffic calming in South Leigh but am concerned about the proposed placement of the street furniture in Chapel Road. In fig. 8 the calming furniture is right outside my and my neighbour's properties, both grade II listed buildings. As both buildings are thatched I am worried about the possible obstruction of fire appliances to get to the water supply, should the worst happen. I also worry that getting in and out of my drive could be hazardous.

(20) Local resident, (South Leigh, Church End)	Partially support – Increased traffic with diabolical road surface poses increased accident possibilities. Noise & speed of traffic necessitate some traffic calming tho of course we would prefer less traffic. If the A40 had considered the motorist & not just cyclists & busses we wouldn't have this problem. Missed opportunity to reduce congestion, reduce fuel wastage & air pollution & generally serve the working public.
(21) Local resident, (South Leigh, Lymbrook Close)	Partially support – The village most definitively needs traffic calming measures, with increased traffic constantly using the village and no respect for the speed limits or bendy, narrow country roads it is a must. However, the location of said calming measures particularly along Station Road is not the most effective and should be reconsidered for best results.
(22) Local resident, (South Leigh, Road to Barnard Gate)	Partially support – No one wants this but we recognize that we need it to calm speeders. Therefore it should be minimalised and I believe that there are a couple of gateway features that are unnecessary. EG Gateways 20 (and 21) are unnecessary. We do not want 'features', we just want calming. In particular, No 20 is a few metres from a junction and slow/stop sign. It is unnecessary. Thanks.
(23) Local resident, (South Leigh, Station Road)	Partially support – I support anything that may slow cars down as they travel through the village. I'm certain most cars do over 40 in the 20mph zone. We need something that will make cars slow down completely, either a speed hump or a working speed camera. We like the efforts of something being put in place, but we don't feel it will make much difference.
(24) Local resident, (South Leigh, Station Road)	Partially support – We 100% need to slow the speeding traffic down through South Leigh, 20mph limit has not slowed any traffic down! But I am not sure if chicanes will slow it down as in the morning the rush hour cut through traffic all head towards Eynsham and then the rush hour cut through traffic in the evening all head towards Witney. So if there is no oncoming traffic the chicanes will not work to slow traffic. The only thing that will slow traffic down is speed bumps or speed cameras.
(25) Local resident, (South Leigh, Station Road.)	Partially support – I'm a resident. The positioning of the calming measure on station Road close to my home at 1 Lymbrook cottages is in a terrible position. The bend is blind and traffic regularly passes at 40mph plus. Yes measures will slow it but between measures motorists pick up speed. The village is used as a cut through. A short cut. People are short on time. They don't do 20mph. The positioning here is dangerous. I believe positioning on a straight piece of

	road some 100 metres closer to the pub on the same road would be better. More visibility and less of an eye sore for residents where the measure will be placed. Personally I see no advantage to calming chicanes. If we are to have them though, I would suggest a change in placement as above.
(26) Local resident, (South Leigh, Chapel Road)	Partially support – Traffic calming is urgently needed but i am concerned that the solution on Chapel Road will not have the desired effect. The distance between the 2 lane restrictions is long and could encourage drivers to race between them especially as into South Leigh is down hill. something is required like a speed bump to break that temptation to speed to the next chicane
(27) Local resident, (South Leigh, Lymbrook)	Partially support – There is an opportunity to encourage active travel by allowing space for cyclists on the nearside of the gates where they do not otherwise have priority over oncoming traffic. This was suggested at the last "consultation" and does not appear to have been considered during the planning.
(28) Local resident, (South Leigh, Lymbrook)	Partially support – 11 and 18 ok. 15 is close to corner wont see vehicles until they round corner wrong side road rounding gate farm and lorry vehicles are long and slow moving .if you go from Church Hanborough to lower road the speed gate can cause a surprise if farm vehicle or lorry is through speed gate and still your side of road. 8 all as above blind hill top wet roads ice I think wrong place. The water that runs across road next to cottages before the hill may be a problem with vehicles running wrong side of road to avoid the water.
(29) Local resident, (South Leigh, Church End)	Support – the speed that those cutting through the village travel at is dangerous and completely unacceptable when we have many residents walking along the roads
(30) Member of public, (Faringdon, Stanford Road)	Support – On the whole, drivers do not observe the speed limit in the village, particularly on the straight run down Chapel Road.
(31) Local resident, (South leigh, Chapel Road)	Support – The continued blatant disregard of adhering to the 20mph speed limit
(32) Local resident, (South Leigh, Chapel Road)	Support – As a young family residing on Chapel Road, we wholeheartedly support the implementation of local traffic calming measures, particularly the installation of chicanes. Chapel Road's current traffic conditions not only jeopardise the safety of pedestrians but also create an unsettling environment for families like ours. With two children under the age of four, safety is our paramount concern. Chapel Road's current traffic conditions pose a significant risk to pedestrians and residents alike.

	<p>The introduction of chicanes will not only slow down vehicular traffic, reducing the likelihood of accidents, but also create a safer environment for our children. with the secondary benefit of slowing the multiple lorries that literally shake our house when then pass. These measures align with our vision of fostering a community where families can thrive without the constant worry of speeding vehicles endangering our loved ones. Therefore, we fervently advocate for the installation of these traffic calming features to ensure the well-being and security of all residents on Chapel Road.</p>
(33) Local Cllr (South Leigh, Chapel Road)	<p>Support – Given the arguments against traffic calming being expressed by some residents, I wanted to reaffirm my support for the idea.</p>
(34) Local resident, (South Leigh, Chapel Road)	<p>Support – After residing in the vicinity for 6+ months, it's evident that the speed and volume of traffic present notable safety hazards. Adjacent to the road, several residences, including those with young children, amplify these risks. I firmly believe that implementing mitigation measures is essential to prevent a potentially severe accident.</p>
(35) Local resident, (South Leigh, Chapel Road)	<p>Support – Speeding through the village as a massive issue. We need those that travel be car through the village and in the village to respect the community. We have neighbours with young children that are worried getting their children out of their car.</p>
(36) Local resident, (South Leigh, Chapel Road)	<p>Support – We wholeheartedly support these measures. I cannot tell you enough what a difference these measures would make to our family. We have two toddlers and a dog and the road is just a few metres from our front door. Getting two young children into the car every morning with cars and lorries speeding past is a daily anxiety. I am not exaggerating when I say it is an accident waiting to happen. The speeds that people travel at down Chapel Road is not just a little over the speed limit. People treat the road as a national speed limit road and are frequently travelling up to 60mph. There is no pavement on Chapel Road so if I want to leave my house on foot with my children, to say go to the park in the village, it is simply not safe. You cannot jump up onto the verge when you are pushing a pram. (And the pot holes all over the road mean that cars are swerving all over the place). It is such a large problem for us that we are considering moving away because of it. This shouldn't be the case on a 20mph road. I'd also like to add that large lorries speed through the village in the early hours of the morning. They are going so fast that they shake our whole house and wake our children up. You can imagine the toll this takes on a family. As it stands I would not recommend South Leigh as a place for young families to live. Which is such a shame because the community here is fantastic. Please do something about the speeding before a child gets hurt. There have been far too many near misses already (not to mention pets that have been killed).</p>
(37) Local Cllr (South Leigh, Church End)	<p>Support – These proposals are a sensible compromise to ensure that the Parish is protected from a number of potential issues that might increase the volume and speed of traffic through the village (Shores Green for example as well as persuade motorists and lorry drivers to comply with signage.</p>

(38) Local resident, (South Leigh, Church End)	Support – Support Parish Council view
(39) Local resident, (South Leigh, Stanton Harcourt Road)	Support – We need badly to slow down cars especially during rush hour
(40) Local resident, (South Leigh, Stanton Harcourt Road)	Support – Too many cars speed through the village despite 20 mph limit. I've been overtaken by speeding drivers whilst driving at 20mph in the centre of the village on several occasions.
(41) Local resident, (South Leigh, Station Road)	Support – Desperately needed.
(42) Local resident, (South Leigh, Chapel Road)	Support – Speeding is an issue in the village and a danger to pedestrians / Cyclists /etc
(43) Local resident, (South Leigh, Chapel Road)	Support – Better for residents
(44) Local resident, (South Leigh, Chapel Road)	Support – I have noted the speed at which drivers fly through the village and would welcome these measures.
(45) Local resident, (South Leigh, Lymbrook Close)	Support – I live in Lymbrook close and we need the traffic to slow down. In my view chicanes are the best way. I have had close experience of speed bumps when I lived in Brize Norton and they're very noisy. Also vans and lorries don't seem to have to slow down for them but if they're too high it affects older cars.
(46) Local resident, (South Leigh, Church End)	No objection – There are instances of cars using the road through the village to circumvent the A40 hold ups, driving very fast with no regard to the village and walkers. Also HGV vehicles have been seen coming through and substantially damaging the verges
(47) Local resident, (South Leigh, Church End)	No objection – To support the the enforcement of speed restrictions, protect the safety and character of the village, dissuade the general use of the village as a cut through/shortcut - with particular impact during restrictions on A40 with resultant serious safety issues with cars, vans and lorries driving at significant speed without consideration, resulting in danger to other users and pedestrians and long lasting damage to verges and private land which as a result are breached.

(48) Local resident, (South Leigh, Church End)	No objection – I believe that traffic calming measures are required and that the areas suggested are suitable. I also think that we need measures to prevent people driving on verges and to instead use the passing places. The existence of passing places need to be made more obvious. Many of the 'passing place' signs have gone or are no longer visible. Something is also needed to slow down vehicles turning off the Stanton Harcourt to Eynsham road and driving around the corner too fast to stop in the passing place.
(49) Local Cllr (South Leigh, Lymbrook Close)	No objection – Traffic drives far too fast even with a 20mph limit imposed. There is an increased risk to pedestrians and animals as a result. Traffic calming might help to address this problem.
(50) Local resident, (South Leigh, Lymbrook Close)	No objection – The roads through South Leigh are used as a rat-run for traffic avoiding queues on the A40. Drivers do not observe the speed limits set, at either 30mph or more recently 20mph. They drive much faster. We do not have pavements throughout the village. Pedestrians and animals are in danger of being hit by fast-moving traffic. I fully support the traffic-calming measures proposed, so that any collisions with people or animals would result in less injury. Should the calming measures lead to queues of traffic trying to negotiate them, the queues should not block residents driveways; positioning is crucial.
(51) Local resident, (South Leigh, Stanton Harcourt Road)	No objection – as long as they are placed in consideration of the villagers.
(52) Local resident, (South Leigh, Church End)	No objection – It will be less traffic from A40 for people try to cut true
(53) Local resident, (South Leigh, Lymbrook Close)	No objection – I think speed bumps would work better in our village

Divisions affected: *Kennington & Radley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

KENNINGTON & RADLEY: LODGE HILL AREA – PROPOSED TRAFFIC IMPROVEMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following as advertised:

- a) **Extend the existing 30mph speed limit on Sugworth Lane (Radley),**
- b) **Introduce a new 40mph speed limit on Bagley Wood Road (Kennington),**
- c) **Introduce new ‘No Waiting Monday to Friday, 8.30am-9.30am & 3pm-4pm’ (single yellow lines) parking restrictions on both sides of The Avenue (Kennington), and**
- d) **Construct a new Zebra Crossing (for use by pedestrians only) on St Swithuns Road (Kennington).**

Executive Summary

- 2. In preparation for the ‘A34 Lodge Hill Interchange Scheme’ consultation was undertaken with Parish Councils and local stakeholders in 2022/23 – as a result of which, numerous issues within the surrounding parishes were identified. Initial feasibility studies on the improvements supported by local stakeholder’s and parish councils were completed in 2023.
- 3. This report presents responses received to a statutory consultation on proposals to Amend existing speed limits within Kennington & Radley. Specifically, in Radley the existing 30mph speed limit on Sugworth Lane is proposed to be extended westwards by an additional 170 metres, replacing the existing 60mph National speed limit in the process, as shown in **Annex 1**.
- 4. The reduction of the speed limit on Sugworth Lane will help improve safety across and into/out of the access to Bigwood Park mobile homes and will also

form part of wider calming measures required as a result of the resulting anticipated increases in flows from the opening of the new A34 slip roads at the Lodge Hill Interchange junction.

5. In Kennington, a new 40mph speed limit is proposed on Bagley Wood Road replacing the existing 60mph National speed limit from its junction with Oxford Road, eastwards to the existing 20mph speed limit, a point 218 metres southwest of its junction with St Swithuns Road, as shown in **Annex 2**.
6. The proposed new 40mph speed limit will aid with compliance of existing limits, specifically helping to better manage the speed of vehicles approaching the more built-up residential area where the 20mph speed limit begins
7. Additionally, new 'No Waiting Monday to Friday, 8.30am-9.30am & 3pm-4pm' (single yellow lines) parking restrictions will be introduced in Kennington, as shown in **Annex 3**, which will limit waiting during the peak times at school drop-off/pick-up – helping to ensure potential conflict between motorists and pedestrians is minimised at these busy periods.
8. Finally, a new Zebra Crossing (a crossing for use by pedestrians only) will be constructed on St Swithuns Road approx. 15 metres west of its junction with The Avenue, as also shown in **Annex 3**. This proposal seeks to improve & promote safer pedestrian movement on St Swithuns Road, particularly for the use of more vulnerable road-users - pupils and those that walk with them for nearby St Swithuns C of E Primary School.

Financial Implications

9. Funding for consultation on the proposals has been provided by Growth Deal Funding.

Legal Implications

10. 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

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

Sustainability Implications

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

Formal Consultation

13. Formal consultation was carried out between 30 May and 28 June 2024. A notice was published in the Oxfordshire Herald Series & Oxford Times newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Kennington, and Radley Parish Councils, Vale of White Horse District Council, local District Cllrs, and the local County Councillor representing the Kennington & Radley division.
14. Letters were sent to approximately 240 adjacent properties, and public notices were also placed on site in the immediate vicinity of the proposals.
15. 59 responses were received via the online 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
30mph speed limit	7 (12%)	6 (10%)	34 (58%)	12 (20%)	59
40mph speed limit	11 (19%)	10 (17%)	30 (51%)	8 (14%)	59
Parking restrictions	11 (19%)	13 (22%)	30 (51%)	5 (7%)	59
Zebra crossing	5 (7%)	6 (10%)	37 (63%)	11 (19%)	59

* note¹ – all percentages rounded to nearest whole number.

16. Additionally, a further 14 emails were also received, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
30mph speed limit	-	1	6	7	14
40mph speed limit	-	1	7	6	14
Parking restrictions	2	1	7	4	14
Zebra crossing	-	1	9	4	14

* note² – not all email responses will have commented on all of the proposals put forward.

17. Thames Valley Police raised concerns about the proposed speed limits, but raised no objection to the proposed parking restrictions or zebra crossing. However, they did state the parking restrictions would need regular attention [from Civil Enforcement Officers] should the scheme be approved.

18. Finally, the Head of Built Environment and Infrastructure at Oxford Bus & Thames Travel submitted a non-objecting, citing that the proposals would have no identifiable adverse impacts on local bus services.
19. The responses are shown at **Annex 4**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

20. Thames Valley Police expressed concerns regarding the effectiveness of the speed limits without further interventions. Expanding on it by stating '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'. They did, however, recognise Oxfordshire County Council's Policy for Setting Speed Limits and would expect full compliance of that policy going forward in relation to both monitoring, future engineering and self-enforcement through Community Speed Watch.
21. Speed surveys were undertaken in November/December 2021 at two points along Sugworth Lane:
- a) Entering the residential area approaching Kennington Road which showed 85th percentile speeds of 32.88mph and mean speeds of 27.9mph.
 - b) Approaching the bridge over the A34 which showed 85th percentile speeds of 29.42mph and mean speeds of 25mph.
22. Therefore, the extension of the 30mph speed limit was deemed appropriate and a good level of compliance was anticipated.
23. Speed surveys were also undertaken in November/December 2021 at three points along Bagley Wood Road, whilst surveys showed some vehicles travelling between 60-70mph the 85th percentile speeds and mean speeds were deemed appropriate for the provision of a 40mph speed limit as outlined below:
- a) Site 1: West of A34 showed 85th percentile speeds of 39.71mph westbound and 41.05mph eastbound; and mean speeds of 34.1mph and 35.2mph respectively.
 - b) Site 2: East of A34 showed 85th percentile speeds of 39.15mph westbound and 33.3mph eastbound; and mean speeds of 33.3mph and 33.5mph respectively.
 - c) Site 3: west of the residential properties entering Kennington showed 85th percentile speeds of 32.99mph westbound and 34.4mph eastbound; and mean speeds of 27.4mph westbound and 29.1mph eastbound respectively.
24. Oxford Cycling Network expressed no objections to the scheme but made the following suggestions:

- a) Reducing the speed limit on Sugworth Lane to 40mph.
- b) Ensuring the Zebra crossing is as close to the desire line as possible.

Speed Limits:

25. The majority of respondents supported or partially supported the proposed speed limits. However, there were some suggested changes which included:
- a) Extending the proposed 30mph speed limit on Sugworth Lane.
 - Introducing a 40mph speed limit on Sugworth Lane.
 - Reducing the proposed and existing and proposed 30mph speed limit on Sugworth Lane to 20mph.
 - 20mph speed limit for the length of Sugworth Lane and Bagley Wood Road with the introduction of speed humps.
 - Reducing the proposed 40mph speed limit on Bagley Wood Road to 30mph.
 - One respondent suggested that speeds weren't high on Sugworth Lane or Bagley Wood Road entering the village and perhaps an advisory limit would be better.
 - Cyclox objected specifically to the retention of the National Speed Limit (60mph) on Sugworth Lane and requested a 40mph speed limit similar to Bagley Wood Road.
26. Of those that objected to the speed limits they were on the grounds that there was no evidence to support them such as an increase in collisions, and it being a waste of money as will make no difference to speeds, and that it would make it more difficult to get out.
27. Speed surveys were undertaken in November/December 2021 on both Sugworth Lane and Bagley Wood Road.
28. Provision of speed limits without other interventions is seen to have some benefit at reducing speeds, where those speeds are deemed to be reasonable by the average driver. Therefore, officers felt that the extension of the 30mph speed limit could be effective at reducing speeds closer to 30mph for vehicles enter the village.
29. When the surveys were undertaken, there was not remit by the local Parish Council to extend the 30mph speed limit further along Sugworth Lane or introduce a 40mph speed limit, therefore speeds surveys were not undertaken between these two points to assess suitability. However, the speeds recorded at the extremities and the nature of the road suggests that the majority of vehicles are already travelling well below 40mph.
30. Bagley Wood Road for the most part is wider than Sugworth Lane and verges are generally wider so forward visibility is better and therefore higher speeds would be expected.

31. Whilst technically the National Speed Limit on a single carriageway road is 60mph, it should not be seen as a target. No repeaters are placed on a national speed limit road with no street lighting and drivers are expected to travel to the condition of the road they are facing. In some cases, for example promoting a 40mph speed limit, where repeaters would be required can actually result in an increase in speed.
32. Sugworth Lane is narrow, with limited verge space in many locations, so repeaters could be difficult to locate at the correct spacing where they in themselves don't become a hazard or where they are hidden by vegetation
33. In view of the nature of the road and low speeds recorded at the extremities, officers feel that the introduction of a 40mph speed limit would have minimal impact on speeds on Sugworth Lane.
34. Notwithstanding, if approved, the situation will continue to be monitored and a future review of the need for amendments or speed limit extensions brought forward if considered necessary.
35. Speed surveys were undertaken in November/December 2021 at three points along Bagley Wood Road, whilst surveys showed some vehicles travelling between 60-70mph the 85th percentile speeds and mean speeds were deemed appropriate for the provision of a 40mph speed limit.
36. There were also suggestions that the scheme didn't go far enough, and that traffic should be restricted on Bagley Wood Road and Sugworth Lane either by using chicanes prioritising those exiting the village, or restricting traffic entirely.
37. Advisory speed limits are normally used where there is a specific hazard, for example where a driver needs to reduce on the approach to a sharp bend. They are not deemed appropriate over a longer distance as likely to be of minimal benefit.

Waiting Restrictions:

38. Whilst the majority of respondents supported the proposal concerns were raised about lack of enforcement resulting in non-compliance.
39. 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.
40. Some felt that the restriction didn't go far enough and wanted to extend the times or provide double yellow lines. One respondent suggested extending the waiting restrictions into Grundy Crescent.
41. The main objections to the proposals were on the grounds that it would make it difficult for parents to drop off and pick up children from school and the

displacement of parking onto less suitable roads. There were also concerns that removal of the parking would increase speeds making it more attractive as a cut through.

42. The proposed single yellow lines seek to address concerns raised regarding high levels of on street parking during school drop off and pick up times. These can occur on both sides of the carriageway which restrict the safe passage of through traffic and reduce overall safety on the main route. By only restricting parking during these times, it allows for occasional parking for residents outside of these hours.
43. 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 routes, 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.
44. 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.

Zebra Crossing:

45. The majority of respondent support the proposed Zebra crossing but there were some comments about the type of crossing being used at this location, with one comment suggesting a Pelican crossing should be used as children would be safer following a 'Green Man' and another suggesting they should work on lights during school critical times. There were also concerns expressed about queuing traffic due to a solid pedestrian movement particularly when school finishes and all pupils leave around the same time.
46. The main objection was the proximity to the junction, as it was not on the desire line, with one objection suggested that it would increase parking problems on the road.
47. The layout of the junction does not lend itself to the provision of a signalised crossing, it would require either moving the crossing further into St Swithuns Road, to ensure clear visibility of the signal heads for those entering the junction; or, signalising the entire junction which Officers do not deem appropriate at this location due to the proximity to private accesses and entrance/exit to the access road on the west side.
48. The Zebra crossing has been set back slightly to accommodate the existing levels at this location and to ensure appropriate stopping distances for those exiting the Access roads on The Avenue.

49. One respondent suggested introducing a crossing with 3D road markings (as seen in France) including a figure of a person each side on the pavement edge, as it might be cheaper and have greater impact. Westminster Council in London trialled a number of 3D crossings from 2019 onwards, these were combined with the traditional beacons as found at a standard Zebra crossing.
50. There appears to be little evidence that these have provided any significant benefit over and above the standard layout. It should also be noted, that without the standard Belisha Beacons and zig zag markings, there would be no lawful requirement for motor vehicles to stop for pedestrians, or vehicles to keep the approaches to the crossing clear of parked vehicles.

Miscellaneous comments/concerns outside the scope of the scheme:

- a) Undertaking improvements to the junction at the end of Oxford Road as it is difficult to turn right.
 - b) Introducing a 20mph speed limit outside the school and creating a 'School Zone'.
 - c) Enforcing the speed limits with a fixed or average speed camera.
 - d) Measures to prohibit parking on pavements/verges.
 - e) Request for a designated pavement on the left hand side (heading west) of Bagley Wood Road between Montessori Nursery and St Swithun's Road so that children from this school have safer access to Kennington village.
51. Whilst outside the scope of this consultation, it should be noted that a new footway between Montessori Nursery and St Swithuns Road by upgrading the existing footway through Bagley Wood is currently being considered.

Paul Fermer
Director of Environment & Highways

Annexes

Annexes 1-3: Consultation plans
Annex 4: Consultation responses

Contact Officers: Sharaz Arif (Project Manager - Transport & Infrastructure)

July 2024

- Notes:
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
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- Key
- ▲ Existing Speed Limit Terminal
 - ▲ Proposed Speed Limit Terminal
 - Existing Speed Limit Extent
 - Proposed Speed Limit Extent
 - Proposed Road Markings

Rev	Date	Description	Dim	Ch'd	App
01	23-02-24	For Consultation		EW	AP
Revisions					
Client					



Drawing Originator

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Drawing Status

Consultation

Project Name

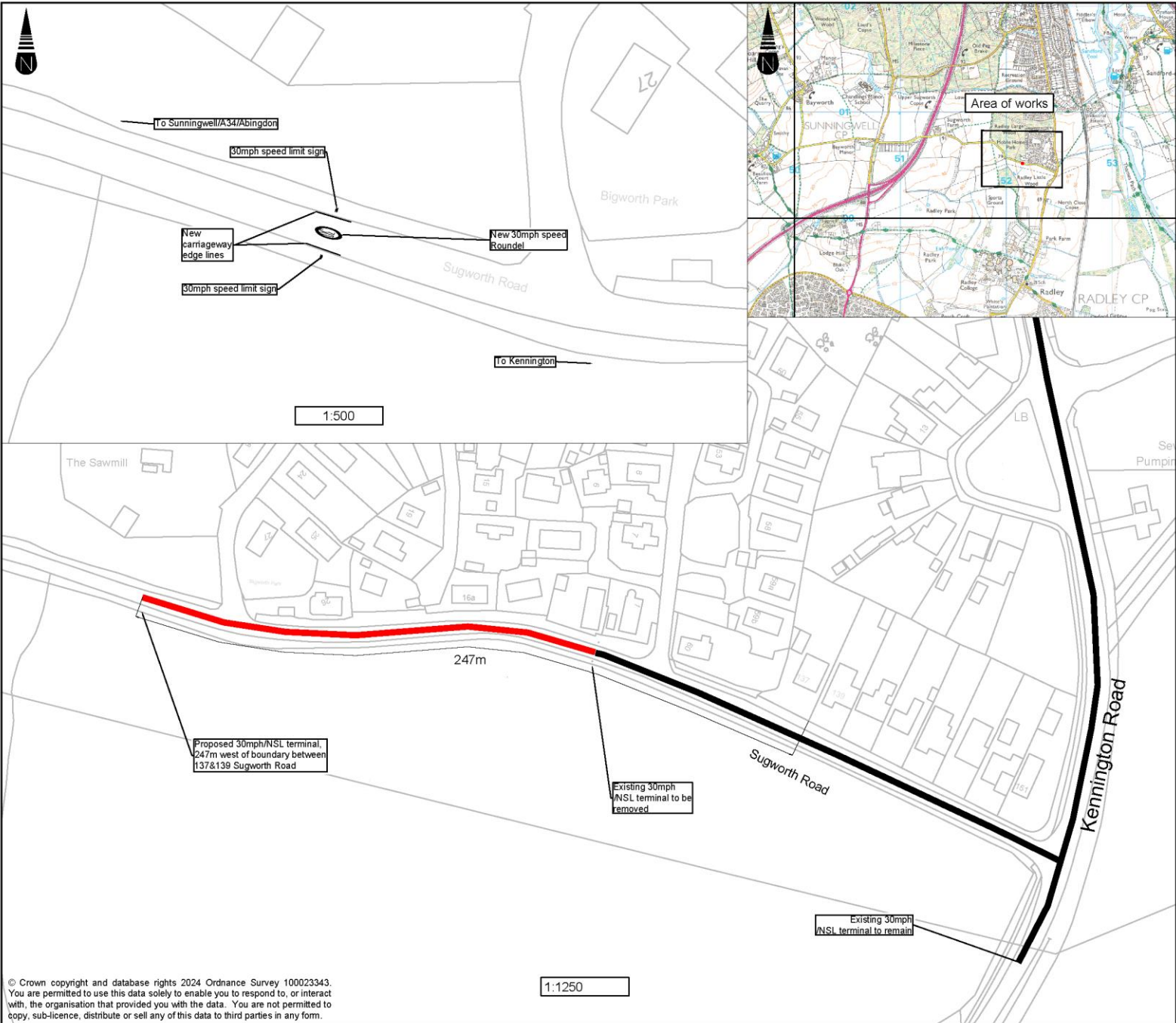
Lodge Hill - Traffic Calming
Radley

Title

Sugworth Lane
Speed Limit Change
General Arrangement

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	AS SHOWN	MAB	AP	EA
		Drawn Date	Checked Date	Approved Date
		17-02-23	17-02-23	17-02-23

Drawing Number	Status	Rev
202010-MIL-HGN-RAD-DR-CH-0022	P	02



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KEY

- Existing Signs
- Proposed 40mph Terminal Sign
- Proposed 40mph Repeater Sign & Post
- Proposed 40mph Limit Extents
- Existing 20mph Limit Extents
- Existing 50mph Limit Extents

P03	03-05-24	Existing, new, Brille corrected	AP	AP	ND
P02	11-03-24	For Consultation	EW	AP	NR
Rev	Date	Description	By	CHK	App

Drawn by



Drawing Originator



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For Consultation

Project Name:
Lodge Hill Traffic Calming
Kennington

Site:
Bagley Wood Rd
Speed Limit Change
General Arrangement

Sheet No	Scale	Drawn by	Checked by	Approved by
A1	1:1000	AMC	MG	SA
		22-12-22	23-01-23	23-01-23

202010-MI-HGN-KEN-TH-CH-0022	P	03
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[illegible]

David O'Grady

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Local Works

For Consultation

Procedures

Lodge Hill Traffic Calming
Kennington

Title

St Swithun's Rd & The Avenue Jct
Pedestrian Crossing & Waiting
Restrictions
General Arrangement

Sheet Size A1	Scale As indicated	Drawn by JRC	Checked by MJA	Approved by JA
		Issue Date 11-01-93	Change Date 05-01-93	Approval Date 03-01-93
Drawing Number			Status	Rev
202010 M/L HGN KEN DR CH-0002			D	01

Viewport 1 - Zebra Crossing Details
Scale: 1:200

Viewport 2 - Extents of Waiting Restriction
Scale: 1"=100'

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

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch.</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>Parking restrictions – No objection As this area falls under Civil Enforcement the restrictions place no burden upon Thames Valley Police. I therefore have no objection. Just to add these restrictions will need regular attention.</p> <p>Zebra crossing – No objection</p>
(74) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	<p>No objection – I can confirm formally that these proposals have no identifiable adverse impacts on bus services .</p>
(2) Oxfordshire Cycling Network	<p>Overall view - With the plans for Lodge Hill slip roads and improved cycling links, Sugworth Road and Bagley Wood Road become (a) more attractive cycle connections, in particular from North Abingdon to Oxford; (b) more attractive motoring cut-throughs aka rat-runs from Lodge Hill to Kennington and beyond.</p> <p>These plans aim to, and should largely succeed in promoting effect (a), and mitigating undesirable effect (b), in line with LTCP objectives and targets.</p> <p>We have one recommendation to remove a significant existing problem for people cycling and walking on Sugworth Lane and further improve the result. (1x below).</p> <p>30mph speed limit – Support Leaving the remainder of Sugworth Lane at the National Speed Limit of 60mph is highly concerning. It is a narrow road, with several bends, and already feels dangerous for people walking and cycling. Despite this, it seems reasonably</p>

	<p>frequent use due to walking users from the mobile home park, and cycling users from North Abingdon, Sunningwell, and riding for leisure/sport purposes - . We recommend reducing the speed limit to 40mph on the remaining 1km between the proposed extended 30mph and the 30mh at the western end of the road. This will (a) reduce speeds and so reduce danger; (b) reduce the chance of the route being chosen by sat-nav algorithms, and so reduce traffic on this narrow rural road.</p> <p>40mph speed limit – Support</p> <p>SYL parking restrictions – Support We support these Waiting zones to reduce the danger to pedestrians, particularly to children and parents/carers and school start and finish times.</p> <p>Zebra crossing – Support We support this crossing for all pedestrians, but particularly for children and parents/carers to access the school. This crossing should be as close to the desire line as possible, to minimise the temptation to not use the crossing and cut straight across, which we believe has been achieved given regulations for crossing signage. Ideally, this crossing would be on a raised table..</p>
(75) Cyclox	<p>We formally object to the retaining the National Speed Limit (NSL) of 60 mph along Sugworth Lane, it is narrow and has 3 blind bends. Has this had Vision Zero scrutiny? All other aspects these measures we support.</p> <p>Retaining the NSL (National Speed Limit) along most of the length of Sugworth Lane. We formally object to the retention of the NSL (60mph) along Sugworth Lane. It is a narrow county road with 3 blind bends. People will be commuting as drivers and cycle users. A 60 mph limit on such a road is just plain unsafe. The retention of the NSL should have been ruled out under the County's commitment to/policy of promoting active travel. Does this pass Vision Zero scrutiny? It should be made a 40 mph limit like the nearby Bagley Wood Road.</p> <p>If the thinking is that most cycle users for Oxford would use Bagley Wood Road because it is shorter/more direct, there is some logic behind that. However, a lot of cycle users use Sandford Lane to go to Oxford via Sustrans Rt 5 via the river, and many travel to east Oxford/the Eastern Arc (BMW etc) by crossing the river at Sandford Lock. For these users, Sugworth Lane is the direct route.</p> <p>30mph speed limit – Support</p>

	<p>40mph speed limit – Support</p> <p>SYL parking restrictions – Support Current school pick up parking is a great impediment to through traffic due to the length of road narrowed to single lane working by parking.</p> <p>What mitigation measures will be in place? The nearby residential service roads are too narrow for parking (being only 1 vehicle wide). The service road opposite the Poplar Grove junction has a line of bollards on the grass, placed here due to the amount of school time parking that blocked this service road in former times. We expect the grass verges on the nearby narrow service roads will very quickly be churned up by drivers parking half on the grass every day.</p> <p>Zebra crossing – Support</p>
(3) Local Cllr, (Kennington, Otters Reach)	<p>30mph speed limit – No objection None</p> <p>40mph speed limit – Support The reduction of the speed limit makes sense in order to reduce the speed of traffic.</p> <p>SYL parking restrictions – Partially support These measures whilst being a good idea have issues in terms of enforcement. Kennington already has problems with double yellow lines not being enforceable due to the speed at which people pop into shops and I foresee similar issues here. Can the councils enforcement team enforce these restrictions? If not it will be impossible to enforce.</p> <p>Zebra crossing – Support Good idea - the roundabout on the junction of St Swithuns Road and the Avenue is currently an issue with the number of cars not realising that they need to give way - could a Give way sign be added to the plans similar to the one at the junction with Upper Road at the North End of the village.</p>
(4) Local District Cllr, (Kennington & Radley Ward)	<p>Support – I wanted to say that as Kennington resident (and District Cllr) I am happy with proposed improvements.</p> <p>We are also very pleased with Sharaz Arif's work. He dedicated lots of time visiting sites, observing the traffic flow and talking to residents.</p>

	<p>It's not an ideal setting to start with, and I believe Sharaz and OCC team are offering the best of possible solutions, taking into account the complexity of T-junction with 2 service roads.</p> <p>The proposal has my full support.</p>
(5) St. Swithun's CE Primary school, (Kennington, The Avenue)	<p>30mph speed limit – Support We have children who need to travel along this route to and from St Swithun's primary school and reduction in speed of traffic will improve their safety.</p> <p>40mph speed limit – Support We have children who need to travel along this route to and from St Swithun's primary school and reduction in speed of traffic will improve their safety. In particular the current situation of a 60mph limit changing abruptly to a 20mph limit on a downhill run into the village encourages drivers who ignore the 20mph limit now in force, so we believe this will act as a traffic calming measure. Also there is often a queue along St Swithun's road in the mornings and this will slow down traffic joining the back of it.</p> <p>SYL parking restrictions – Support The governors and leaders of St. Swithun's CE Primary School wholeheartedly approve the introduction of parking restrictions outside the school. We believe this will encourage increase in active travel of Children to and from school, and will markedly improve safety at school drop off and pick up times. There are a number of cars which currently park on the pavement with engines running at these times and we would encourage strong enforcement of the new restrictions. It will also be necessary to enforce parking restrictions in the bus stops as these already are often blocked by parked cars and the new restrictions may exacerbate the situation. Parked cars currently pose a danger to children who cannot see passing traffic when trying to cross the road and also lead to congestion outside the school with one lane effectively blocked leading to instances of road rage and aggressive driving.</p> <p>Zebra crossing – Support The Governors and Leadership team of St. Swithun's CE Primary school wholeheartedly support the introduction of a zebra crossing in this location. There is currently no safe crossing for children attending the school from this quarter of Kennington, and we have had a number of incidents and near misses at this junction in years past. The Zebra crossing will markedly improve the</p>

	safety of children attending school, and will act as a traffic calming measure slowing traffic coming from Bagley Wood Road.
(6) Local resident, (Kennington)	<p>30mph speed limit – Object There are very few houses and current speed limit is safe.</p> <p>40mph speed limit – Object As above</p> <p>SYL parking restrictions – Object As a parent of older children, I have in the past needed to drop my children off at school and go straight to work. Working parents need to be able to drop off at school and your restrictions will make that difficult.</p> <p>Zebra crossing – No objection No objection.</p>
(7) Member of public, (Oxford, Elms Drive)	<p>30mph speed limit – Object Car travel is essential and needs to be made easier</p> <p>40mph speed limit – Object Totally unnecessary</p> <p>SYL parking restrictions – Object It's just rush hour and no one has ever been injured</p> <p>Zebra crossing – Object Just another obstacle for cars</p>
(8) Member of public, (Wantage, Hangar Lane)	<p>30mph speed limit – Object It seems that OCC want to reduce the speed of motorised vehicles despite there being no evidence that it is needed e.g. a rise in RTC's, which there have been none.</p>

	<p>40mph speed limit – Object Again, there is no need to reduce the speed in an area that doesn't have an increase in RTC's.</p> <p>SYL parking restrictions – Object A pointless and waste of tax payers money.</p> <p>Zebra crossing – Support You can never have enough road crossing for pedestrians</p>
(9) Local resident, (Kennington, Blossoms Glade)	<p>30mph speed limit – Object More pressing issues to deal with</p> <p>40mph speed limit – Object No needed</p> <p>SYL parking restrictions – Partially support People with off street parking should us it, but suspect it won't be enforced, so pointless</p> <p>Zebra crossing – Object Not needed at this time</p>
(10) Member of public, (Abingdon)	<p>30mph speed limit – Object I don't see the need for it, people drive around that speed anyway and making changes is just a waste of money on additional road signs.</p> <p>40mph speed limit – Object Same again, people don't drive any faster than this, extra signs are a waste of money for a council that is supposed to be short of money!</p> <p>SYL parking restrictions – Partially support There is a problem here but waiting restrictions will only cause more problems than they solve. Parents need to be able to take and collect their children from school by car. Parking restrictions on The Avenue will only push all the cars</p>

	<p>into St Swithuns Road and Grundy Crescent. St Swithuns Road is likely to become even busier than it is currently when the Lodge Hill A34 works are carried out.</p> <p>Firstly, I agree that there is currently a parking problem in the Avenue and in St Swithuns Road at school drop off and collection times. I believe that something does need to be done about this especially as congestion is likely to become extreme during the Lodge Hill junction work. However, whereas adding single yellow lines to stop parking during school drop off and collection times may help keep the Avenue clear, it will cause a monumental parking problem in St Swithuns Road and Grundy Crescent. It is likely too that it will cause a lot of traffic to go down the very narrow section of Bagley Wood Road which exits by Kennington Church. The stress and anxiety that all of this will cause the parents of the schoolchildren must also be fully taken into consideration.</p> <p>Yellow lines along St Swithuns and the other affected roads would not be the answer. Kennington Primary School has quite a large catchment area and some parents do need to drop off and collect their children by car, something that I think that the council should accept and recognise. The Avenue between the School and the Poplar Grove turning is quite wide and there is a large grass area by Grundy Crescent. I would suggest that something could be done with these areas to provide car parking (during the necessary school times only) to solve the problem. This could be in the form of a long lay by in the Avenue or by adapting the area by Grundy Crescent.</p> <p>Additionally I would add that if the plans go ahead in the current form it will cause a problem for emergency vehicles needing to get through to and from Kennington as a whole.</p> <p>Zebra crossing – Partially support Is this really necessary?</p>
(11) Local resident, (Radley, St James Road)	<p>30mph speed limit – Object There should be no vehicular access on Sugworth Lane once the slip roads are built. Only cyclists and pedestrians and residential access should be allowed. The lane will become a rat run, it is narrow and twisty.</p> <p>40mph speed limit – Object Thirty mph would be better.</p> <p>SYL parking restrictions – Partially support Make it a double yellow line and enforce it.</p>

	<p>Zebra crossing – Support Any thing that gives pedestrians right of way over cars is important.</p>
(12) Local resident, (Abingdon, Oxford Road)	<p>30mph speed limit – Object Why on earth do you want to REDUCE the speed limit???? Allow traffic to travel at the speed it already does and it will dissapate quicker than slowing everything down.</p> <p>40mph speed limit – Object There is simply NO NEED to reduce the speed limit on this road. Why on earth do you want to REDUCE the speed limit???? Allow traffic to travel at the speed it already does and it will dissapate quicker than slowing everything down.</p> <p>SYL parking restrictions – Support Unblocking the roads which includes keeping carriageways clear is vital to allow traffic to flow. However, if the regulations are not going to be enforced then there is little point adding these lines.</p> <p>Zebra crossing – Support Road safety for people. That doesn't mean slowing everything to a crawl but crossings are a good idea..</p>
(13) Local resident, (Kennington, The Avenue)	<p>My other main concern is that with increased traffic through Kennington are you going to do anything to help with the T junction at the end of Oxford Road. It is quite difficult to turn right at this junction as it is. With the introduction of the bus gates in November I anticipate more car drivers using the Redbridge P&R and on exiting potentially passing past this junction.</p> <p>40mph speed limit – Partially support Please reduce this to 30mph. This road is busy and quite narrow in places. Although there may not be many houses there are always several parked cars with the occupants crossing the road to enter Bagley Woods to walk there. Also of concern is the visible subsidence, mainly in one spot but obvious in two that needs work. The road, as with many in the county needs the white lines to be maintained.</p> <p>SYL parking restrictions – Object Sadly I can't see this working. We have double lines on a corner outside the CoOp that are continually ignored with able bodied people popping into the Coop. Without enforcement I expect single lines will suffer the same fate.</p>

	<p>Zebra crossing – Partially support With it so near to the main road I think it should be a pelican crossing. Unaccompanied children will be safer following the 'green man'</p>
(14) Local resident, (Radley, Sugworth Lane)	<p>30mph speed limit – Partially support As a resident of Sugworth Lane we support the reduction of the speed limit to 30mph further up the lane. We also support the North Abingdon/A34 junction alterations. But the alterations to the A34 junction will undoubtedly increase the traffic flow in Su</p> <p>40mph speed limit – No objection We support the reduction to the speed limit on Bagley Wood Road, Kennington.</p> <p>SYL parking restrictions – No objection We agree with the restrictions to parking on the Avenue, Kennington at these times. Current arrangements cause chaos in the village at these times</p> <p>Zebra crossing – No objection This is a sensible option for this road.</p>
(15) Local resident, (Kennington, Bagley Wood Road)	<p>30mph speed limit – Partially support It is a very dangerous lane and tight for 2 cars to pass each other in places. I have never seen anybody doing high speeds there though ... It's distressing that drivers can no longer decide what is a safe speed for them. I would prefer an advisory speed</p> <p>40mph speed limit – Partially support Very few drivers if any ever do much more than 40mph. Reasons as above for Sugworth Lane</p> <p>SYL parking restrictions – Object Main reason for objection is that it is not enough. The Avenue is blocked with parked cars from 8.00 to 9.30am and in the afternoon from 2.45pm to 4pm. The restrictions will only work if they are enforced by police/ officers - at least to begin with.</p>

	<p>At the same time I feel that it is important to provide for some parking since some families come from too far to walk and many are either on their way to work or coming back from work and do not have time to go home and come back again on foot. It is important to take the needs of all Kennington users to heart, not just some.</p> <p>Zebra crossing – Partially support I think it is important that the zebra crossing works on lights at school critical times - 8.15am to 9.15am and 2.45pm to 3.45pm to avoid long queues of cars spilling onto the roundabout and up St. Swithun's road. This will happen with families 'dribbly crossing' at these times - arriving at the zebra staggered by a few minutes - and keeping the cars stopped.</p>
(16) Local resident, (Kennington, River View)	<p>30mph speed limit – Partially support 'I support the idea of restrictions to through-traffic to disincentivise rat-running when A34 and Oxford Rd is congested due to the new Lodge Hill slips. However I think a modest speed limit decrease is unlikely to make a significant impact, so I would su</p> <p>40mph speed limit – Partially support 'I support the idea of restrictions to through-traffic to disincentivise rat-running when A34 and Oxford Rd is congested due to the new Lodge Hill slips. However I think a modest speed limit decrease is unlikely to make a significant impact, so I would support more bold restrictions such as: - restricting through-traffic entirely along both/either Bagley Wood Rd/Sugworth Lane. This would also help to create a much needed east-west active travel route to smaller villages. - Single-lane chicanes with priority leaving Kennington</p> <p>SYL parking restrictions – Partially support As most of the drop-offs could be < 10 minutes, lack of enforcement may make this meaningless. There must be a parallel push for methods such as smartphone based reporting to provide an incentive for some drivers to comply with parking restrictions. Of course this is not within the scope of this scheme :)</p> <p>Zebra crossing – Support Safer crossings and active travel infrastructure near schools are important to help parents feel that their child can safely get to school alone, in order to mitigate school run congestion</p>

<p>(17) Local resident, (Kennington, Grundy Crescent)</p>	<p>30mph speed limit – Partially support Safer</p> <p>40mph speed limit – Partially support Safer with the few tight spots in the road along there</p> <p>SYL parking restrictions – Support Mass parking here causes traffic jams and buses get stuck and also not very safe with children crossing the road while all that is happening either. I do think you need to extend this yellow line to all of Grundy Crescent though, otherwise it is going to mean everyone tries to park there instead which will be chaos as it is already bad and there isn't enough space.</p> <p>Zebra crossing – Support A lot of families cross this road at school time.</p>
<p>(18) Local resident, (Kennington, The Avenue)</p>	<p>30mph speed limit – Partially support I would prefer the limit to be 20mph in line with the side road speed limits in kennington</p> <p>40mph speed limit – Partially support Bagley Woods has many visitors entering and exiting cars. Lots of wildlife especially muntjac deers cross this road. 40 mph is good from the Oxford Road. 30mph from Bagley Wood entrance to the 20 mph limit would be better.</p> <p>SYL parking restrictions – Support Negotiating parked cars during school drop off and collection with the zebra crossing is hazardous</p> <p>Zebra crossing – Support Excellent</p>
<p>(19) Local resident, (Kennington, Upper)</p>	<p>30mph speed limit – Partially support People that don't live locally will not adhere to it. Unless there is a speed camera or motion detector showing their speed.</p>

	<p>40mph speed limit – Partially support same reasoning as above</p> <p>SYL parking restrictions – Support school parking is ridiculous and selfish and should be prevented from blocking the main road. About time.</p> <p>Zebra crossing – Support Safer for walkers.</p>
(20) Local resident, (Kennington, Manor Grove)	<p>30mph speed limit – No objection Makes sense</p> <p>40mph speed limit – No objection Makes sense</p> <p>SYL parking restrictions – No objection Stop dangerous parking at school times</p> <p>Zebra crossing – Support Less congestion here</p>
(21) Local resident, (Kennington, Grundy Crescent)	<p>30mph speed limit – No objection I have no issue with reducing speed through the village and surrounding roads</p> <p>40mph speed limit – No objection I have no issue with reducing speed through the village and surrounding roads</p> <p>SYL parking restrictions – Object The No Waiting times proposed is clearly aimed at reducing the traffic problems created by parents/carers at school drop off and pick up. As residents of Grundy Crescent we already see the most appalling parking across driveways and fully onto pavements by the zig zag area preventing residents from moving around the crescent. there is absolutely no consideration for those living in houses by the school by those driving right to the gates. This road is already very narrow and pushing more traffic from the main road onto these side streets especially Grundy Crescent,</p>

	<p>which is directly by one of the entrances to the school, will create significantly more problems for residents. The safety of children coming and going from school will be further jeopardised by more the increased numbers of vehicles parking and manoeuvring around the crescent.</p> <p>Zebra crossing – No objection no objection - safety of those using it essential</p>
(22) Local resident, (Abingdon, Westfields)	<p>30mph speed limit – No objection I rarely drive sugworth lane but do cycle it frequently.</p> <p>40mph speed limit – No objection It is not a road I use frequently.</p> <p>SYL parking restrictions – Support I support this but the reality is that it will make no difference. As a cyclist who cycles through Kennington on y way to and from Oxford from Abingdon, there are almost always cars parked where they should not be. This is particularly an issue closer towards Oxford outside the co-op. If current restrictions are not enforced and obstructions remain, what confidence can anybody have that any additional restrictions will be enforced? This is likely to be a particular issue for school run times when the traffic, obstruction and general road etiquette is at it's lowest, not an issue unique to Kennington. So whilst I fully support it, I fully expect it to be completely ignored and therefore have no effect.</p> <p>Zebra crossing – No objection No real opinion on this</p>
(23) Member of public, (New Hinksey, Wytham Street)	<p>30mph speed limit – No objection Bendy road , walkers</p> <p>40mph speed limit – No objection Such a short length ,no need to go more than 40 mph . Protect others.</p> <p>SYL parking restrictions – Support Helps prevent congestion</p>

	<p>Zebra crossing – Support Better road safety</p>
<p>(24) Local resident, (Kennington, Poplar Grove)</p>	<p>30mph speed limit – No objection no objection</p> <p>40mph speed limit – Object 50 would be a better compromise</p> <p>SYL parking restrictions – Object It should be solid double yellow from Bagley Wood road to St Swithuns road.</p> <p>Zebra crossing – No objection I am concerned that it will be solid pedestrian for 15 minutes when school gets out and will cause traffic jams, unless most of St Swithuns is also double yellow.</p>
<p>(25) As part of a group/organisation, (Friends of St Swithuns)</p>	<p>30mph speed limit – No objection I am Chair of the Kennington PTA. Kennington is used as a rat run when there are problems on the A34, so anything that slows careless commuters whilst children are heading to school can only be good.</p> <p>40mph speed limit – Partially support I believe it should be dropped to 30, or a speed camera installed if it is to be 40. The road is winding, visibility is poor, and people park on the bridge leaving little room to manoeuvre.</p> <p>SYL parking restrictions – Partially support A speed restriction to 20mph stating it is a school zone would also be good. I support the lines in theory but how will you enforce it? Parents on the school run are terribly entitled!</p> <p>Zebra crossing – Support Safe crossing for children needed as people park on St Swithuns Road when they can't on the Avenue, which blocks visibility on the road.</p>

(26) Local resident, (Kennington, The Avenue)	<p>30mph speed limit – No objection Good idea, a very twisty road</p> <p>40mph speed limit – Partially support Should be 30mph. It's in places very narrow. Lots of dog walkers park and cross the road near Bagley Woods. Drivers more likely to slow from 30 to the existing 20mph</p> <p>SYL parking restrictions – Support I do think this a good idea but don't think drivers will comply. Lots of evidence of the double lines in the village being ignored</p> <p>Zebra crossing – Partially support It's a bit near the roundabout and would be more visible and safer as a pelican crossing</p>
(27) Local resident, (Kennington, Kenville Road)	<p>30mph speed limit – No objection This is a narrow road and 30mph is required</p> <p>40mph speed limit – Support This road is uneven and has some serious subsidence just before the bridge over the A34.</p> <p>SYL parking restrictions – Support There also needs to be no parking on the pavements as alot of cars currently park half on the road and half on the pavement - which causes pedestrians to walk on the road. This needs to be addressable. Also we need average speed check cameras around this area.</p> <p>Zebra crossing – No objection This is required!</p>
(28) Local resident, (Kennington, Meadow View)	<p>30mph speed limit – No objection This has no affect on the road</p> <p>40mph speed limit – Support</p>

	<p>I do find driver go to fast round the bends and drive in the middle of the road</p> <p>SYL parking restrictions – Support Parking along these roads are an absolute nightmare at these times. Always to drive and cycle around</p> <p>Zebra crossing – No objection More road safety for the children</p>
(29) Local resident, (Kennington, Upper Road)	<p>30mph speed limit – No objection Current speed is too high</p> <p>40mph speed limit – Support Current speed is too high</p> <p>SYL parking restrictions – Support Long overdue</p> <p>Zebra crossing – Partially support Could cause problems if parking problems are moved from Kennington Road/The Avenue to St Swithun Road. There is little room already to swerve around parked cars.</p>
(30) Local resident, (Kennington)	<p>30mph speed limit – No objection Fully support as road frequently used by rat runners</p> <p>40mph speed limit – Support Residents and schools with children walking to forest school</p> <p>SYL parking restrictions – Support Needs enforcement Inconsiderate parking by parents at school who put safety of other children and families at risk</p> <p>Zebra crossing – Support</p>

	<p>Children encouraged to walk to school This junction is regularly used as short cut due to congestion on a34 Cars park on junction blocking visibility and making it difficult and confusing to cross</p>
(31) Local resident, (Radley, Sugworth Lane)	<p>30mph speed limit – Support A step in the right direction for residents of Big Wood Park, but does not solve the problem of speeding drivers round the blind bends further along. Also need to improve visibility splay by entrance (remove a few trees)</p> <p>40mph speed limit – No objection Sensible speed for the road</p> <p>SYL parking restrictions – No objection Sensible</p> <p>Zebra crossing – Support Needed</p>
(32) Local resident, (Kennington, St Swithuns Road)	<p>30mph speed limit – Support It's a narrow winding road and with more traffic using it a lower speed limit would make it safer.</p> <p>40mph speed limit – No objection People speed along in the centre of the road as it is so narrow, so that traffic coming the other way have to risk getting into the ditch to pass. It is a busy road and now has many visitors parking near the entrance to the woods, so there can be a lot of pedestrians at times with no footpath.</p> <p>SYL parking restrictions – Object Whilst I agree that the parking is a problem at those times, I am concerned that it will increase the problem in St Swithuns Rd. We already have parking problems as the road is quite narrow. Large vehicles; buses and lorries, have to mount the verge to pass cars parked on the roadside. This becomes a problem when cars are already parked on the grass verges, which parents on the school run will do if parking on The Avenue is restricted. Incidentally the verges have to be maintained by the residents, which is why you find so many of them put stones on them to prevent parking.</p>

	<p>Zebra crossing – Object This will just increase the parking problems in the road and is unnecessary in my view.</p>
(33) Local resident, (Sunningwell, Sunningwell Road)	<p>30mph speed limit – Support Not applicable</p> <p>40mph speed limit – No objection Not applicable</p> <p>SYL parking restrictions – Partially support Should be for longer period as the road is very busy with cyclists as well as cars</p> <p>Zebra crossing – No objection Not applicable</p>
(34) Local resident, (Kennington, Poplar Grove)	<p>30mph speed limit – Support Is too fast and slightly dangerous</p> <p>40mph speed limit – Object Should be 30 miles the road is very narrow and usually cars park at Bagley woods and near the bridge. Additional speed calming measures should be introduced near small world pre school it is already dangerous currently walking your child to school. Speed camera and other measures to be installed otherwise I am certain it is a matter of time until a bad accident happens there.</p> <p>SYL parking restrictions – No objection Ok</p> <p>Zebra crossing – Support Ok</p>

<p>(35) Local resident, (Kennington, Simpsons Way)</p>	<p>30mph speed limit – Support Difficult lane as it has many bends so increased risk of accident if driving fast</p> <p>40mph speed limit – Object Small children are around at the nursery as are walkers and footpath not visible so road has to be used this increases risk of an accident</p> <p>SYL parking restrictions – Object This will just push the cars out all parents have to get their children to school some come from miles away so need transport and if they have small children and infants this just makes life harder for them especially in the winter. Who will be there to enforce this?</p> <p>Zebra crossing – Support A lot of children cross this road to get to school so a zebra crossing will make it safer fircthem</p>
<p>(36) Local resident, (Kennington, Poplar Grove)</p>	<p>30mph speed limit – Support It is a narrow lane with no footpath and many blind bends</p> <p>40mph speed limit – Object this is the only decent route out of the village and this will make it even more difficult to get out</p> <p>SYL parking restrictions – Partially support this concerns me. we already have people parking dangerously down poplar grove during these times including close to the junction and all around the corner. this will exacerbate it. What I don't see in these proposals is any plan to tackle the existing issues caused by people parking on the double yellow lines in the village and blocking traffic because they are too lazy and selfish to walk a few yards to the coop from the car park. this regularly causes delays and will only get worse as you send more traffic through the village. Why on earth you didn't put the road infrastructure in place BEFORE building all these extra houses is beyond me.</p> <p>Zebra crossing – No objection it's already a 20mph zone, it won't make much difference</p>

<p>(37) Local resident, (Kennington, Bagley Wood Road)</p>	<p>30mph speed limit – Support The local councillor lives here, so they get what they want.</p> <p>40mph speed limit – Partially support Why make this one 40 whereas Sugworth lane becomes 30mph? As the gov't advice states: If someone is hit by a car at 40 mph they are 90% likely to be killed. If someone is hit by a car at 30 mph they are 50% likely to be killed. If someone is hit by a car at 20 mph they are 10% likely to be killed.</p> <p>SYL parking restrictions – Object Traffic will flow faster through the avenue at morning rush hour, making Kennington an even more attractive cut-through, especially given the new North-facing slip roads at Lodge Hill. People can jump off the A34, drive quickly through Kennington, and make it up onto the ring road, avoiding the purposefully-slowed Hinksey Hill / Hinksey Hill Roundabout. Since no one enforces the double yellow lines on The Avenue further up where there is a chemist and a CoOp shop, why paint lines at all? This will simply cause people to start to ignore it when they get away with it.</p> <p>Zebra crossing – Support Seems fine.</p>
<p>(38) Local resident, (Kennington, Bagley Wood Road)</p>	<p>30mph speed limit – Support Speed limits should be lower</p> <p>40mph speed limit – Partially support Keeping the speed limit higher on Bagley Wood will make this road the rat run leading to more cars not following the 20mph on the section closer to the village. This section also has extremely high foot traffic during school times.</p> <p>SYL parking restrictions – Support Traffic in Kennington is heavy</p> <p>Zebra crossing – Support This road has both heavy foot and car traffic and the crossing where the proposed crosswalk is going is not well respected by drivers</p>

(39) Local resident, (Kennington, St Swithuns Road)	<p>30mph speed limit – Support To help save our wildlife I am happy for this speedlimit reduction to take place</p> <p>40mph speed limit – Partially support To help save our wildlife I am happy for this speedlimit reduction to take place, However I would be happier if it went down to 30MPH Drivers go far too fast in both this part of Bagley Wood road and also (even though it's now been reduced to 20MPH) in St Swithuns Road - boy racers, motorcycles and other drivers do this on an almost daily occurrence - I live in St Swithuns Road and hear the noise from these road users far too often. I am also worried about this route being used as a Rat Run, every time the A34 gets blocked by traffic heading towards Oxford.</p> <p>SYL parking restrictions – Support Too many drivers park along this part of The Avenue to drop children off for school, that causes blockages in The Avenue that come up Saint Swithuns Road all the way upto and into Bagley Wood Road.</p> <p>Zebra crossing – Support I am happy with the addition of a zebra crossing to St Swithuns Rd. As I often see school children crossing the Road outside my home in St Swithuns Rd with or without adults and it can be hit and miss as to how safe it is for them. Also the nursery school in Bagley Wood Road need to cross a large amount of children twice a day in term time, then also for the holiday clubs that run in all school holidays.</p>
(40) Local resident, (Kennington, Poplar Grove)	<p>30mph speed limit – Support This is a narrow twisty road with blind bends. A 30 mph speed limit would improve road safety.</p> <p>40mph speed limit – Support Again a narrow road that would benefit from a speed restriction. Perhaps 30 mph would be more suitable.</p> <p>SYL parking restrictions – No objection This is a built up road, parking at school opening and closing times causes problems.</p>

	<p>Zebra crossing – Support An improvement to road safety.</p>
(41) Local resident, (Kennington, St Swithuns Road)	<p>30mph speed limit – Support It is a windy road with residential housing.</p> <p>40mph speed limit – Support We live in st Swithuns Road and I don't feel cars slow down quick enough from the national speed limit. Also, Bagley Wood Road is too narrow for a national speed limit</p> <p>SYL parking restrictions – Object This is ridiculous. A high proportion of st Swithuns students are from out of the area and consequently parents will drive. Unfortunately these cars need to park somewhere so will filter to the quieter roads such as st Swithuns. This road already ends up bumper to bumper in the morning, especially in the cooler months. Cars won't physically be able to pass one another if there are additional parked cars, making the traffic worse.</p> <p>Zebra crossing – Object There is no suitable place to position the zebra crossing. Most children walking to school cross at the end of the road and will not add an additional 30m to their journey to cross on the crossing. Equally it would be dangerous to put it at the end of the road.</p>
(42) Local resident, (Kennington, St Swithuns Road)	<p>30mph speed limit – Support Its a dangerous road, so a speed reduction would be sensible</p> <p>40mph speed limit – Support Its a dangerous road, so a speed reduction would be sensible. We live on the bend of St Swithuns Road and cars come racing past, at times going in excess of 50mph.</p> <p>SYL parking restrictions – Object This will only displace the traffic to neighbouring roads. Cars are already double park along half of St Swithuns road during this time which makes the road dangerous. By not allowing vehicles to park on the avenue will just mean cars</p>

	<p>park further along St Swithuns road which means they will be parked on the bend of Kirk Close, this bend is tight on a clear road.</p> <p>Zebra crossing – Object In principle its a good idea but this road will be very busy with the knock on impact of no stopping on the avenue. Also, the suggestion of 15 metres down St Swithuns Road will mean people in a rush will not use it. Parents with children will not walk an additional 30 metres to cross a road when they are rushing. This will create two crossing points, the unofficial one where parents and students cross at the moment (on the junction) and also the zebra crossing</p>
(43) Local resident, (Kennington, Kirk Close)	<p>30mph speed limit – Support The speed limit is sensible for the road which has blind bends and public footpath running across it.</p> <p>40mph speed limit – Support The speed limit is sensible for the road which has a busy mid section at Bagley wood entrance with many walkers and dog walkers parking on both side of the road and crossing frequently crossing. I would support a speed calming measure at the bottom of Bagley wood Road as it becomes St Swithuns Road. This could be either speed bumps or a chicane.</p> <p>SYL parking restrictions – Partially support Although I am in support of this proposal I do have concerns that it will move the current parking outside the school at these times around the corner to St Swithuns and Kirk Close.</p> <p>Zebra crossing – No objection I generally have no problem crossing St Swithuns Road but I do not have to cross it at the school start and end times, and I'm aware that rush hour traffic on St Swithuns Road is heavy.</p>
(44) Local resident, (Kennington, Forest Side)	<p>30mph speed limit – Support I because this should encourage people trying to cut through Kennington from the A34 not to use it as a rat run.</p> <p>40mph speed limit – Support I because this should encourage people trying to cut through Kennington from the A34 not to use it as a rat run.</p>

	<p>SYL parking restrictions – Partially support This will help with congestion along the road but the two concerns I have is one how and if this restriction will be informed as I have never seen a traffic warden in Kennington ever. And my second concern is if the road is freed up won't this make it easier for people to use Kennington as a rat run from the a34 as a cut through. Understand it's a balance as if high traffic and cars are parked up it causes even more congestion.</p> <p>Zebra crossing – Partially support Don't really understand the need for this apart from if you are thinking that traffic will increase due to a34.</p>
(45) Local resident, (Kennington, Kirk Close)	<p>30mph speed limit – Support It's appropriate for the road and volume of traffic.</p> <p>40mph speed limit – Support As well as the reduced speed limit on bagley wood road, the road narrows particularly at one bend and oncoming cars often stray across the centre of the road. To make matters worse the granite kerb edges are unforgiving (I punctured a tyre avoiding an oncoming car). Therefore, I would also suggest centreline markings are applied along the entire length of the road as I'm assuming widening in the narrowed section is not feasible? It would also be good to repair the subsidence occurring on the left hand side of the road as you approach Kennington.</p> <p>SYL parking restrictions – Partially support Whilst I support this editable it will push people to park on the local side streets, Kirk Close being one of them where I live. It would be nice if you could paint a single yellow line up our road as it's very narrow and does not allow sufficient access for larger vehicles bin lorries etc) when cars are parked up the close.</p> <p>Zebra crossing – Support Safety</p>
(46) Local resident, (Kennington, Poplar Grove)	<p>30mph speed limit – Support Couple of dangerous corners.</p> <p>40mph speed limit – Support Makes sense with the drop to 20mph at St Swithuns Rd.</p>

	<p>SYL parking restrictions – Partially support Will it be enforced? Currently the double yellow lines outside co-op are completely ignored leading to lots of parked vehicles blocking/narrowing the road.</p> <p>Zebra crossing – Support Great idea, will make crossing safer and more organised.</p>
(47) Local resident, (Kennington, Simpsons Way)	<p>30mph speed limit – Support Hopefully will deter people from speeding , although would need a speed camera to enforce it.</p> <p>40mph speed limit – Support People often speed down this road so I agree with the 40mph limit</p> <p>SYL parking restrictions – Partially support I support the no waiting to help traffic flow better along the main road but am concerned parents doing school drop off and pick up will just park on side roads creating another problem, particularly in St Swithuns Road, Simpsons way, Poplar Grove and Grundy Crescent. Where are parents coming from outside the village advised to park - as it is they park in the bus stop anyway! How will the no waiting be enforced?</p> <p>Zebra crossing – Support I very strongly support this. A zebra crossing has been needed here for years as this is a dangerous road to cross at school drop off and pick up. It's a shame it is coming too late for my children but hope it can be built quickly and before school starts in September 2024.</p>
(48) Local resident, (Kennington, Fairways)	<p>30mph speed limit – Support Narrow road whose use will increase significantly.</p> <p>40mph speed limit – Support As reasons for Sugworth Lane. Is it possible to put traffic calming in these areas as well as speed restrictions</p> <p>SYL parking restrictions – Support This road is already difficult to negotiate at certain times. Buses have a difficult time coming through the village. Parking is not always done as a necessity along this road but for ease of residents. Drives are large in this area</p>

	<p>Zebra crossing – No objection As traffic will increase along this road a new zebra crossing will increase safety</p>
(49) Local resident, (Kennington)	<p>30mph speed limit – Support Sugworth lane narrow and bendy Potential rat run use. Therefore make safer for all road users</p> <p>40mph speed limit – Support As for Sugworth Lane</p> <p>SYL parking restrictions – Support School run traffic blocks non school traffic, buses etc. potentially makes road more dangerous But 1. no point unless enforced, double yellow lines - outside Co- op not at present enforced. 2. This is a stick to discourage school run parking. What about some carrots, eg school buses, off road drop off /pick up facilities. All we ever seem to get are sticks. Eg Oxford bus gates etc. what about some carrots eg better, regular, predictable public Transport etc.</p> <p>Zebra crossing – Partially support Only use is protect school users. Whereas Avenue Zebra C of use to bus user etc to protect</p>
(50) Local resident, (Kennington)	<p>SYL parking restrictions – Object I am NOT in agreement with the single yellow lines proposed for The Avenue as this is at times when carers drop off their children for school. Many families have several children and it will make it extremely difficult for them to find a space and get all the children out and walk to school in wet weather it will be really difficult for them.</p> <p>It is a short time that cars are parked on the main road and I feel you are penalising family's. All that will happen is they will either ignore the lines as no one is there to enforce this restriction and push the problem out and then will the other areas also ask for yellow lines?</p> <p>Zebra crossing – support</p>

	<p>I am strongly in approval of the zebra crossing in St Swithun's road as it is a road used by many as a 'rat run' and as many young school children cross the road I have always had concerns that a child would be hurt so thank you for this.</p>
(51) Local resident, (Kennington, Fairways)	<p>30mph speed limit – Support The extension of the 30 mph zone gives additional protection to cyclists and pedestrians to the "newer" properties that do not have the benefit of the pavement.</p> <p>40mph speed limit – Support With the development of Lodge Hill the expected increase in traffic will increase the risks for those living off Bagley Wood Road and those making use of Bagley wood, traffic calming by reducing the limit will manage this risk.</p> <p>SYL parking restrictions – Support The increase in traffic expected with the development of Lodge Hill will make the roadabout much busier, the single yellow lines will keep the approaches clear and improve visibility for all traffic.</p> <p>Zebra crossing – Support This zebra crossing was already needed and with increased traffic from the Lodge Hill development will make this crossing essential for safe access to the nearby primary school.</p>
(52) Local resident, (Kennington, Kennington Road)	<p>30mph speed limit – Support I live in Kennington and travel around on foot, in my car, on the buses, on my bike. There's no need for narrow bendy roads to be a national speed limit, it's incredibly dangerous!</p> <p>40mph speed limit – Support I live in Kennington and travel around on foot, in my car, on the buses, on my bike. There's no need for narrow bendy roads to be a national speed limit, it's incredibly dangerous! Many people walk to and from Bagley Wood via this road and will cross the A34 bridge to resume a walk. With cars flying around at 60+mph it makes the crossover really unnerving!</p> <p>SYL parking restrictions – Support I support this but proper enforcement is needed</p>

	<p>Zebra crossing – Support The more opportunities for safe crossings the better!</p>
(53) Local resident, (Kennington, Poplar Grove)	<p>30mph speed limit – Support Because I think it's important for the supporters to respond as well as the grumblers.</p> <p>40mph speed limit – Support The transition from 60 to 20 is horrible, plus the bridge over the A34 has plenty of scope for accidents at that speed.</p> <p>SYL parking restrictions – Support Local resident (Poplar Grove) - this area is terrible at this time. However it is likely to make Poplar Grove much worse at that time as a result.</p> <p>Zebra crossing – Support This is a much used route for walking to school. I think it's a very good idea.</p>
(54) Local resident, (Kennington, The Avenue)	<p>30mph speed limit – Support The road is narrow, with sharp bends and often has pedestrians and has no walkway - a lower speed limit is appropriate</p> <p>40mph speed limit – Support The road narrows in places and has unsighted bends - driving to the current speed limit is dangerous.</p> <p>SYL parking restrictions – Support In the past few years parking and pavement parking at school drop off and pick up times has become very common. In particular people park on the pavement blocking pedestrians and also leave their engines running. The haphazard parking also is a safety hazard when children are crossing the road or trying to cycle to school. The road is often blocked by aggressive drivers facing off when parked cars make the road into a single lane. It will be very important to make sure these new restrictions are strictly enforced.</p> <p>Zebra crossing – Support The new zebra crossing will calm traffic exiting St Swithun's road and will provide additional safety for children coming from that quarter of Kennington, who have no other safe crossing provision</p>

(55) Local resident, (Kennington, The Avenue)	<p>30mph speed limit – Support The extension of the 30mph limit would be safer for residents exiting the park homes site.</p> <p>40mph speed limit – Support I consider the current national speed limit along this *narrow* road to be dangerous. The proposed 40mph would be safer.</p> <p>SYL parking restrictions – Support At school drop-off and pickup times, cars often park along that stretch of the Avenue causing traffic congestion along this main road. Some cars also partially park on the pavement to the extent that they block the pavement for wheelchair users and parents/carers with buggies. Also, occasionally, car drivers park their cars on the zebra's zig-zag lines obstructing the full view of the zebra for other road. This contravenes the Highway Code and poses a danger to pedestrians using the zebra crossing. The proposed single yellow lines will help re-enforce to drivers that they should not park there.</p> <p>Zebra crossing – Support Currently there is a Keep Clear road marking on St. Swithun's Road near to the junction with The Avenue. However, at school drop-off and pickup times, cars often park on the northside of St, Swithun's Road right up to the Keep Clear road marking. The length of this road marking is short and its position (too close to the junction) is such that it does not offer any protection to pedestrians, especially school children. In this scenario, pedestrians crossing St. Swithun's road (southbound) do not have a clear view of cars travelling eastbound on that road, and likewise, those drivers do not have a clear view of pedestrians crossing the road. The introduction of the proposed zebra crossing will make it significantly safer for pedestrians crossing St. Swithun's Road.</p>
(56) Local resident, (Kennington, Manor Grove)	<p>30mph speed limit – Support Safer</p> <p>40mph speed limit – Support Safer</p>

	<p>SYL parking restrictions – Support Drop off and pick up for the schools is a major problem.</p> <p>Zebra crossing – Support Good safety measure.</p>
(57) Local resident, (Kennington, Otters Reach)	<p>30mph speed limit – Support It's used by bicycles too.</p> <p>40mph speed limit – Support It's used by bicycles too.</p> <p>SYL parking restrictions – Support Road parking causes narrowing of the carriageway and consequent delays and dangerous overtaking/filtering through</p> <p>Zebra crossing – Support It will help with Pedestrian safety</p>
(58) Local resident, (Kennington, Otters Reach)	<p>30mph speed limit – Support Positive change for road safety</p> <p>40mph speed limit – Support Positive change for road safety</p> <p>SYL parking restrictions – Support Positive change for road safety, especially regarding school drop-off and pick-up although it will probably move a lot of it to Poplar Grove</p> <p>Zebra crossing – Support Positive change for road safety</p>

<p>(59) Local resident, (Kennington, The Avenue)</p>	<p>30mph speed limit – Support Appropriate speed</p> <p>40mph speed limit – Support Appropriate speed</p> <p>SYL parking restrictions – Support School traffic is insane and it is really dangerous for the children with all the cars parked up there</p> <p>Zebra crossing – Support Cars are often very fast there and the road is often parked up making it difficult to see approaching cars</p>
<p>(60) Member of public, (Radley, Kennington Road)</p>	<p>30mph speed limit – Support Sugworth Lane is narrow and speeds in excess of 30 MPH are dangerous</p> <p>40mph speed limit – Support I support the proposal as it will deter people from speeding through a residential area</p> <p>SYL parking restrictions – Support The proposed parking restrictions would make the road safer for the children that have to use the road to go to and from school</p> <p>Zebra crossing – Support Would give the children that go to and return from St Swithens school a safe option to cross the road</p>
<p>(61) Local resident, (Radley, Kennington Road)</p>	<p>30mph speed limit – Support Road is narrow and in poor condition with increased volume of traffic from new developments.</p> <p>40mph speed limit – Support Road is narrow and in poor condition. Nursery school and turnings off and to bigs transition to 20mph limit by nursery.</p> <p>SYL parking restrictions – Support</p>

	<p>Excessive parking and hazards to children and wheelchairs crossing road. Cars parked on roads pavements</p> <p>Zebra crossing – Support Busy road often blocked by cars - no safe place for children and wheelchairs to cross</p>
(62) Local resident, (Radley, New Road)	<p>30mph speed limit – Support Cars use sugworth lane as a rat run to avoid sitting in traffic on a34 from lodge hill to get to ring road via Kennington and drive well over 30mph</p> <p>40mph speed limit – Support Same as above</p> <p>SYL parking restrictions – Support Driving to work from radley to Cowley negotiating parents dumped/badly parked cars parked outside the school right up to the zebra and beyond is a pain I've changed my working hrs to now miss the school run chaos</p> <p>Zebra crossing – Support More zebra crossings are needed to help slow traffic</p>
(63) Local resident, (Radley, Pebble Hill)	<p>30mph speed limit – Support It is quite scary when cars are driving round the bends at high speed towards you</p> <p>40mph speed limit – Support Agree with proposal</p> <p>SYL parking restrictions – Support Support</p> <p>Zebra crossing – Support Ease of crossing road when cars don't stick to the speed limit</p>

<p>(64) Member of public, (Radley, Sugworth Cresent)</p>	<p>30mph speed limit – Support It is dangerous to all other road users to exceed 30 mph because of the corners and width of the highway .</p> <p>40mph speed limit – Support This road is a very busy highway which is narrow with restricted vision in places consequently 40 mph should be the maximum speed for vehicles if conditions allow.</p> <p>SYL parking restrictions – Support At these times the road becomes very busy with a large number of children and parking introduces another hazard.</p> <p>Zebra crossing – Support This is a really good idea long over due it is a very dangerous area with the high number of vehicles using the highway. At times the traffic is at a severe level making it very difficult to cross the road both for adults and especially for children. St Swithuns school is only a very short distance away with children aged 4 to 11 years plus a nursery attached consequently this part of the highway is very busy at school times Co in siding with vehicle traffic at high levels With the roundabout close by and restricted visibility it is extremely difficult to cross I have witnessed a lot of near misses. The parking of cars is an additional hazard with little or no enforcement increasing the danger to pedestrians. A pedestrian crossing is just what is needed please introduce it as soon as possible to reduce the high risk to pedestrians at this very busy junction and crossing.</p>
<p>(65) Local resident, (Kennington, St Swithuns Road)</p>	<p>SYL parking restrictions – Support Zebra crossing – Support</p> <p>We are very much in favour of the No Waiting restrictions on both sides of the Avenue and the Zebra crossing for St Swithuns Road, but strongly request consideration that the No Waiting restrictions are extended to include St Swithuns Road also.</p> <p>Parking along this road is already concerning at school drop off/collection times, which causes blockages as vehicles are unable to pass each other (see photo attached) and it is inevitable that more cars will park along this road if the measures outlined are introduced on the Avenue.</p>

	<p>St Swithuns Road is a busy road and unfortunately is used as a rat run towards Oxford, especially if there are any incidents/traffic jams on the A34/Hinksey Hill. We have often struggled to leave our driveway some mornings, as traffic queues back up Bagley Wood road.</p> <p>Given it is the prime route for many children to walk along to attend the local primary school, including many who attend the Small World nursery morning/after school clubs, it is very worrying that more cars might park along the road, as this would without doubt, cause chaos.</p>
(66) Local resident, (Kennington, St Swithuns Road)	<p>30mph speed limit – Support 40mph speed limit – Support SYL parking restrictions – Support Zebra crossing – Support</p> <p>Firstly, I would say that the measures proposed are very positive and very much welcomed. However, I would say that they in fact shouldn't be seen as just in support of the proposed Lodge Hill development. For me, I see them as just fundamental to keep the village safer especially around school times but that the Lodge Hill development is then absolutely fundamental to decreasing the amount of traffic through the village which has grown in volume substantially over the years I have lived here. Kennington has become a rat run for commuters going to and from Oxford and out to the A34 and ring roads. I have looked out of my window at times in the mornings and the queue of traffic all the way through the village has reached our house from Redbridge. Just in general, more cars seem to go through the village year on year. This never used to happen. The village is a popular place to live and the school has expanded, therefore meaning more traffic. Also the amount of construction traffic going through the village in support of recent housing developments has been noticeable even though they have been instructed not to. So I think the Lodge Hill junction is of paramount importance to the volume of traffic, given the numerous housing developments into Radley and Abingdon at the moment. The road in the area you specify is also now riddled with large potholes as a result of all this, it was resurfaced many years ago but is now in a shocking state again, though I understand there is a plan to resurface it yet this summer.</p> <p>Secondly, I feel that OCC could go even further with other measures in the specific area and village generally. Given some of the examples of bad driving I have seen in the village, a 20 mph limit would not be out of place in my humble opinion if indeed LTN's can have them and potentially the use of cameras. I have seen cars rocketing over the zebra crossing outside the school and my house at speeds well over 30mph, not slowing or braking. I have seen many cars not even see pedestrians waiting to cross and narrowly avoid accidents, people overtaking at speed and over speed humps on other parts of the village roads. Parking outside the school has been an issue for years and I have had</p>

	<p>many conversations with school parents where I have politely suggested they don't park near the zebra crossing and other illegal areas, because of the danger it introduces for parents and children crossing including their own, only to be met with abuse, including one threat to smash my windows! The school have never really shown any interest so I don't even bother challenging bad parking now but I always feel someday something tragic is going to happen on this patch of road.</p> <p>So that leads me to my third point, enforcement. "No Waiting" on both sides of the Avenue and double yellow lines sounds great, but I do not see how that will stop people from continuing to park in these places, unless there are cameras, PCSO's or other ways to ensure it doesn't happen and enforce it, same with the speed limits on Bagley Wood Road and Sugworth Lane. In fact, at school time in particular, the traffic and parking will inevitably be pushed into other small streets beyond the new proposed double yellow areas and people will likely try interesting new illegal ways of parking and then other residents will probably be up in arms. I have doubts that it will change some drivers behaviour through the village, so I feel how it might be enforced is almost the most important aspect of this.</p> <p>I appreciate that if feasibility studies and surveys have been carried out, that much of this may have already been considered but I would be very interested to know your thoughts on my points and whether implementation of further measures and enforcement have been considered.</p>
(67) Local resident, (Kennington, The Avenue)	<p>30mph speed limit – Support 40mph speed limit – Support</p> <p>We agree with what is proposed as far as they go but unless they are enforced, they will have minimal impact. More use needs to be made of speed limit reminder signs activated by the speed of an approaching vehicle together (unfortunately) with traffic calming measures. Of particular concern is the speed with which traffic enters Kennington from the west along Bagley Wood Road on the downhill stretch past Small World Montessori Nursery. Here the road is relatively narrow, deeply shaded by the trees and there is a bend at the bottom of the hill. The speed limit on this section has recently been changed to 20 mph and is widely ignored as it was when it was originally 30 mph. We feel a chicane giving priority to uphill traffic would be effective in reducing the speed down this hill.</p> <p>Whilst on the subject of speed limits, we also consider that the introduction of a 20 mph zone along The Avenue and past the primary school would be appropriate and are surprised that it was not introduced when the 20 mph zones were imposed recently in the rest of Kennington.</p> <p>SYL parking restrictions – No objection</p>

	<p>presume the use of SINGLE yellow lines will allow PAUSING long enough to let down children and their belongings, but not for the driver to leave the car. This is still not optimal because children let down from cars coming from the north (Oxford direction) would still have to cross the road without parental guidance unless adult supervision is arranged at the zebra crossing. Is this provision being provided? Alternatively, would it be possible to consider conversion of the service road in front of house numbers 44-50 on the west side of The Avenue as a "drop off lane", akin to that used at airports? It may mean sacrificing some of the existing grass verge but this may have to be considered in the interests of improved safety for the children.</p> <p>Zebra crossing – No objection</p> <p>For a zebra crossing, this will require the installation of beacons with associated electrical supplies and cost. Having just returned from France, where we saw crossings designated by 3D road markings (very effective!) and the figure of a person each side on the pavement edge, would this not perhaps be cheaper and have greater impact?</p> <p>Finally, when considering any changes to Bagley Wood Road, please consider providing a designated pavement on the left hand side (heading west) of Bagley Wood Road between Montessori Nursery and St Swithun's Road so that children from this school have safer access to Kennington village. The existing track on the grass verge provides inadequate protection when parents are taking children to and from the school and when parties of school children from the school are being taken to and from Kennington village.</p>
(68) Local resident, (Kennington, St Swithuns Road)	<p>I am very concerned overall about the impact of the A34 Lodge Hill Interchange scheme on Bagley Wood Rd. and St.Swithuns Rd. Motorists leaving the new A34 interchange will choose to use Bagley and St.Swithuns Roads as a shortcut and will always choose these roads in preference to the long winding Sugworth Lane. I fear the introduction of speed bumps (if that is the right. term) will be too expensive but a lower speed limit might help and be safer for the residents on both roads. I would suggest 20 mph all the way along both roads.</p> <p>Possibly money could be found for a few high speed bumps placed strategically placed along these roads. Cars come with some speed driving from Bagley Wood Rd. into St.Swithuns Rd. so a raised area of the road (again not sure of the right term but might be a 'speed table') might slow cars down.</p> <p>Finally it is vital that the relevant authorities ensure these new measures are being enforced, particularly with the speeding along Bagley Wood and St,Swithuns Roads and the inconsiderate parking outside our houses from 8.30-9.30 am & 3-4pm</p> <p>SYL parking restrictions – Support</p>

	<p>I support the introduction of no waiting restrictions on the Avenue but fear the parents dropping off/picking up children (from St.Swithuns School) will now park even more on St.Swithuns Rd. and potentially on both sides creating great difficulties for other drivers on this road. I have no easy solutions to this problem apart from the introduction of yellow lines on St.Swithuns Rd.</p> <p>Zebra crossing – Support I fully support the installation of a zebra crossing at the end of St.Swithuns Rd. This will ensure a safe crossing point for all on such a busy road.</p>
(69) Local resident, (Kennington, St Swithuns Road)	<p>40mph speed limit – Support SYL parking restrictions – Partially support Zebra crossing – Support</p> <p>Yes, I agree that parking on The Avenue outside the school needs to be restricted at those times as it causes chaos when trying to negotiate your way past it all. However, this will probably mean that cars will then park in other roads, mainly St Swithun's Road. Some cars already do park down here, so it will likely spread down the length of the road. Add in the frequent use of the proposed zebra crossing (which I am not opposed to) at the beginning and end of the school day and it is possible that you could end up with a queue of cars backed up along St Swithun's Road trying to overtake stationary vehicles and queues of traffic trying to turn into St Swithun's Road from the Avenue in both directions. So rather than solving a problem you are just moving it along the road a bit. I hope that I am proved wrong, but time will tell. Ideally the school needs a drop-off and collection point and I do appreciate that there is probably no land available for that. I don't suppose the unused land behind the bus stop next to the school could be used in some way to help?</p> <p>Following the collapse of Oxford Road a few years ago Bagley Wood Road and St Swithun's Road then became the cut through to the Oxford ring road down at Redbridge which obviously increased the volume of traffic. Since the Oxford Road was repaired the amount of traffic coming down here has not improved, if anything it has got worse. A couple of times recently when setting out for work at just before 7.30am going up Bagley Wood Road to the Oxford Road, no fewer than 26 cars passed me going in the opposite direction. St Swithun's Road is quite often at a standstill by 8.30am. And it's not just traffic coming from the Abingdon direction. I talked to someone recently who comes over Boar's Hill and in order to avoid the traffic jam down Hinksey Hill he turns right onto the Oxford Road and then down Bagley Wood Road and St Swithun's Road, adding about 4-5 miles to his journey to reach the ring road at Redbridge. So I assume he's not the only one coming from that direction. Once you add to this – when the new interchange is built - traffic coming off the A34 at Lodge Hill and coming down here to avoid the Hinksey Hill</p>

	<p>interchange the amount of traffic will increase again. As an indication of the effects of the amounts of traffic in this road, the dust my mother gets off her bedroom windowsill which is at the front of the house is now black.</p> <p>I am glad that you are introducing a 40mph speed limit in Bagley Wood Road due to its narrowness, but how effective it will be remains to be seen. The 20mph speed limit signs in St Swithun's Road are a complete waste of money – they are mostly ignored. Apart from the times when 5mph would seem like an achievement (mainly between 8am and 9am Tuesday – Thursday during term time), along with Bagley Wood Road it is still used as a racetrack by some people doing around 50mph. What we really need are speed humps – one at the 20mph sign at the top of the hill on Bagley Wood Road, one at the bottom of the hill where Bagley Wood Road swings round into St Swithun's Road and another one on what is a dangerous right-angled bend on the corner of St Swithun's Road and Kirk Close. Vehicles going in the direction of Bagley Wood Road generally have to come to a stop when meeting vehicles coming in the opposite direction on that bend due to the narrowness of the road and the sharpness of the bend. To be honest with you, I can see a lot of emergency stops being performed at the proposed zebra crossing as things stand at the moment. Also the children and parents walking to and from the Small World nursery at the top of the hill on Bagley Wood Road do not have a pavement to walk on – it is just a muddy track worn onto the grass verge. I'm sure they would appreciate a proper pavement and traffic calming measures, especially when the ground is wet and slippery.</p> <p>I am sorry that my observations are probably not what you want to hear and that my possible solutions are probably too costly for you to contemplate.</p>
(70) Local resident, (Kennington)	<p>Support – I fully agree with your proposal 100% however I am concerned that the parking in Grundy Crescent would be horrendous.</p> <p>The parking on pavements and grass verge start at 8.30am and again 11.30am again at 2.30pm and 4.30pm. I would appreciate if it would be possible to put bollards on the pavement and some of the verges, or any suggestions would be grateful.</p> <p>When they park opposite the houses it is very awkward for some of the residents cars to back out. Cars are larger now and it is just possible to pass cars parked in the Crescent.</p>
(71) Local resident, (Kennington, St Swithuns Road)	<p>No objection – I have been living in St Swithuns Road for many years and I have seen a large increase in traffic on the road.</p>

	<p>St Swithuns Road is used as a rat run to get to Oxford. In my view St Swithuns is not designed for a lot of traffic, it has small verges and paths, it's a narrow road, has an extremely tight corner and has many children passing and crossing the road due to the proximity to the school.</p> <p>Many cars also park in St Swithuns during the school pick up and drop off times, which also causes a lot of congestion.</p> <p>Even though I'm for the new A34 Lodge Hill interchange, the smaller surrounding residential roads need to be policed correctly.</p> <p>The highways need to defer traffic using Bagley Wood Road and St Swithuns as a method to get into Oxford City or to the Park and Ride (Rat Run).</p> <p>Sleeping policemen, further signage, parking restrictions and childrens crossing may be necessary to protect all concerned.</p>
(72) Local resident, (Kennington, St Swithuns Road)	<p>No objection – Driving through Kennington between 8 and 9 am on weekdays and 3 and 4 pm is very snarled and extremely frustrating. Thankfully I do not have use this road on a regular basis during these times but when I do, I find myself wondering how on earth the Oxford Bus Company still offers a service through Kennington due to all of the parked cars.</p> <p>I appreciate the 'no waiting' between the hours above signs will be erected but I do not believe this will make a difference. Without proper repercussions for ignoring these signs, people will just carry on as normal and ignore all of the yellow lines (whether single or double) and do what they want.</p> <p>If people do follow these signs, I am afraid all of The Avenue traffic will be pushed down St Swithuns Road which is a main road and all it takes is one parked car during rush hour (and school pick-ups) to stop the flow of traffic. It could potentially end up like a car park which then pushes traffic up past Small World nursery and further up Bagley Wood Road.</p> <p>I believe St Swithuns Church is an option for school drop-offs but I am not sure how popular this is.</p> <p>The speed limit on St Swithuns Road, having been reduced to 20mph, is also ignored and most traffic speeds past my house at 30 or above.</p>

	<p>Anyway, I simply wanted to highlight what could happen and how I see things from a resident's point of view.</p>
<p>(73) Local resident, (Kennington, Sugworth Lane)</p>	<p>30mph speed limit – Partially support</p> <p>As a resident of Sugworth Lane, I have written several times in the past about the incongruity of a 60 mph limit on the lane when other nearby roads, which are wider and in better condition and with greater visibility, have been lowered. I have been involved in many near misses on the lane over the years due to excessive speed of other drivers.</p> <p>In addition, it is frequented by walkers and there is no pavement on either side to use when a vehicle is approaching. I also do not understand why the 30mph limit has not been extended on the western end of the lane. I can see the logic of doing so on the eastern end as the road passes Bigwood residences, but equally on the western end there are residences, of which mine is one, that remain within the 60mph limit even though we are situated on a blind bend, one where I have witnessed accidents and very close-misses.</p>

Divisions affected: *Various in Oxford City*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

OXFORD: VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to approve the following:

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Oxford - Boulter Street, Bramwell Place, Clematis Place, East Avenue, Elmthorpe Road, Fiennes Road, Hayfield Road, Leiden Road, Kingston Road (No. 101), Leckford Road, Old Marston Road, Sorrel Road, Taverner Place, Wolvercote Green,
- b) The proposed removal of Disabled Persons Parking Places (DPPP) at: Kingston Road (No. 92), St. John Street (2 x bays), Taverner Place,
- c) Defer approval of the removal of DPPP at the following locations: Church Way (outside Lucas and Remy Place), St. Mary's Road (2 x bays),
- d) The withdrawal of proposals to formalise a DPPP and removal of an advisory disabled bay at the following location: Newman Road.

Executive Summary

- 2. 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.
- 3. 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 Oxford.
- 4. 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 19** provide plans of the locations for which objections have been received or concerns raised.

Financial Implications

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

Legal Implications

6. 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

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

Sustainability Implications

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

Formal Consultation

9. The formal consultation on the proposal was carried out between 23 May and 21 June 2024. A notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Councillors, the local County Councillors and Parish Councils.
10. Letters were sent directly to properties in the immediate vicinity, and notices were placed on site adjacent to the proposals.
11. Thirty-five responses were received from members of the public during the course of the consultation and these are summarised in the table below:

Location	Support	Object	Concerns
Boulter Street	1		

Bramwell Place	1		
Church Way (outside Lucas Remy Place) – removal of 1 x bay		1	1
Clematis Place	1		
East Avenue	1		
Elmthorpe Road			1
Fiennes Road			1
Hayfield Road	2		
Leiden Road			1
Kingston Road (No. 101)	2		
Kingston Road (No. 92) (removal)	7		
Leckford Road	2		
Newman Road (formalisation)			2
Old Marston Road	1	2	2
Sorrel Road	1		
St. Mary's Road (removal - 2 x bays)		1	
St. John Street (removal – 2 x bays)	2		
Taverner Place		1	
Wolvercote Green	1		

12. Thames Valley Police responded expressing no objection.

13. Cllr Pressel supported all the proposals in her division.

14. The responses are recorded in **Annex 20**, 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 20** 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).

17. 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.

18. 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.

Boulter Street: proposed new DPPP

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

Bramwell Place: proposed new DPPP

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

Church Way: proposed removal of a DPPP

21. One objection and one expression of concern was received; the DPPP is still used every day; it is recommended to defer the removal of the disabled parking place.

Clematis Place: proposed new DPPP

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

East Avenue: proposed new DPPP

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

Elmthorpe Road: proposed new DPPP

24. One expression of concern was received; unless someone living in the road has applied, I am opposed to this; it is recommended to approve the disabled parking place given that the applicant is a local resident who already parks in the road.

Fiennes Road: proposed new DPPP

25. One expression of concern was received; the proposed location is too close to the junction and could prevent access if someone parks on the opposite side of the road; it is recommended to approve this disabled parking place given that the applicant already parks at this location and access appears to not be an issue.

Hayfield Road: proposed new DPPP

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

Leiden Road: proposed new DPPP

27. One expression of concern was received; there are parking issues in this location, given that the applicant currently parks in this location it is recommended to approve the disabled parking place.

Kingston Road (outside No. 101): proposed new DPPP

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

Kingston Road (outside No. 92): proposed removal of a DPPP

29. Seven expressions of support were received; it is recommended to approve the removal of the disabled parking place.

Leckford Road: proposed new DPPP

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

Newman Road: proposed formalisation of the DPPP

31. Two expressions of concern were received; the applicant is no longer living at the property, it is recommended to not approve formalisation but to approve the removal of the informal disabled parking place.

Old Marston Road: proposed new DPPP

32. Two objections, two expressions of concern and one expression of support were received; concerns over inconsiderate and obstructive parking outside shops and private accesses, the applicant already tries to park in this location, the parking issues could be due to customers therefore it is recommended to approve the disabled parking place. Officers will make a further assessment to ensure the final location of the DPPP is a position that is not causing an obstruction to delivery vehicles or accesses.

Sorrel Road: proposed new DPPP

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

St. Mary's Road: proposed removal of two DPPP's

34. One objection to the removal of the DPPP's was received; the applicants still use the disabled bays therefore it is recommended to not approve the removal of the disabled parking places.

St. John Street: proposed removal of two DPPP's

35. Two expressions of support to the removal of the disabled bays was received; it is recommended to approve the removal of the disabled parking places.

Taverner Place: proposed new DPPP

36. One objection was received; concerns over the location of the disabled bay, however the proposed location is more suitable for a disabled person, it is recommended to approve the disabled parking place.

Wolvercote Green: proposed new DPPP

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

Paul Fermer
Director of Environment and Highways

Annexes: Annexes 1-19: Consultation plans
 Annex 20: Consultation responses

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

July 2024

Drawing No. DPPP/2024/086 0

Key
 Proposed Disabled Persons Parking Place

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

 **OXFORDSHIRE COUNTY COUNCIL**
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Project title
PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title
OXFORD BOULTER STREET

Drawing Status
CONSULTATION
Scale @ A4
1:500
Drawn by
JAC
Date drawn
05/2024
Checked by

Date checked

Approved by

Date approved

Oxfordshire Project No. & File Ref.
P0135
Drawing No.
DPPP/2024/086
Revision
0



Drawing No. DPPP/2024/065 0

Key

Proposed Disabled
Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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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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Project title
**PROPOSED DISABLED
PERSONS PARKING PLACE**

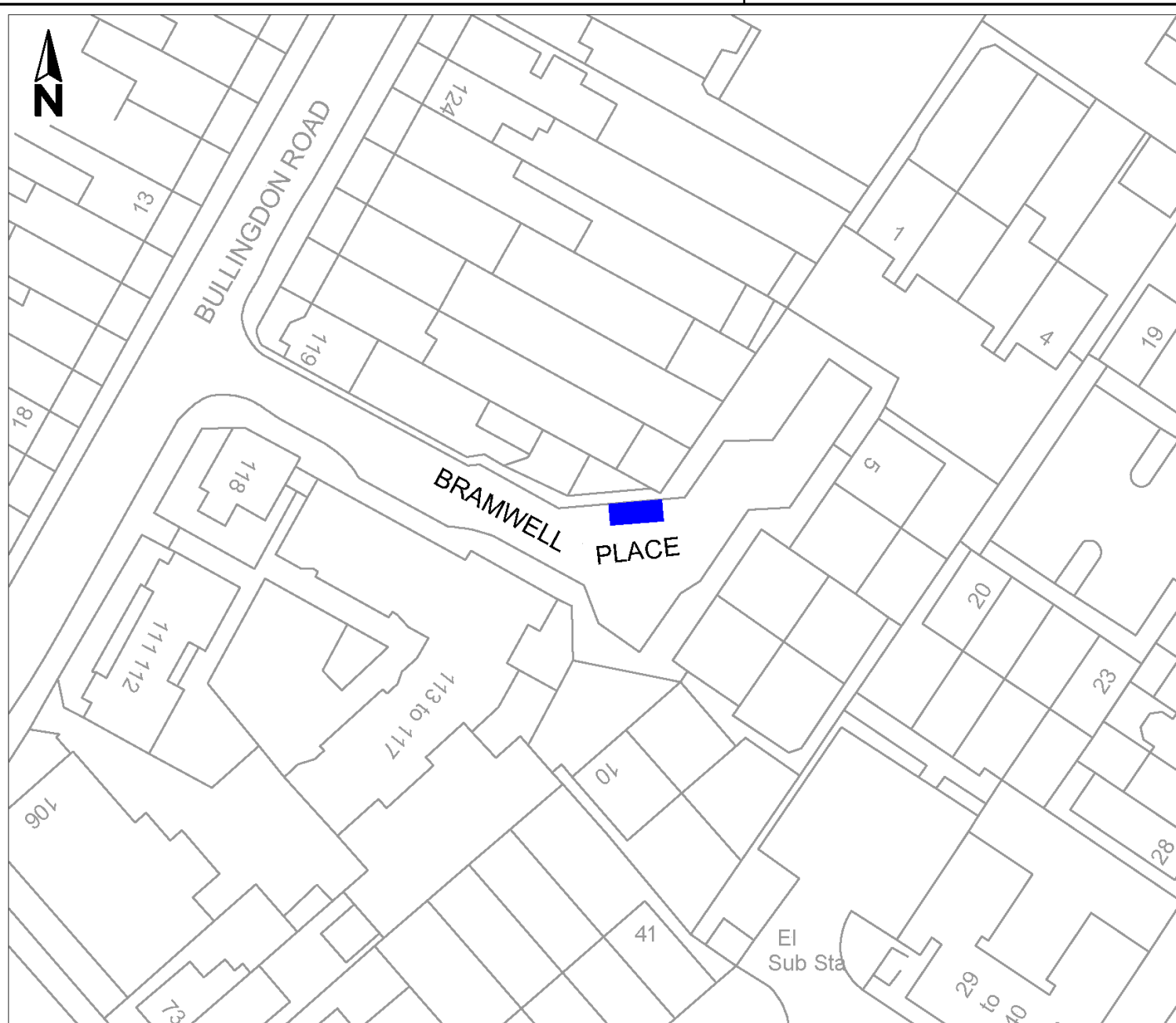
Drawing title
**OXFORD
BRAMWELL PLACE**

Drawing Status
CONSULTATION

Scale @ A4	Drawn by	Checked by	Approved by
1:500	Jac		
	Date drawn 04/2024	Date checked 	Date approved

Oxfordshire Project No. & File Ref. P0135

Drawing No. DPPP/2024/065 Revision 0



Drawing No. DPPP/2024/093 U

Key

Existing Disabled Persons
Parking Place to remain

Proposed removal of
Disabled Persons
Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
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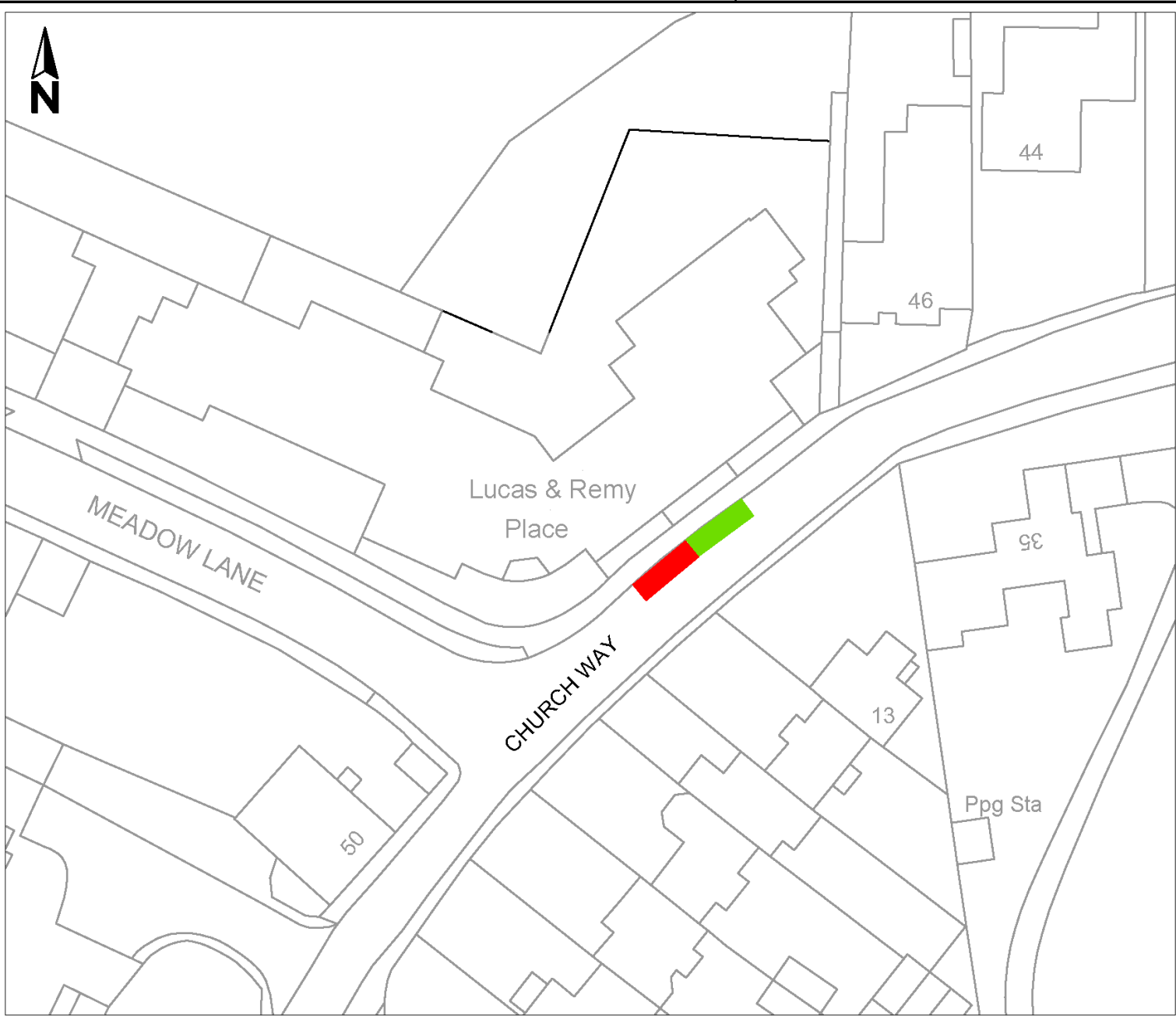
Project title
PROPOSED REMOVAL OF
DISABLED PERSONS PARKING
PLACE

Drawing title
OXFORD
CHURCH WAY

Drawing Status
CONSULTATION

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1:500	Jac		
	Date drawn	Date checked	Date approved
	05/2024		

Oxfordshire Project No. & File Ref. P0135
Drawing No. DPPP/2024/093 Revision 0



Drawing No. DPPP/2024/071 0

Key

Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION		
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MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)	
USE	(ENTER NONE IF APPLICABLE)	
DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)	

Rev.			Date	Purpose of revision	Drawn	Checked	Approved

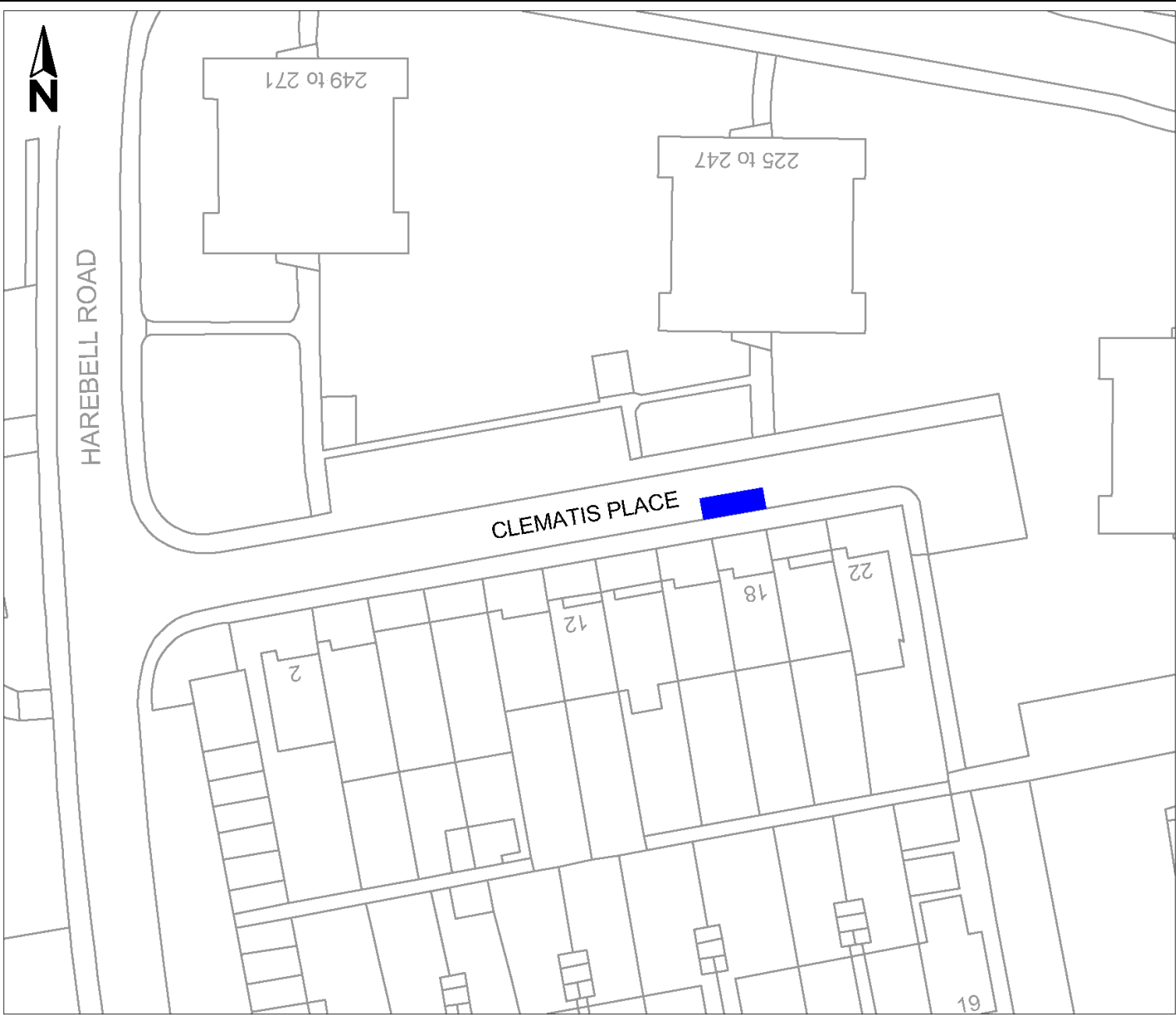


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Project title
PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title
OXFORD CLEMATIS PLACE

Drawing Status			
CONSULTATION			
Scale @ A4	Drawn by	Checked by	Approved by
1:500	JAC		
Date drawn	Date checked	Date approved	
04/2024			
Oxfordshire Project No. & File Ref.		P0135	
Drawing No.		DPPP/2024/071	
		Revision 0	



Drawing No. DPPP/2024/082 0

Key

Proposed Disabled Persons Parking Place

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:		
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USE	(ENTER NONE IF APPLICABLE)	
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Oxford
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Project title
PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title
OXFORD EAST AVENUE

Drawing Status
CONSULTATION

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JaC		
	Date drawn	Date checked	Date approved
	05/2024		

Oxfordshire Project No. & File Ref. P0135
Drawing No. DPPP/2024/082 Revision 0



Drawing No. DPPP/2024/091 0

Key

Proposed Disabled
Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title

PROPOSED DISABLED
PERSONS PARKING PLACE

Drawing title

OXFORD
ELMTHORPE ROAD

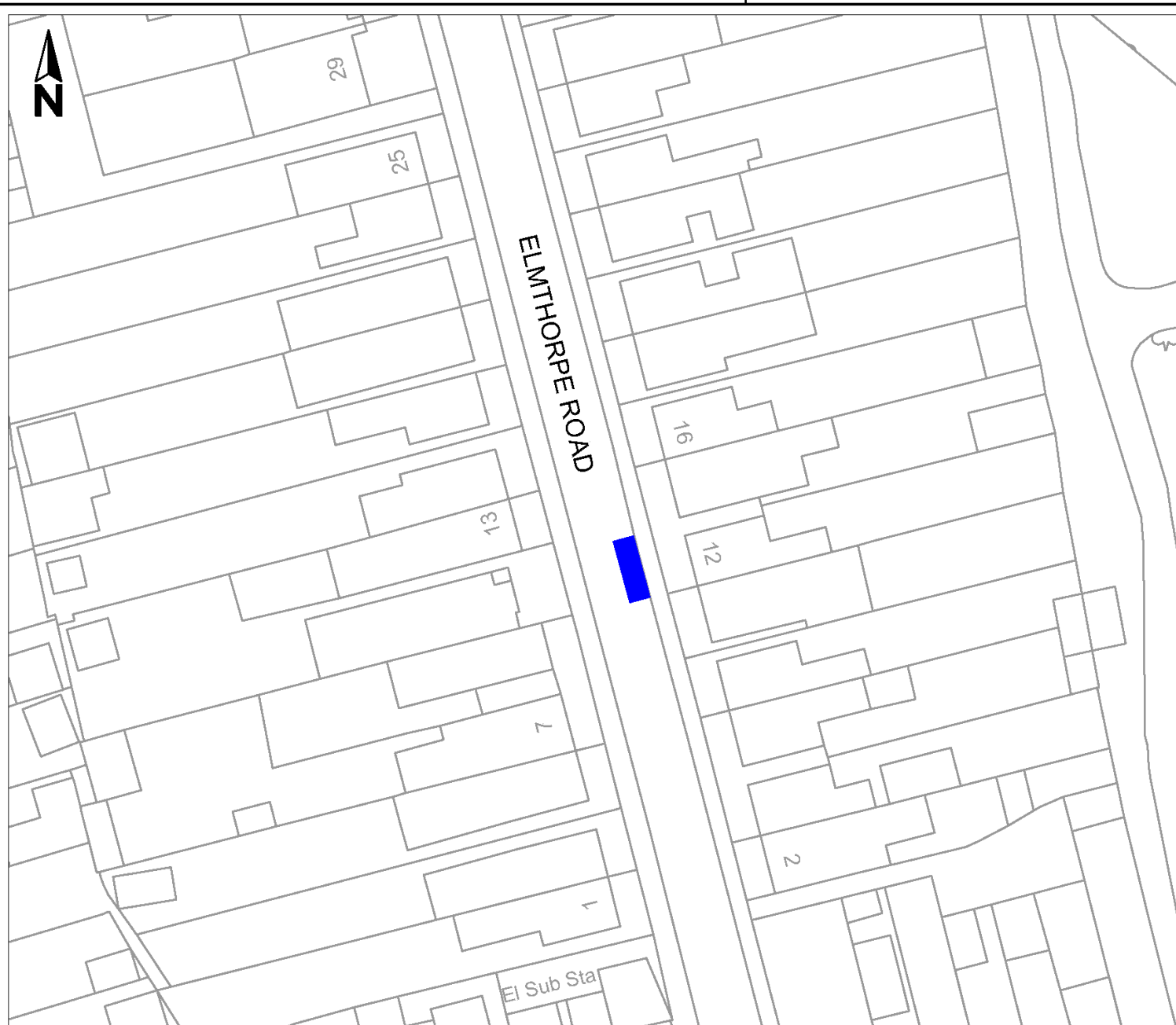
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CONSULTATION

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1:500	Jac		
	Date drawn 05/2024	Date checked 	Date approved

Oxfordshire Project
No. & File Ref. P0135

Drawing No. DPPP/2024/091 Revision 0



ELMTHORPE ROAD

El Sub Sta

Drawing No. DPPP/2024/081 0

Key

 Proposed Disabled Persons Parking Place

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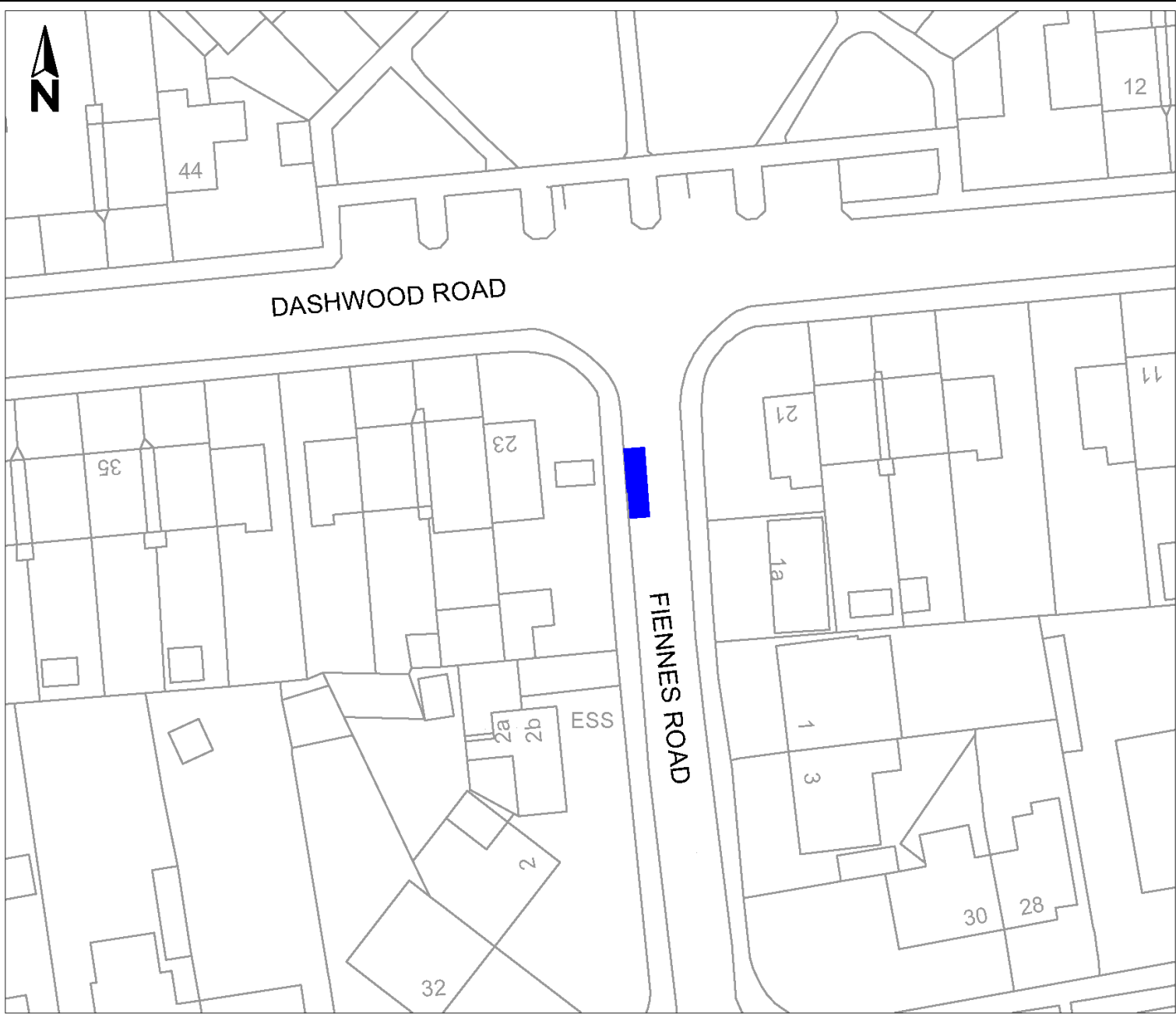
Project title
PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title
OXFORD FIENNES ROAD

Drawing Status
CONSULTATION

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Oxfordshire Project No. & File Ref. P0135
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Drawing No. DPPP/2024/077 0

Key

Proposed Disabled Persons Parking Place

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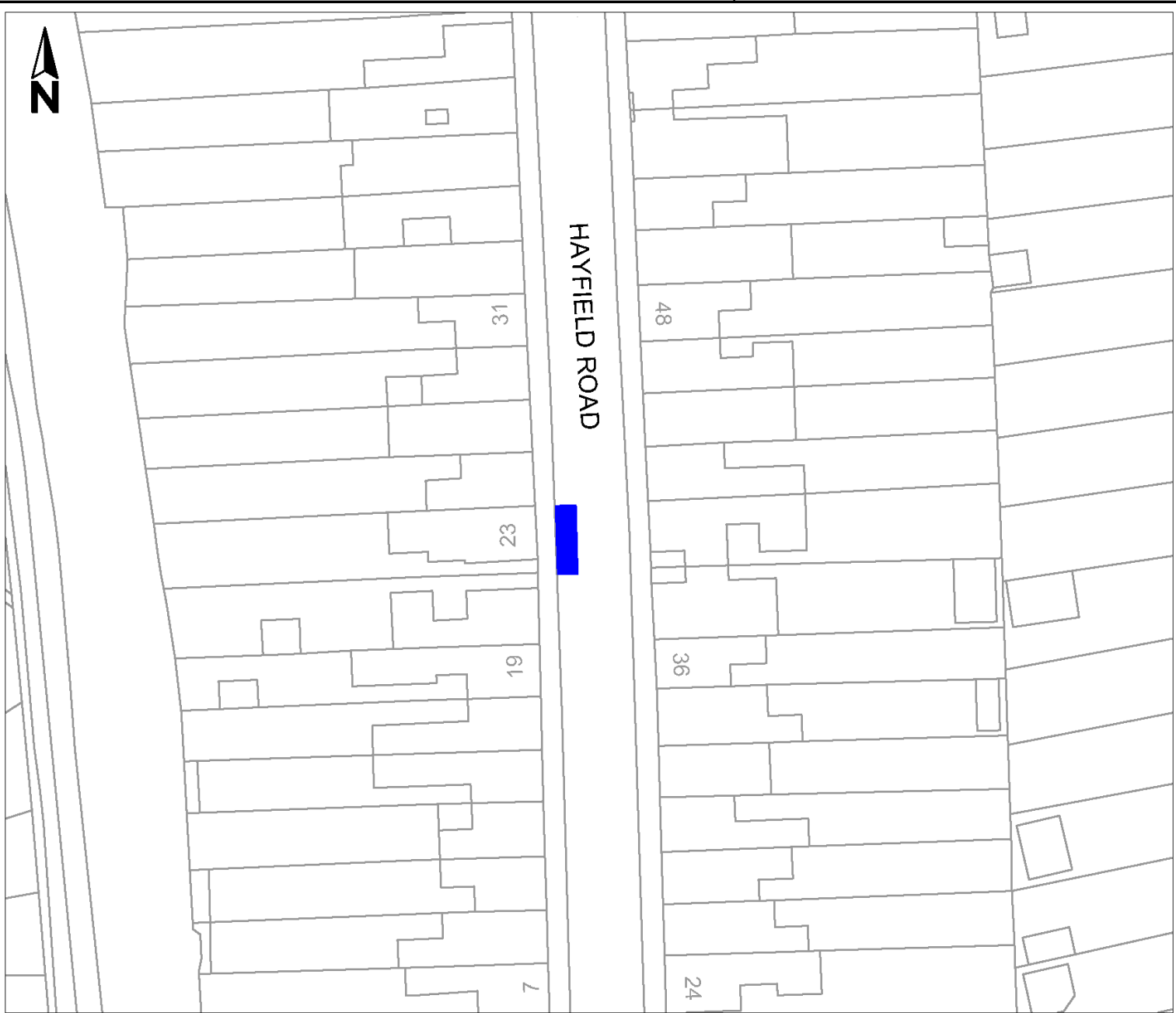
Project title
PROPOSED DISABLED
PERSONS PARKING PLACE

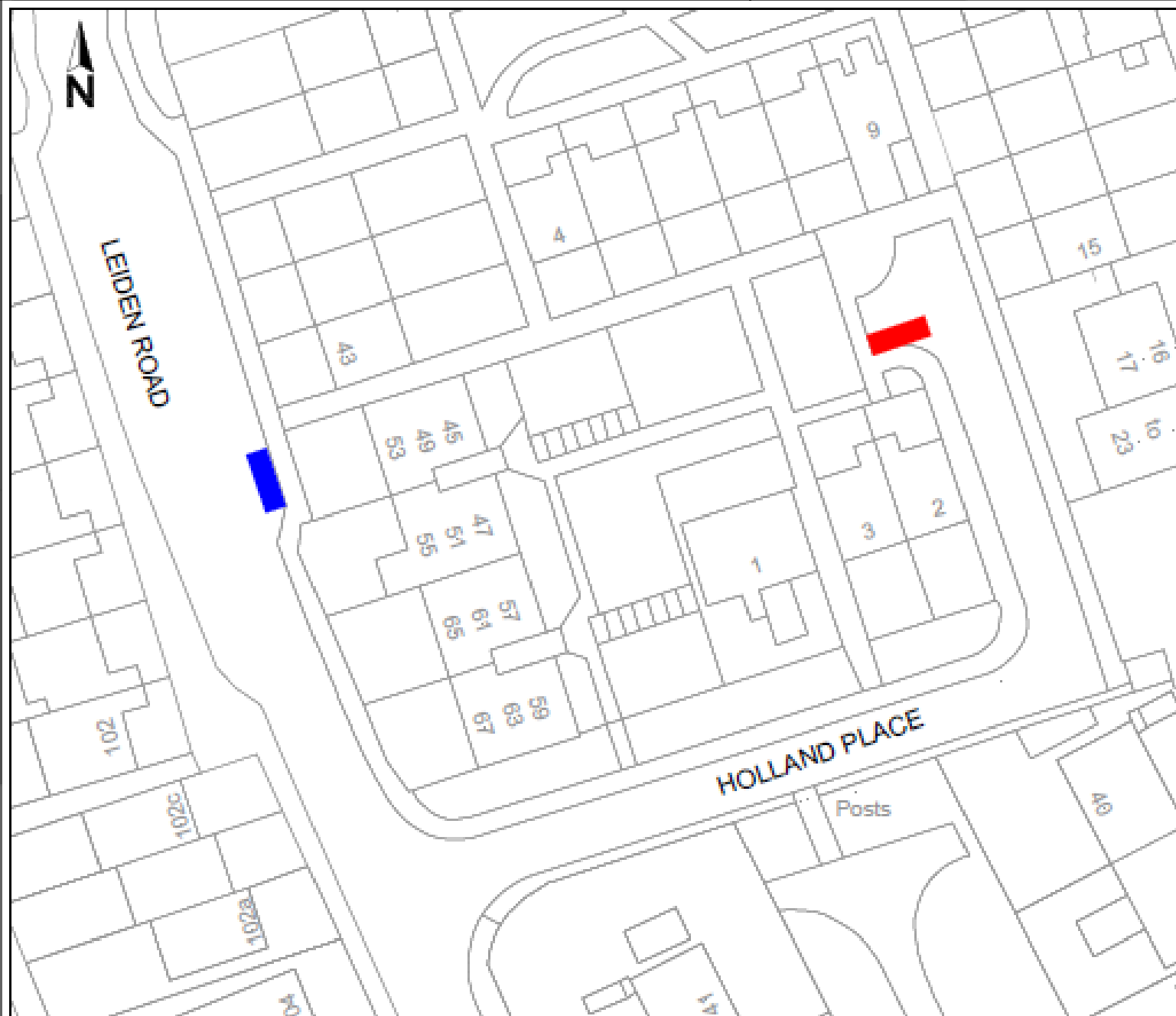
Drawing title
OXFORD
HAYFIELD ROAD

Drawing Status
CONSULTATION

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Date drawn 04/2024	Date checked		Date approved

Oxfordshire Project No. & File Ref. P0135
Drawing No. DPPP/2024/077 Revision 0





Drawing No. DPPP/2024/089 0

Key
Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK
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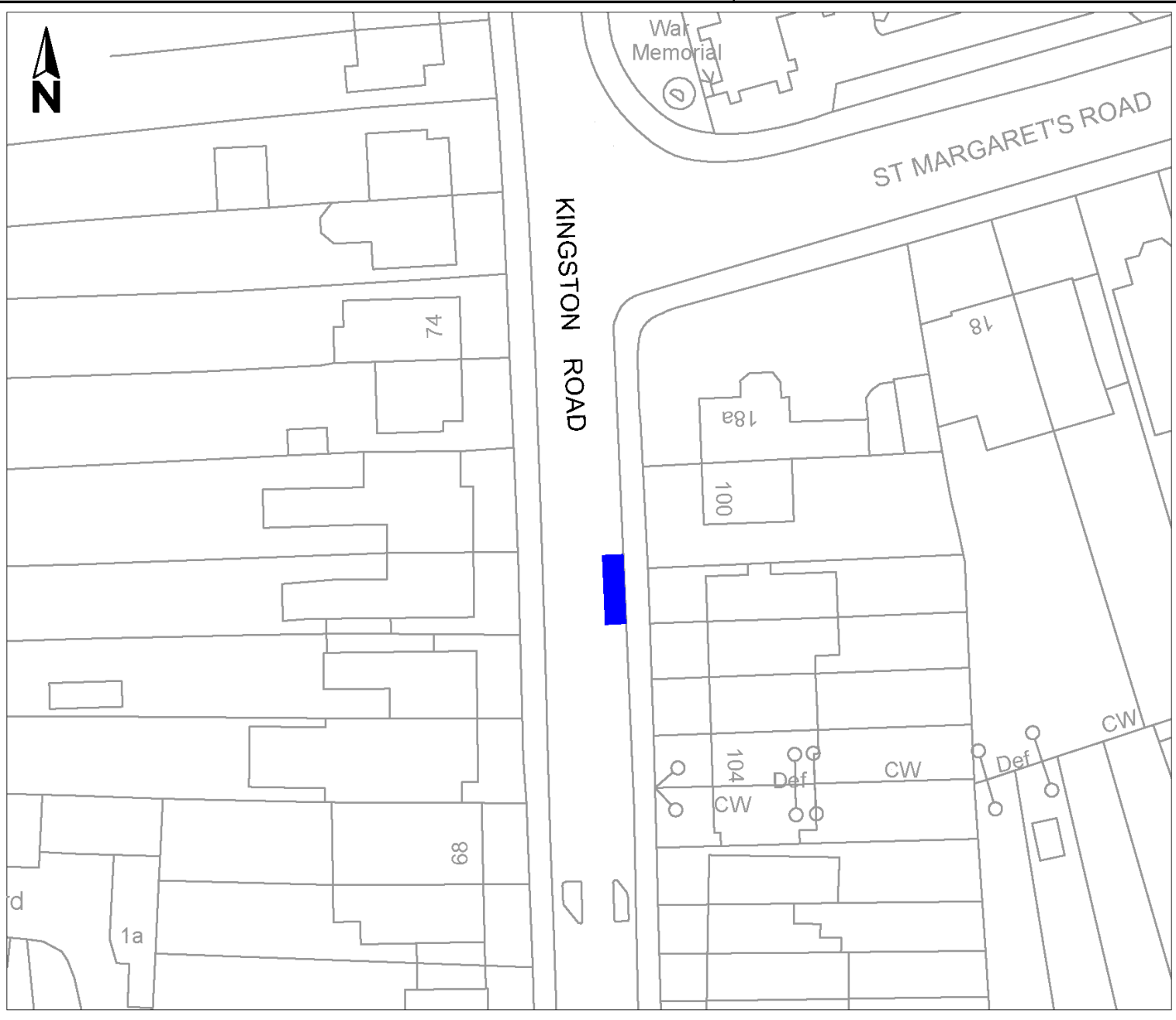
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Project title
PROPOSED DISABLED
PERSONS PARKING PLACE

Drawing title
OXFORD
KINGSTON ROAD

Drawing Status
CONSULTATION
Scale @ A4
1:500
Drawn by
JAC
Checked by
Date drawn
05/2024
Date checked
Date approved
Oxfordshire Project
No. & File Ref.
P0135
Drawing No.
DPPP/2024/089
Revision
0



Drawing No. DPPP/2024/088 0

Key
 Proposed Disabled Persons Parking Place

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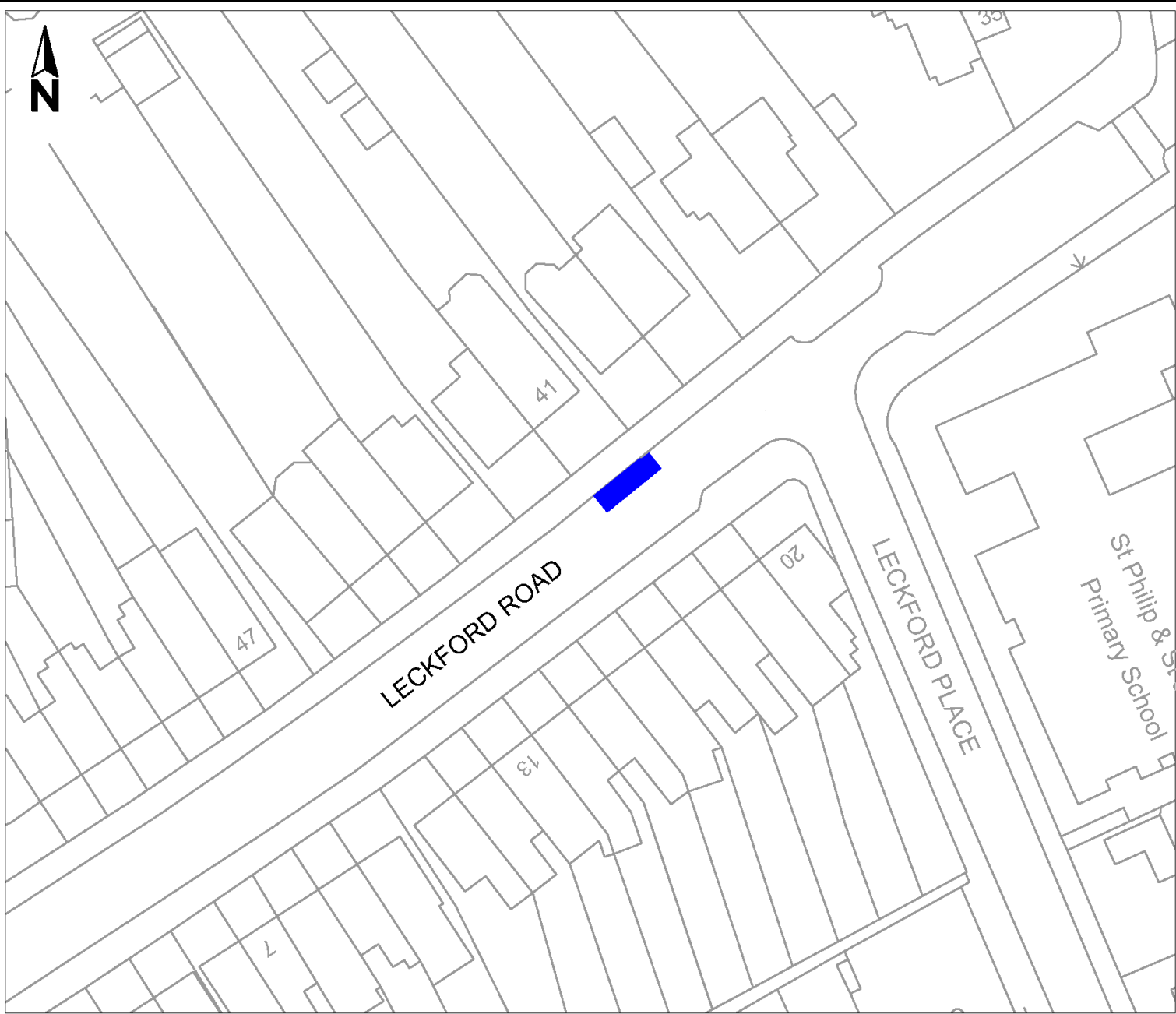
Project title
PROPOSED DISABLED
PERSONS PARKING PLACE

Drawing title
OXFORD
LECKFORD ROAD

Drawing Status
CONSULTATION

Scale @ A4	Drawn by	Checked by	Approved by
1:500	Jac		
	Date drawn	Date checked	Date approved
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Oxfordshire Project
No. & File Ref. P0135
Drawing No. DPPP/2024/088 Revision 0



Drawing No. DPPP/2024/082 0

Key
Proposed formalisation
of Disabled Persons
Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK
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Project title
PROPOSED FORMALISATION
OF DISABLED PERSONS
PARKING PLACE

Drawing title
OXFORD
NEWMAN ROAD

Drawing Status
CONSULTATION
Scale @ A4
1:500
Drawn by
JAC
Date drawn
05/2024
Checked by

Date checked

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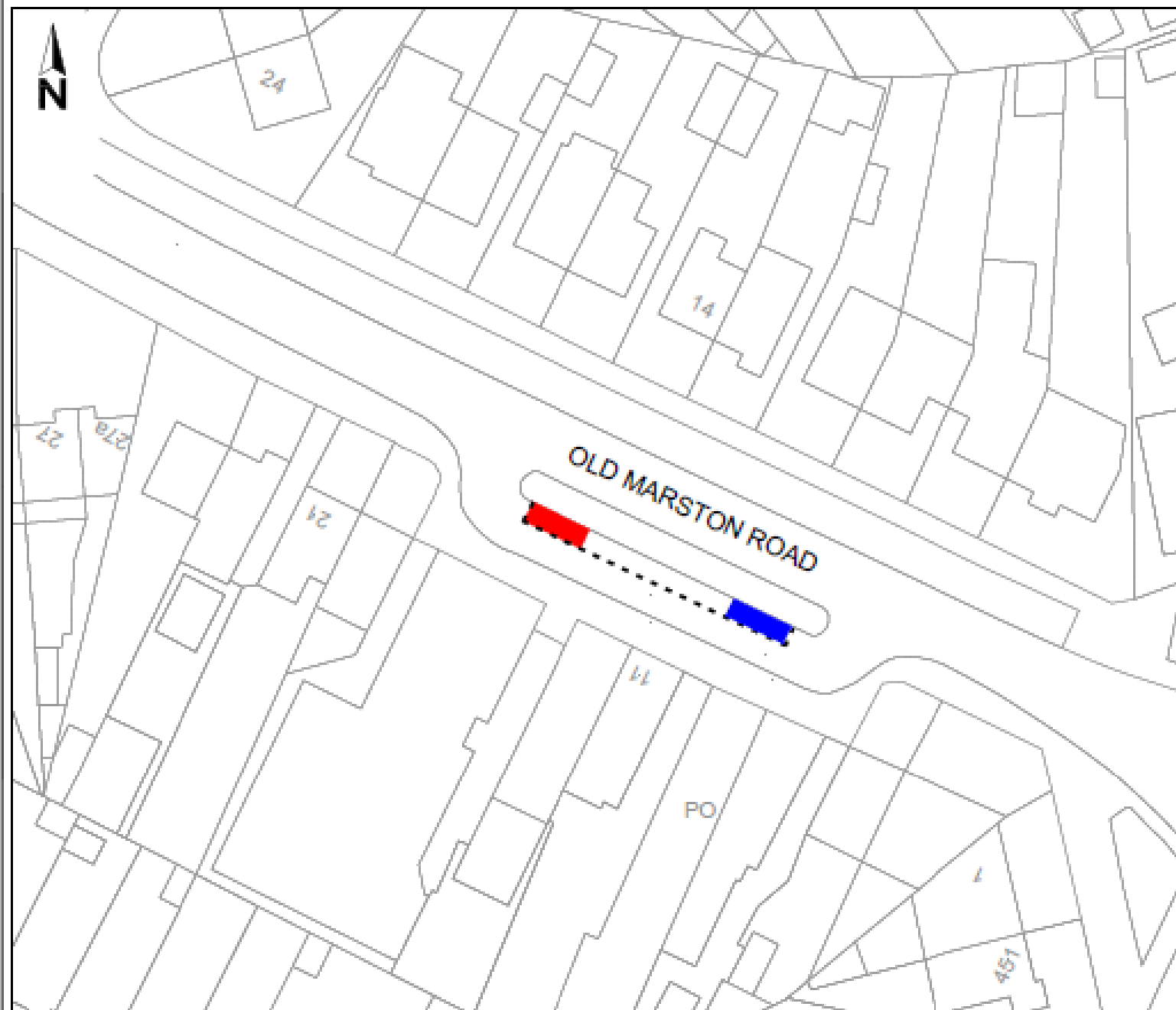
Date approved

Oxfordshire Project
No. & File Ref.
P0135
Drawing No.
DPPP/2024/082
Revision
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OXFORD ROAD

NEWMAN ROAD



KEY

-  Proposed new location of the Disabled Persons Parking Place
 Previous proposed location of the Disabled Persons Parking Place

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- [Bill Clinton](#)
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- [Lan 1910 - 1911](#)

Project Title: **PROPOSED DISABLED PERSONS PARKING PLACE**

Drawing title

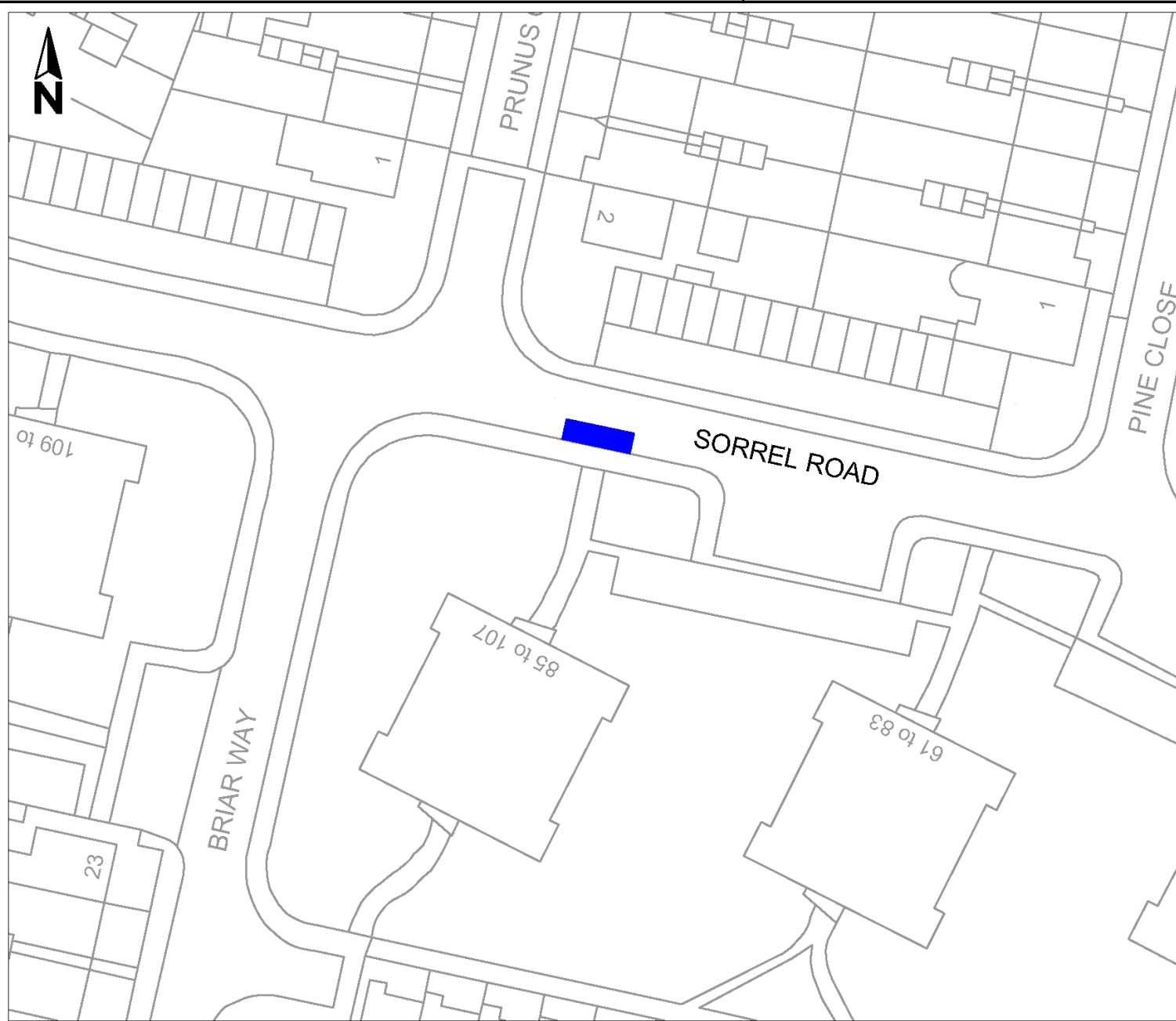
OXFORD
OLD MARSTON ROAD

<p>     </p> <p>Drafting Status: CONSULTATION</p>
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Conference Project	P0135
Site: L'Anse-au-Loup	

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ANNEX 15

Drawing No.		DPPP/2024/069		0	
Key					
		Proposed Disabled Persons Parking Place			
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					
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(ENTER NONE IF APPLICABLE)					
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Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
OXFORD SORREL ROAD					
Drawing Status					
CONSULTATION					
Scale @ A4	Drawn by	Checked by	Approved by		
1:500	JAC				
Date drawn	Date checked	Date approved			
04/2024					
Oxfordshire Project No. & File Ref.			P0135		
Drawing No.		DPPP/2024/069		Revision 0	

Drawing No. DPPP/2024/073 0

Key

Proposed Disabled Persons Parking Place

Proposed removal of Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION		
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MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)	
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DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)	

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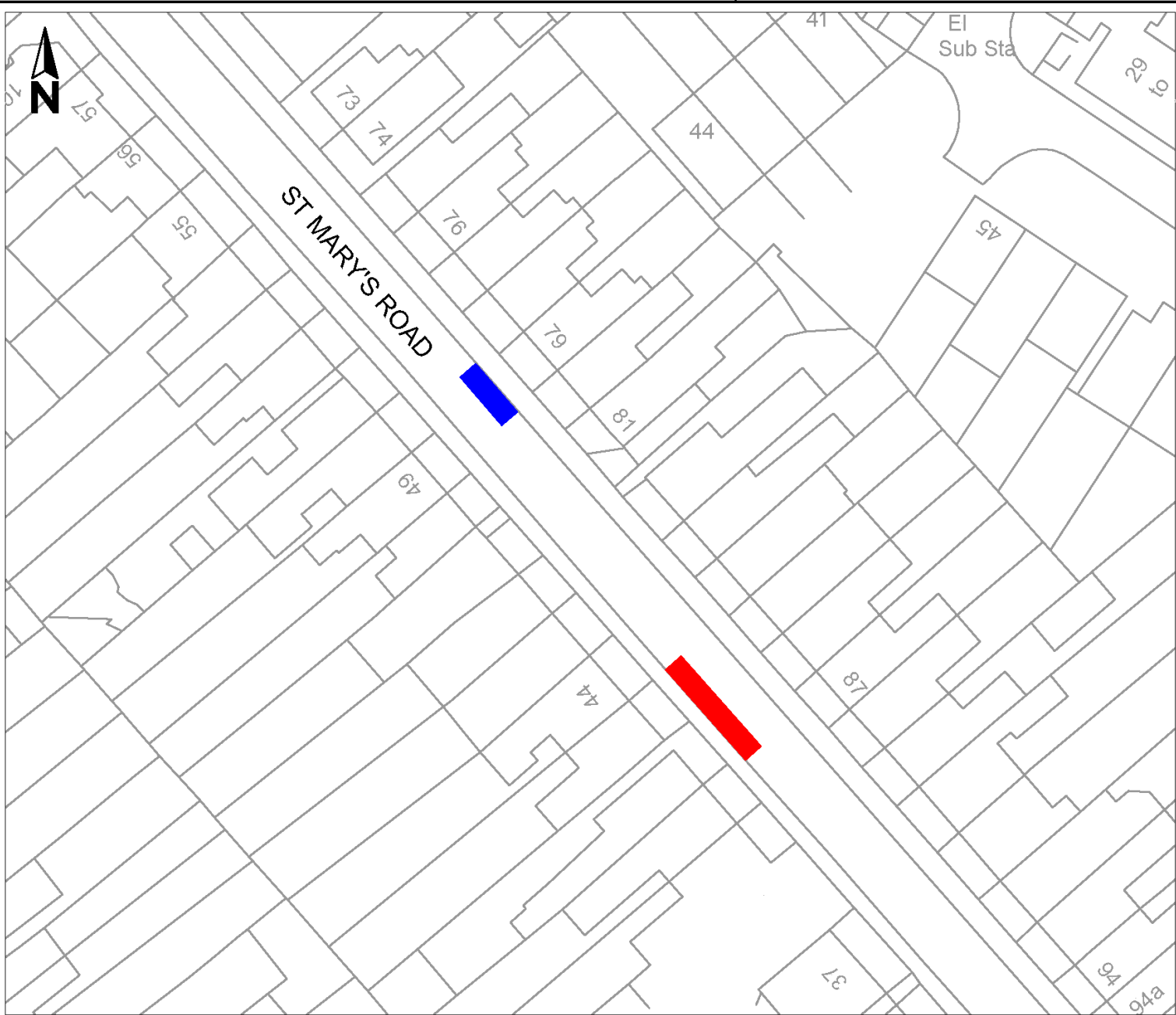


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Project title
PROPOSALS FOR DISABLED PERSONS PARKING PLACES

Drawing title
OXFORD
ST. MARY'S ROAD

Drawing Status			
CONSULTATION			
Scale @ A4	Drawn by	Checked by	Approved by
1:500	Jac		
Date drawn	Date checked	Date approved	
04/2024			
Oxfordshire Project No. & File Ref.		P0135	
Drawing No.		DPPP/2024/073	
		Revision 0	



Drawing No. DPPP/2024/094 0

Key
 Proposed removal of a Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION		
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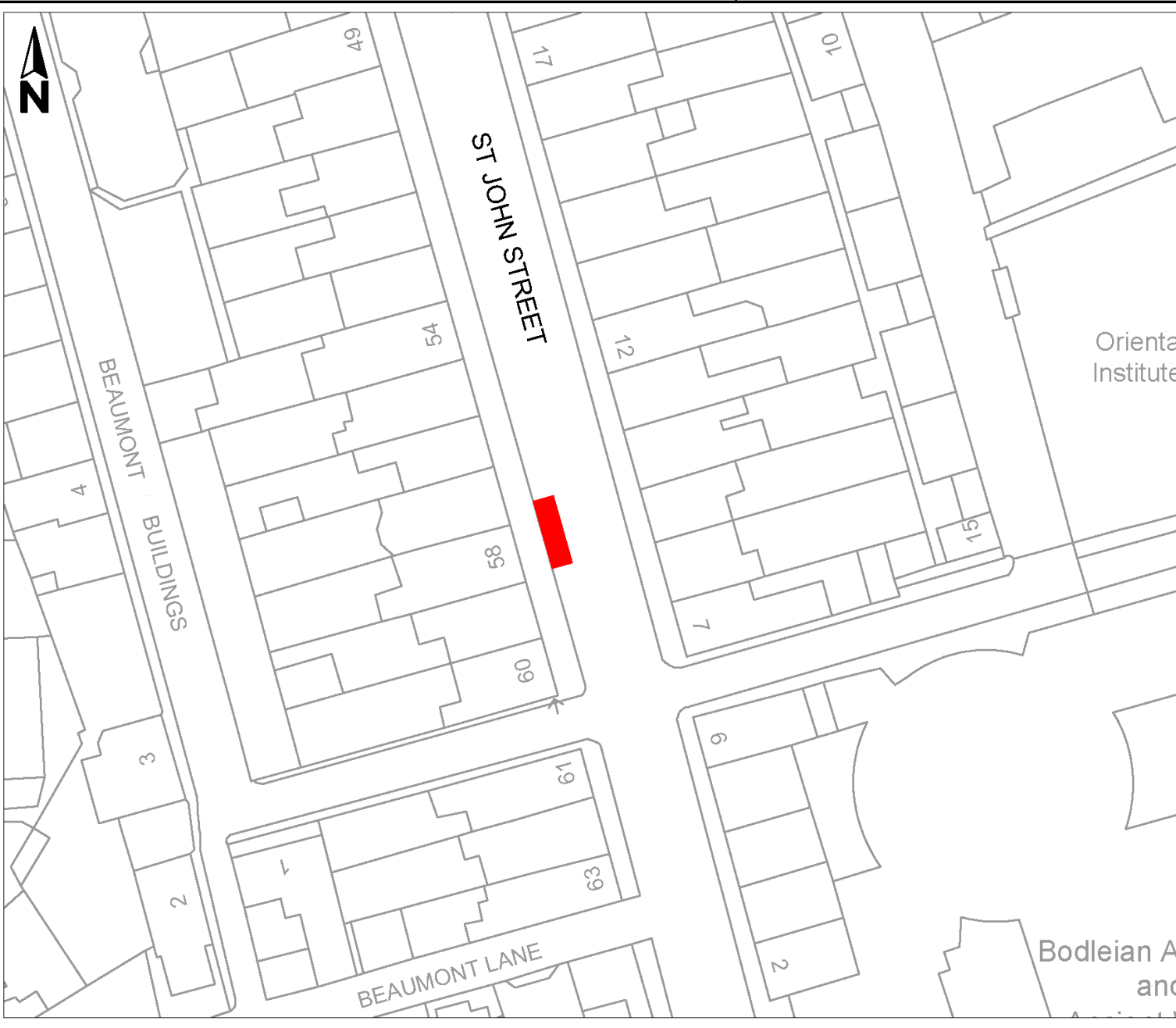
Bill Cotton
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Project title
PROPOSED REMOVAL OF
DISABLED PERSONS PARKING
PLACE



Drawing title
OXFORD
ST JOHN STREET

Drawing Status			
CONSULTATION			
Scale @ A4	Drawn by	Checked by	Approved by
1:500	Jac		
Date drawn	Date checked	Date approved	
04/2024			
Oxfordshire Project No. & File Ref.		P0135	
Drawing No.		DPPP/2024/094	
Revision		0	



Drawing No. DPPP/2024/083 0

Key

-  Proposed Disabled Persons Parking Place
-  Proposed removal of a Disabled Persons Parking Place

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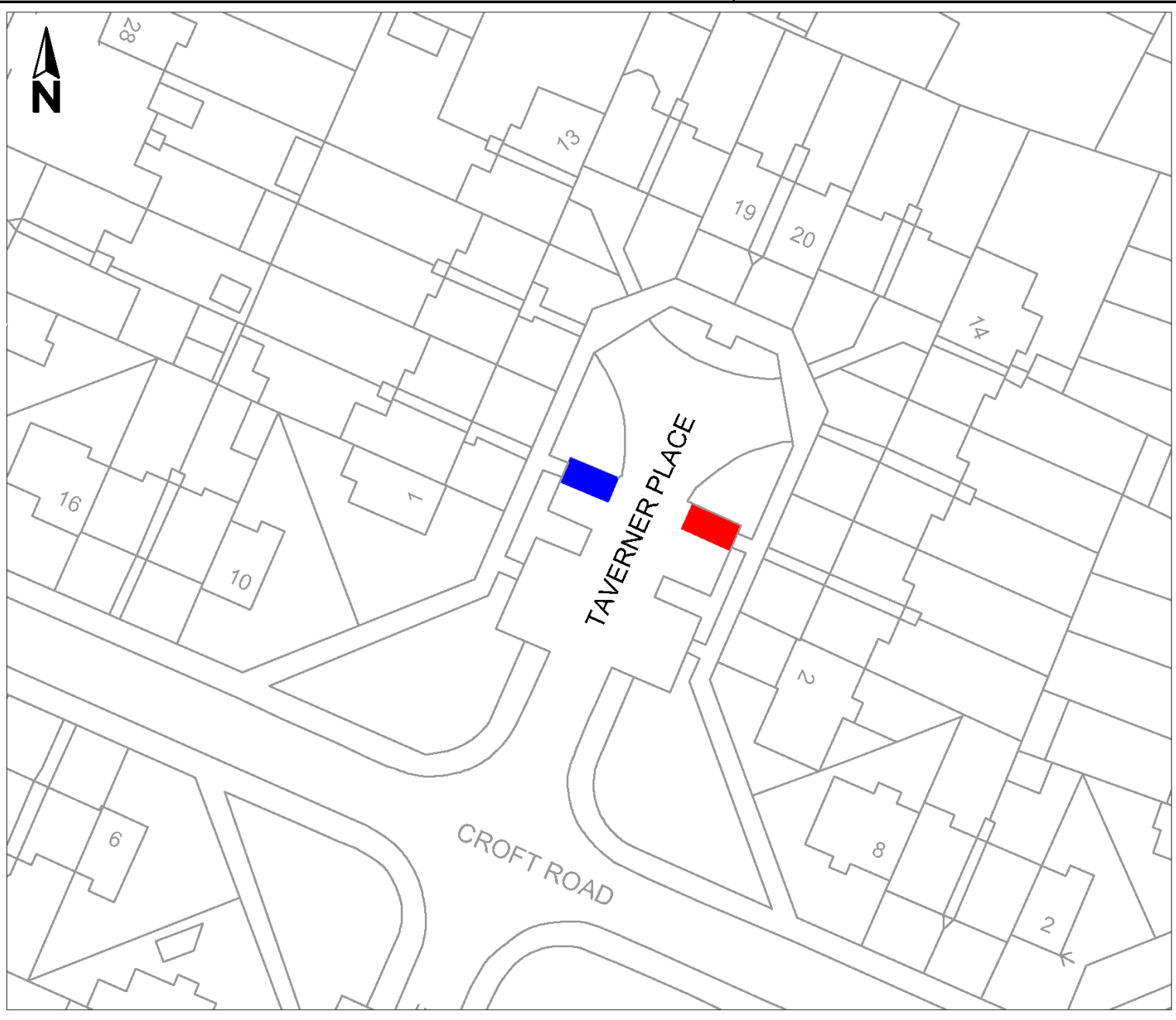


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Project title
PROPOSALS FOR
DISABLED PERSONS PARKING
PLACES

Drawing title
OXFORD
TAVERNER PLACE

Drawing Status			
CONSULTATION			
Scale @ A4	Drawn by	Checked by	Approved by
1:500	Jac		
Date drawn		Date checked	Date approved
05/2024			
Oxfordshire Project No. & File Ref.			Revision
P0135			0
Drawing No.			0
DPPP/2024/083			



Drawing No. DPPP/2024/066 0

Key
 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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Tel: 0845 310 1111

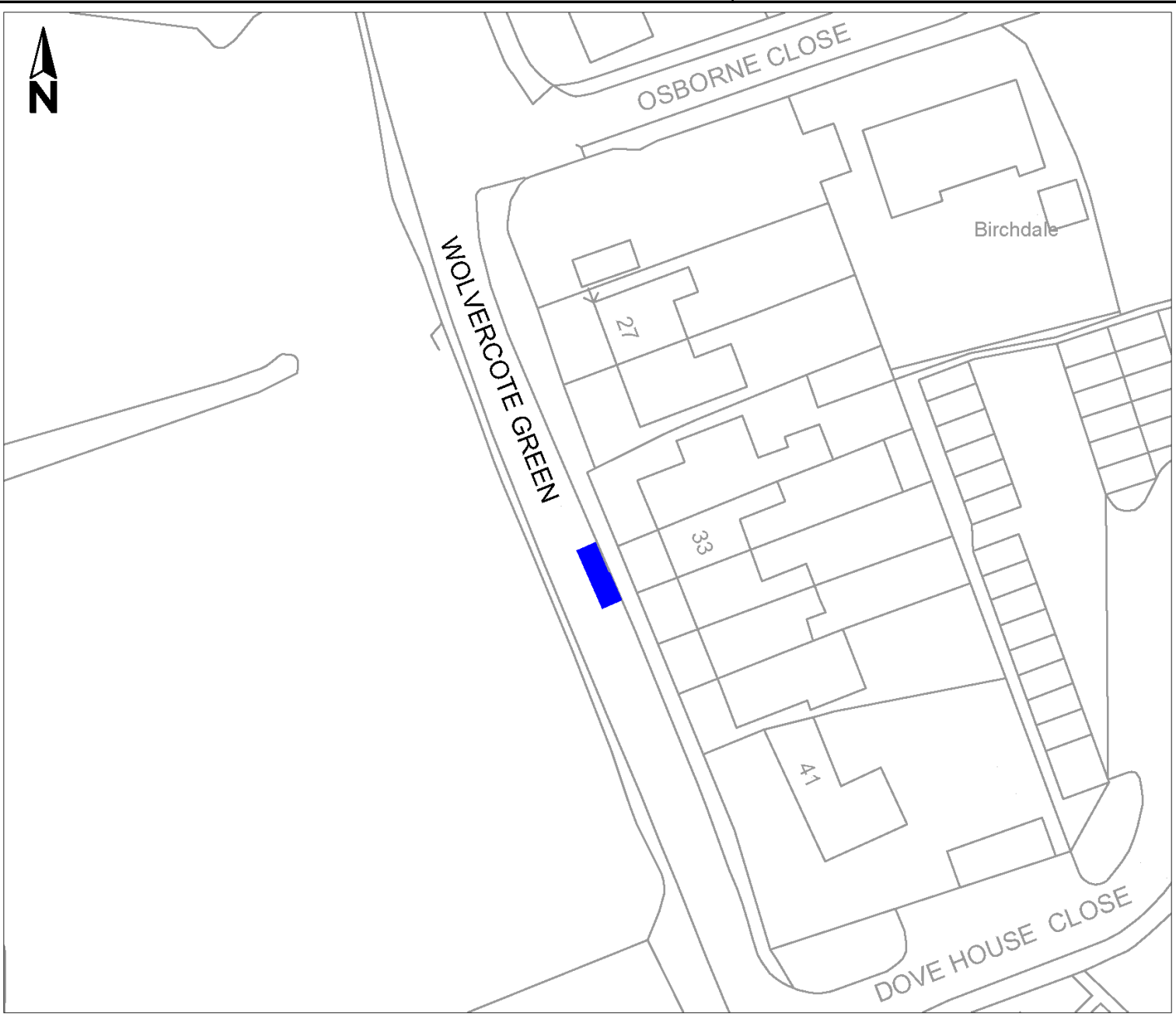
Project title
PROPOSED DISABLED
PERSONS PARKING PLACE

Drawing title
OXFORD
WOLVERCOTE GREEN

Drawing Status
CONSULTATION

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
<i>Boulter Street (Oxford) - Proposed new DPPP</i>	
(2) Local Resident, (Oxford)	<p>Support (Boulter Street) – It would certainly be sensible for the applicant to be able to park in front of his house whilst he can still drive.</p> <p>Furthermore, the location of the space is important, both myself and another resident run an electric car. The proposed location of the disabled bay is one of only two spaces on the road to which we can run power to charge our vehicles. Whilst the line painters are here, would it be possible to extend the parking bay on the side of the proposed, disabled parking bay to compensate? I understand that to make this work we would have to shorten the parking bay on the other side.</p> <p>I would request that the location of this space be carefully chosen such that there is a length of space in front of it to maximise the parking availability on the street. I.e a length corresponding to a whole number of vehicles.</p> <p>Whilst we are discussing provision of facilities on the street. Some form of on the street bicycle parking located towards the bottom of the road in some of the less accessible spaces would be a welcome addition to the facilities of Boulter Street.</p>
<i>Bramwell Place (Oxford) - Proposed new DPPP</i>	
(3) Local Resident, (Oxford)	Support (Bramwell Place) – I am not opposed to said disabled parking space indicated on the map.

<i>Church Way (Oxford) – Proposed removal of DPPP</i>	
(4) Local Resident, (Oxford)	Objection (Church Way - removal) – I still use this disabled bay.
(5) Local Resident, (Oxford)	Concerns (Church Way - removal) – I'm writing to ask you about the removal of the parking outside as it is used by my family as I have a badge and disabled myself. Also I would like to bring to your attention of meadow lane for parking people park all day don't live here go off to town so if we have ambulances and deliveries at the weekend the parking is bad also ifley turn is also an awfull place to drive through with cars everywhere there is a blue Morris minor parked down meadow lane by our properties no one know s who owns this it's there permanently.
<i>Clematis Place (Oxford) - Proposed new DPPP</i>	
(6) Local Resident, (Oxford)	<p>Support (Clematis Way) - I would like to state that I have no objections to this being put in place. I'm aware of the reasoning behind this and fully support the application and agree with the choice of putting this in place.</p> <p>On the subject of parking though, I would like to raise a concern/issue regarding parking down Clematis Place - teachers from the nearby school use it which at one point we were having 8 cars a day which caused issues with residents but I have since spoken with the Headmistress and this has been minimised to worst case scenario.</p> <p>Also I know the flats (225-247 and 249-271) Field avenue back on to Clematis Place they are causing a big issue with residents parking. I myself have health issues and poor mobility (not registered but still suffer) elderly residents that live on the street also - and we all at one point or another have had to park in opposite streets due to it being over crowded.</p> <p>Please look into improving parking for this area.</p>
<i>East Avenue (Oxford) - Proposed new DPPP</i>	

(7) Local Resident, (Oxford)	Support (East Avenue) – I support this proposal.
<i>Elmthorpe Road (Oxford) - Proposed new DPPP</i>	
(8) Local Resident, (Oxford)	<p>Concerns (Elmthorpe Road) – Unless someone living in the road is registered disabled and has specifically requested this, then as a resident I am strongly opposed to this. There is already not sufficient parking for the residents of the street, and the neighbours are all friendly enough that if there's a specific instance of need (eg a disabled person visiting) people would leave a space. However, to have a space permanently unusable by non-disabled residents, in what is already an extremely congested street, is in my view a very poor use of space.</p> <p>Perhaps a disabled space could be considered in Godstow Road, Rosamund Road or Home Close, all of which have significantly more space per resident than Elmthorpe does?</p>
<i>Fiennes Road (Oxford) - Proposed new DPPP</i>	
(9) Local Resident (Oxford)	<p>Concerns (Fiennes Road) - There are a few things I have noticed would be a hazardous if the current location of the bay is placed.</p> <ol style="list-style-type: none"> 1. The current proposed location is close to a junction which will cause an accident from traffic coming in and out of Fiennes Road. 2. If someone parks on the opposite side of the proposed disabled bay then no car will be able to come or go through Fiennes Road. <p>This has happened few times over the years. I propose to put part of the disabled parking bay over the kerb which will give space to other cars. They also have a driveway located on Fiennes Road which is connected to the garden which would be easy to get in and out of the car.</p>
<i>Hayfield Road (Oxford) - Proposed new DPPP</i>	

(10) Local Resident (Oxford)	Support (Hayfield Road) – This would be a logical step.
(11) Local Resident (Oxford)	Support (Hayfield Road) – I very much hope it will be approved.
<i>Leiden Road (Oxford) - Proposed new DPPP</i>	
(12) Local Resident (Oxford)	Concerns (Leiden Road) - I often have problems parking outside the flats in the afternoons and the weekends because of other people's cars and vans. This makes it stressful searching for a parking place. If you take out a parking space for a disability space this will make the problem worse. Opposite our flats, on the other side of the road, I can see a few car spaces which are in between house's which would not obstruct their access to their driveway. This could be a much better solution for a disabled parking space.
<i>Kingston Road (Oxford) - Proposed new DPPP</i>	
(13) Local Resident (Oxford)	Support (Kingston Road) – At 101 Kingston Road the front pathway has been modified to provide a ramp for wheelchair access. This would be a logical step.
(14) Local Resident (Oxford)	Support (Kingston Road) – I am in favour of this proposal
<i>Kingston Road (Oxford) - Proposed removal of a DPPP</i>	

(15) Local Resident (Oxford)	Support (Kingston Road – removal) - It would be of great benefit to the residents if the disabled parking place was removed.
(16) Local Resident (Oxford)	Support (Kingston Road – removal) - It was put there for our only disabled resident who died many years ago. As such amenity is already in place just around the corner we no longer need this space. There is great scarcity of parking in the part of the road between St Margaret's and Polstead. Another place would be greatly appreciated.
(17) Local Resident (Oxford)	Support (Kingston Road – removal) - Just to say we are in full support of the removal of the disabled person parking place on Kingston Road that is not used and not needed and we have very limited parking as families.
(18) Local Resident (Oxford)	Support (Kingston Road – removal) - Please add my voice to the request to remove the disabled space outside 92 Kingston Road (between the Anchor and the church). `I understand that it was added for a resident who died 20 years ago. Residents' parking is tight for those of us without off-street parking and there's already a disabled space just round the corner outside 30 Polstead Road.
(19) Local Resident (Oxford)	Support (Kingston Road – removal) - This disabled space should be removed. There are two disabled spaces outside the St Margaret's Institute round the corner in Polstead Road, about 50 m away (with road markings which badly need repainting).
(20) Local Resident (Oxford)	Support (Kingston Road – removal) - I believe some of my neighbours received a letter about removing the above mentioned disabled parking bay but I can't seem to find one. I think it would be a positive move.
(21) Local Resident (Oxford)	Support (Kingston Road – removal) - We would be grateful if you removed it.

<i>Leckford Road (Oxford) - Proposed new DPPP</i>	
(22) Local Resident (Oxford)	Support (Leckford Road) - The proposed parking space outside No. 41 Leckford Road, we are thoroughly in favour.
(23) Local Resident (Oxford)	Support (Leckford Road) – The applicant clearly deserves a parking space outside his house [no 41]. We support this application.
<i>Newman Road (Oxford) - Proposed formalization of a DPPP</i>	
(24) Local Resident (Oxford)	Concerns (Newman Road) – Unfortunately both are now deceased, a new family have moved in so I'm very sorry if I'm wrong but I'm wondering if this proposal was meant for the previous occupants. As the new occupants have only been living at 32 Newman Road a couple months.
(25) Local Resident (Oxford)	Concerns (Newman Road) –The health of this person sadly deteriorated quickly, and that's when the DPPP was put in place. Since then, this person has moved out of the property and I have reason to believe they passed away. After that, ODS has taken care of renovating the property and a new family has moved in. Of course I am not aware whether or not any of them have a disability, however I am wondering if this formalisation is coming too late as nobody will be using that space. Also, the "DISABLED" sign and the marking lines have been mostly erased and they are not legible. Do we still need this DPPP?
<i>Old Marston Road (Oxford) - Proposed new DPPP</i>	
(26) Local Resident (Oxford)	Objection (Old Marston Road) - I am writing to you to reject your proposal for a disabled parking bay. During the past 20 years that I have been here, the issue of parking has worsened day by day. There aren't enough parking places for the customers coming to us. Some residents or workers nearby misuse this space or use it illegally,

	meaning they leave their cars there all day and night. I am able to send you pictures of proof if you'd like. Nearby residents complain that customers are blocking their drive ways.
(27) Local Resident (Oxford)	Objection (Old Marston Road) - I am very strongly against this proposal because I have been living here for nearly 20 years. The parking around my house is getting increasingly worse every day. Most of the time, the customers for the shop block our driveway, therefore we cannot exit or enter our house. The reason for the blockage is that the customers don't have enough space to park. If this proposal goes ahead the customers will lose the parking space and they will park in front of my drive way permanently. The customers have 3 parking spaces. If they loose one where will they park their cars? Some people permanently park their cars and leave it their for days. I have never seen any parking warden coming to my area to take any action. Can you please spend one /two weeks in this area, then you will know the issue. If you go ahead with this proposal my daily life will be affected. If someone blocks my driveway because there is not enough parking space the responsibility will be yours.
(28) Local Resident (Oxford)	Concerns (Old Marston Road) - Though we are sympathetic and respectful towards Disabled people and to the proposal to provide a parking place for them, we have our reservations and concern with regard to provide a place specially in Old Marston Road. There are only a limited no of parking spaces for people who live in and around Old Marston Road and the customers who use these spaces to use their local chemist, post office and the grocery shops, hence a specially designated parking for disabled people will have an impact on them not able to get their medicines or postal services as we see many customers do park on the pavement to run up to post office, chemist or for their daily grocery. Moreover, to my knowledge, there aren't any Disabled people who live around here who urgently need a slot. Hence, our view in this is that we are not in favour of the proposal as it is in Old Marston Road.
(29) Local Resident (Oxford)	Concerns (Old Marston Road) - The allotted disabled parking space is not suitable. As the allotted parking space is in front of the shops(co-operative and cost-cutter). I usually have to wait for at least 10 minutes to make use of the space. Since there is already problem with it and if there comes a disabled parking space, it is not convenient. So, I would kindly request you to provide another space for the disabled parking.

(30) Local Resident (Oxford)	Support (Old Marston Road) - The marked bay in the letter is perfect place for me to park. Thank you kindly for very thoughtful and arranging the disabled parking bay for me. Very kind of you and your team. Opposite Wellness pharmacy is also okay for me which is one behind the first bay near CO OP.
<i>Sorrel Road (Oxford) - Proposed new DPPP</i>	
(31) Local Resident (Oxford)	Support (Sorrel Road) - The proposed disabled car parking space is a good idea many elderly people on the ground floor need the space and disabled access doors. On Another note Sorrel road needs extra parking spaces for other cars also it is getting crowded. Thank you for listening to our concerns and resolving the issues.
<i>St. Mary's Road (Oxford) - Proposed removal of DPPP</i>	
(32) Local Resident (Oxford)	Object (St. Mary's Road - removal) – The applicants have still got their disability badges and still require assistance so why it has been suggested they no longer need the disabled parking is incorrect. Whoever advised this is in fact misinforming the council.
<i>St. John Street (Oxford) - Proposed removal of two DPPP's</i>	
(33) Local Resident (Oxford)	Support (St. John Street - removal) – The disabled spaces are not needed. The local residents need the parking spaces.
(34) Local Resident (Oxford)	

	Support (St. John Street - removal) – These parking places are not needed and rarely used and in areas where more residents parking is required. It is good housekeeping by the council to review where these spaces are and make changes as they see fit.
<i>Taverner Place (Oxford) - Proposed new DPPP</i>	
(35) Local Resident (Oxford)	Object (Taverner Place) - I am unable to find the survey online so am emailing to oppose the position of the new parking space. If the parking space was one space to the right (as looking out from the houses) it would be outside the blue badge holders house. I would have no objection to this. There are not enough parking spaces in our close as it is.
<i>Wolvercote Green (Oxford) - Proposed new DPPP</i>	
(36) Local Resident (Oxford)	Support (Wolvercote Green) - It is fine by me but I would be interested to know that if the person vacates their house, do you remove the Disabled Parking space? Or for that matter if down the years such a space is required outside someone else's property in this limited parking area, do you change accordingly?

Division(s) affected: *Thame*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

THAME: EAST STREET & WYKEHAM PARK – PERMIT HOLDERS ONLY PARKING SCHEME

Report by Director of Environment and Highways

Recommendation

The Cabinet Member is **RECOMMENDED** to:

Approve the proposals for the introduction of permit holders only parking (TH), Monday to Saturday, 8am to 6pm, in Thame as follows:

- a) East Street, north side between the property boundary No. 6/7 and vehicular access to No.17,**
- b) Wykeham Park, whole road, from its junction with East Street,**
- c) To also include the dwelling at The Cross Keys PH in the list of eligible properties.**

Executive Summary

2. In January 2024, officers implemented a number of parking restriction changes in the centre of Thame, which addressed historic anomalies where residents had become accustomed to parking all day in limited waiting bays. New areas of residents parking were also introduced in Park Street, Nelson Street and North Street.
3. Following the implementation of the scheme, residents of East Street have approached officers and councillors to raise concerns about displaced parking in parts of the road where residents have no off-street parking and therefore having to compete with town centre users.
4. In discussions with representatives of the Town Council and with input from the local County Councillor, officers have developed a small scheme for part of East Street and Wykeham Park to be included in the designated areas of permit holder parking, which mirrors the scheme that was implemented in nearby Park Street.

5. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor Trellint as the town falls within the Civil Enforcement Area for South Oxfordshire.
6. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1**.

Sustainability Implications

7. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives.

Financial and Staff Implications (including Revenue)

8. The parking project for East Street and Wykeham Park is being funded through Community Infrastructure Levee (CIL) contributions, so there are no financial implications to the County Council.

Equalities and Inclusion Implications

9. No equalities on inclusion implications have been identified in respect of the proposals, however it is noted that blue badge holders can park in permit holder/time limited bays without restriction.

Formal Consultation

10. A formal consultation was carried out between 25 April 2024 and 24 May 2024. A notice was published in the Oxford Times, 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, Thame Town Council, South Oxfordshire District Council, the local District Councillors, and the County Councillor representing the Thame division.
11. A letter was sent directly to approximately 96 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.
12. A total of 22 responses were received via the online 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
East Street	7 (32%)	2 (9%)	13 (59%)	-	22
Wykeham Park	7 (32%)	2 (9%)	9 (41%)	4 (18%)	22

* note – all percentages rounded up/down to nearest whole number.

13. Whilst the table above presents the general position of the respondent to each of the proposed elements of the scheme. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.
14. Additionally, a further 5 emails were received, with Thames Valley not objecting to the proposals and the local County Councillor confirming their support for the proposals.
15. The individual responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

16. The results of the on-line survey responses showed that there is generally a clear level of support to all elements of the proposals, with the majority in favour for the scheme.
17. The County Councillor and Town Council have also responded in support of the proposals.

General feedback to the proposals:

18. Within the individual responses there were a high number of comments made that were positive towards the proposals. This included statements that there is an issue with residents finding available on street parking, which the restrictions would improve.
19. In contrast, there were a few responses questioning the need for the scheme, with one resident stating that they were unaware of residents raising issues, so the proposals were not driven by a local agenda. Another resident felt the current arrangements worked well and with residents going to work during the day and parking becoming available in the evenings.
20. The proposals were developed in response to requests and complaints from residents living on East Street who have contacted the Town Council, County Councillors, and officers on several occasions to raise their concerns and to request parking controls to be introduced.

21. The proposals have been developed in discussions with representatives of the Town Council and with input from the County Councillor.

Extent of the scheme:

22. A common theme in the responses received was that the proposals do not extend far enough along East Street and the current number of permit parking bays would be insufficient for the number of residents who may apply for permits. There were calls for the whole of East Street to be covered by permit holder only restrictions to cater for the demand for residents.
23. In developing the proposals officers consulted with representatives of the Town Council and local County Councillor who agreed that the proposals should be limited to the western end of East Street, where residents currently do not have off-street parking to minimise the potential for displacement and the need for additional signs and posts in front of resident's properties.
24. The remaining parking will remain unrestricted, so residents will still have the opportunity to park in these areas, especially in the evenings where there is less demand. They also have the opportunity to park in other areas covered by permit holder restrictions, with use of a permit.

Permit operation:

25. The advertised proposals aim to align with the existing operating policies of the Council for the issue of permits for permit parking areas, including designated streets within Thame. This includes caps on the number of permits issued for a property to 2, with maximum 1 per person, per vehicle.
26. In the responses received to the consultation, a number of residents objected on the basis that rules for the scheme, discriminates against larger families with multiple vehicles in their household. This would lead to residents having to park further away from their homes would impact on younger people who live at home with their parents.
27. Further objections were received around restrictions imposed on properties with off-street parking. Comments were made that some properties have only limited space and therefore there is also a need for some on-street parking.
28. Other general points made related to the charges for the scheme, as residents objected to having to pay for permits, especially the retired and those on low incomes.
29. One resident flagged that the dwelling above the Cross Keys Public House had not been included in the list of properties eligible and there was a need for this to be included as their address is on East Street.
30. The operating policies for permit schemes in Oxfordshire have been in place for a number of years and a cap on the number of permits per property is required to ensure demand for parking is managed and the schemes are fair

to all users. This is especially true in terraced streets where there is limited on-street capacity, but the potential for high demand.

31. There was a small error on the wording on the consultation page of the website that stated that residents with off-street parking would not be able to apply for parking permits. This was incorrect, as documented in the public notice and draft traffic order, there are no exclusions for properties listed as eligible to apply for permits. This applies to both residents and visitor permits.
32. The cost of residents and visitors permits is required to cover the cost of running the scheme. It is the policy of most councils in the UK, including Oxfordshire that these costs are passed onto the residents and users that directly benefit from the schemes.
33. The request to include the Cross Keys Public House in the list of eligible properties is noted and it is recommended that the approved scheme is amended to include the dwelling.

Potential for displacement:

34. The potential for displacement of parking was raised by some residents living locally, including in Kings Road and Wellington Street. The points made were that the introduction of permit holders bays in East Street would necessitate control measures to be considered in wider roads in the area, and these types of schemes simply push problems out, without little benefit.
35. The potential displacement of any new parking control is a legitimate concern, and the proposals have been developed to address local issues whilst trying to minimise the impact on other areas. There is often a balance in trying to manage the impacts of indiscriminate parking whilst allowing flexibility for different types of users.
36. Schemes are kept under review after their implementation and officers will work with elected members to develop changes if they are required.

Other comments/concerns:

37. Specific questions and points were made about the design aesthetics and operation of the scheme which included:
 - will the zone be painted onto the road surface and in what form/design?
 - will drop kerb access be painted?
 - where will parking zone signage be placed? Importantly, we want to ensure this is sensitively located in this conservation area and not aligned to residents front facing windows, so their amenity is not adversely affected or obscured and the protected character of the conservation area is unaffected.
 - Is it £100 per household, so if you have two cars you will get two permits for the fee or £100 per year?

38. The consultation drawing show's locations for marked parking bays on East Street (hatched blue), with the positions of signs shown either on existing posts or on new posts.
39. For Wykeham Park, it's planned this would be a sign only scheme (no bay markings), which is due to issues marking bays around the driveways and the turning head. The sign locations are shown on the consultation plan.
40. Where possible, officers try to get agreement with residents to site signs on third party walls to avoid the need for new posts. However, where new posts are required, every effort is made to minimise their impact on the street scene.
41. The majority of private vehicular accesses already have white access protection markings painted on the ground, but the further consideration will be made to mark over accesses in the boundary of the scheme.
42. It is stated in the consultation material that the permit fee of £100, is per vehicle not per household. Therefore 2 residents permits would be £200.

Paul Fermer
Director of Environment and Highways




Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Jim Whiting (Parking Schemes & TRO Team Leader)
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July 2024

Drawing No. revision 0

KEY TO RESTRICTIONS

-  PROPOSED PERMIT HOLDERS ONLY
PREFIX TH - MON SAT, 8AM TO 6PM
-  PROPOSED BOUNDARY OF ELIGIBLE
PROPERTIES FOR TH PERMITS
-  EXISTING DOUBLE YELLOW LINES
TO REMAIN UNCHANGED

KEY TO SYMBOLS

-  NEW POST REQUIRED IN FOOTWAY TO
MOUNT A PARKING SIGN
-  NEW SIGN ON EXISTING POST /
LAMP COLUMN
-  ZONE ENTRY SIGNS FOR A
PERMIT PARKING AREA (PPA)
-  WHITE ACCESS MARKING (ADVISORY)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK
DETAIL TO ON-TO-IT DRAWINGS A DETAIL TO 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

**OXFORDSHIRE
COUNTY COUNCIL**

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Project title
CPE SOUTH OXFORDSHIRE
2024-25

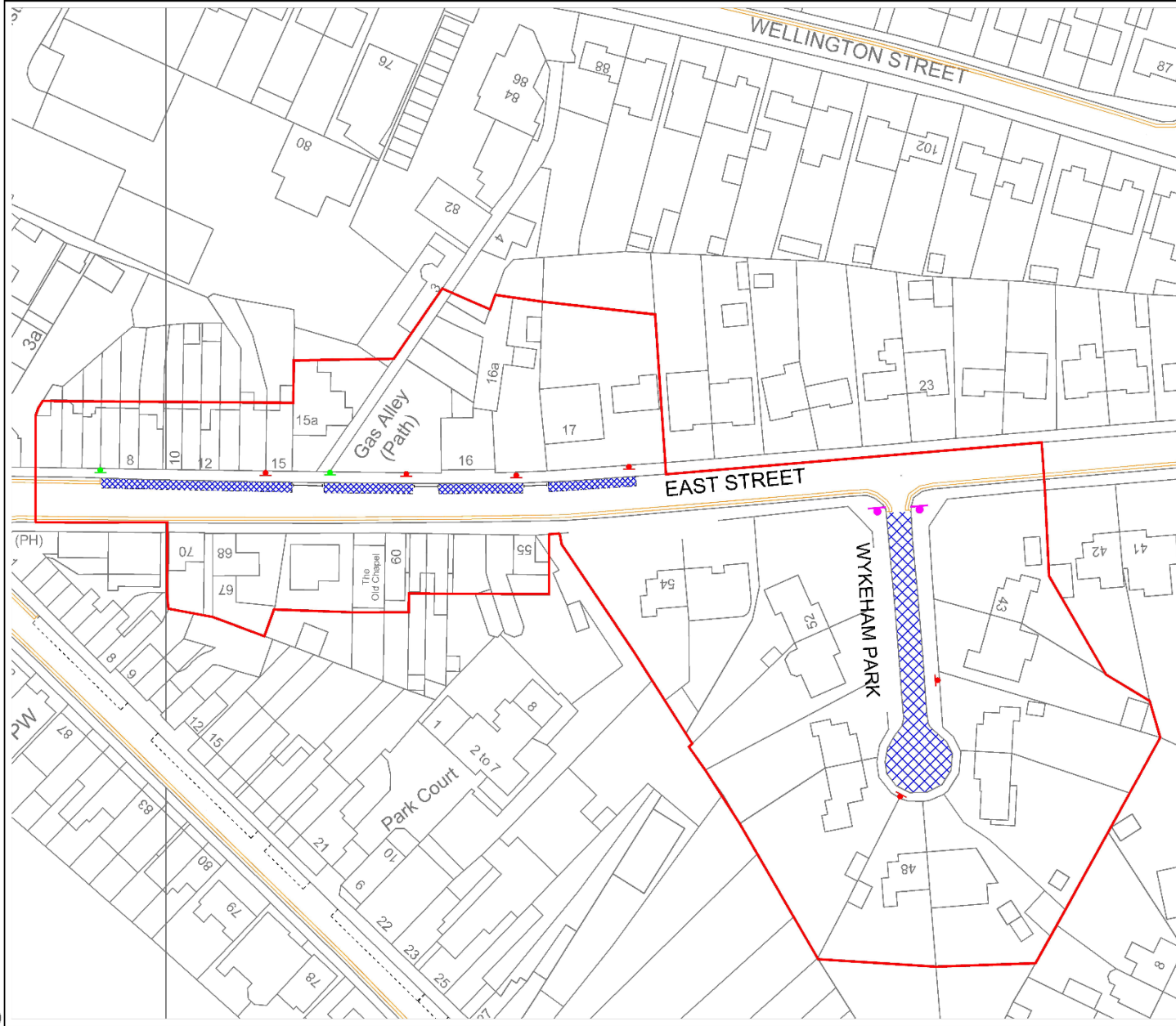
Drawing title
Proposed parking changes
Thame - Central area
East Street & Wykeham Park

Drawing Status

Scale @ A3 1:1000	Drawn by JW Date drawn 06.03.24	Checked by VN Date checked 	Approved by CC Date approved
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Oxfordshire Project No. & File Ref

Drawing No. CPE/TH/JW/24/001 Revision V3



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Thame Town Council	<p>East Street – Support Wykeham Park – Support</p> <p>Support the proposed residents parking permit scheme on East Street and Wykeham Park on the understanding that these have been requested by residents.</p>
(3) Local County Cllr, (Thame & Chinnor division)	Support – I fully support the residents parking in East Street and Wykeham Park.
(4) Local Cllr (Thame Town Council)	<p>Partially support – you have unfortunately omitted one property which I had specifically mentioned in earlier correspondence and in the map that I shared with you.</p> <p>The Cross Keys public house is on the corner of Park Street and East Street but the couple who run the pub were disallowed from applying for a permit under the Park Street scheme because their postal address is East Street. That has always been a source of confusion but the door which gives private access to their living quarters above the pub is indeed in East Street. There should therefore be no question that they are as entitled as anyone else living at the town end of East Street to apply for a permit this time around, yet the details in your consultation document seem to specifically exclude their address, listing only nos. 4 to 17 and nos. 53 to 70.</p>
(5) Local resident, (Thame, Kings Road)	<p>East Street – Object Wykeham Park – Object</p> <p>I live on Kings road in Thame (just at the top of East street)</p>

	<p>This same situation happened to us when we lived in London. The roads around us went to residents parking permits and all it did was push cars onto our road which was non permit parking. The same will happen again here.</p> <p>Households with too many cars for permits will just park the extra cars on wellington street and kings road and then we will be unable to park outside our homes or have visitors find a parking space. Also those visiting the doctors surgery and community hospital, who can't park in the car parks, will park on kings road and wellington street. This will not reduce cars on the roads and is only being brought in because cars that have now been pushed out the high street due to permits have now started to park on surrounding roads.</p> <p>Where does it stop? All that happens is every street parks one over, so the parking permit zones have to be continually extended.</p>
(6) Local resident, (Thame, Wykeham Park)	<p>East Street – Object Wykeham Park – Object</p> <p>creates unnecessary and additional administrative and financial burden on the council to manage permit scheme at limited financial benefit.</p> <p>pushes visitor traffic further out into other residential streets without actually providing adequate parking or transport infrastructure to ensure Thame remains a viable town with business and job opportunities proposal is poorly drafted and contains many ambiguities which negatively impact on residents living in the proposed streets, hence making it difficult to fully assess the proposal</p> <p>It places an additional financial burden on residents to park in the road they already live in and park their vehicles in, residents from East street already park in Wykeham Park.</p> <p>Not aware that local residents have voiced concern about parking so this initiative is not driven by a local agenda The use of permits in the proposal does nothing to "faciliate the expeditious, convenient and safe movement of vehicles and other traffic, as the areas will continue to provide parking spaces - where is the evidence that by paying to park in the roads where we live will have any effect.</p> <p>The proposal to introduce strict permit rules will have a negative effect on residential parking for many of the residents in the road. For example it does not take into affect the number of occupants of a household that may drive, limiting</p>

	<p>the number of permits to 2 is restrictive. Another example could be a household that has off street parking - (how defined?) for one vehicle but 2 residents both requiring vehicles, so that one currently parks in the road, they would be ineligible to apply for a parking permit for the second vehicle, pushing that resident to park further away in another side street, how does that help with managing residential parking in Thame</p> <p>Limiting visitor permits only to households that do meet the eligibility criteria means that those houses that may have some off street parking, but limited - this is not properly defined in the proposal will affect the ability for residents to have visitors which may be essential for them</p> <p>The proposal as far as I could see does not refer to public and bank holidays It takes no account of residents who may do shift work.</p>
(7) Local resident, (Thame, East Street)	<p>East Street – Object Wykeham Park – Object</p> <p>This would not work for our household if 5 adults; 3 of which have a car. We have a drive and are not amongst the numbers eligible for a permit. There is fluctuating availability but as residents we are able to get spots when required.</p>
(8) Local resident, (Thame, East Street)	<p>East Street – Object Wykeham Park – Object</p> <p>I strongly object to this proposal. We moved house for the parking after having parking issues elsewhere in Thame. Due to the number of adults in our household we have insufficient off road parking. Residents in the eligible houses also have more than 1 vehicle, they park on the road outside our house as well as their visitors and town workers. We are forced to hunt for a space further along east street or Wykeham park . It is not a fair proposal, Residents with off road parking at considerable expense and their visitors will be penalised as a result. The chance of a parking space will be vastly reduced whilst Residents in the proposed houses who were aware of the parking situation will have more parking available. This proposal will not manage the demand for residential parking but will push the issue further down the street. This will cause further stress and issues for those who are not eligible under the proposed scheme.</p>
(9) Local resident, (Thame, East Street)	<p>East Street – Object Wykeham Park – Object</p>

	<p>Our household already have difficulty to park near our house. As we are a family of 5, we have multiple cars, this proposal means we would have to park a far distance from our house and would result in having to carry several heavy bags required for work in all weather conditions e.g. rain and extreme heat. My work requires me to work up to 12hr shifts and sometimes resulting in me getting home at midnight or later, this therefore would cause further exhaustion and a lot of added stress. It would also mean it would be near impossible for my girlfriend to visit me and would impact my relationship massively.</p>
(10) Local resident, (Thame, East Street)	<p>East Street – Object Wykeham Park – Object</p> <p>I think this is very unfair as there is already a huge limit in parking spaces as it is. I am deeply concerned about my elderly grandparents who struggle to walk far distances. We are a large household who have 3 cars that we need to use on a daily basis due to work, which means that one of us will not be able to get a parking space anywhere near home.</p>
(11) Local resident, (Thame, Wykeham Park)	<p>East Street – Object Wykeham Park – Object</p> <p>This project is not necessary and will not help residents in any way, just cost money. Can I be guaranteed a parking space near my home in Wykeham Park? I have limited mobility and our house is the only one in Wykeham Park without off-street parking. East Street has many houses without parking space and at present everything works well. Many go out to work and need evening and weekend parking. Only the out of work or retired need residents' daytime parking and cannot afford to pay for a permit. Who would police the scheme? Will it mean OCC has to spend more money to employ someone to do this? What is the use of this scheme?</p> <p>This is just another level of council bureaucracy that will cost residents money for no good reason.</p>
(12) Local resident, (Thame, East Street)	<p>Partially support – In general, I support the proposal for residents permit parking in East Street and Wykeham Park.</p> <p>However, I object to the exclusion of properties with some off-street parking without regard to the space available and household requirements for parking close to home.</p>

	<p>We have two adult children living with us who need a car to get to/from their workplace. They presently have to park in the road as we do not have enough space within our boundary without blocking our neighbour's access.</p> <p>It strikes me as wrong to exclude young people starting out in life who are already penalised by the high cost of property ownership/ renting.</p>
(13) Local resident, (Thame, East Street)	<p>East Street – Partially support Wykeham Park – No objection</p> <p>We support plans to 'reserve' areas of East Street for residents parking only. However, the proposal to exclude properties with off-street parking does not take account of the space available to park off-street.</p> <p>We have two adult children living with us who need a car to get to/from their work place. They presently have to park in the road as we do not have enough space within our boundary without blocking our neighbours access.</p> <p>It strikes us as wrong to exclude young people starting out in life who are already penalised by the high cost of property ownership / renting.</p>
(14) Local resident, (Thame, East Street)	<p>East Street – Partially support Wykeham Park – Support</p> <p>We fully support the scheme to introduce residents parking on East Street, however, we feel that not enough consideration has been given to the number of spaces in relation to the number of households that the scheme needs to serve. We ask that this please be reconsidered.</p>
(15) Local resident, (Thame, East Street)	<p>East Street – Support Wykeham Park – Partially support</p> <p>I understand why you are proposing to provide residents parking permits at the end of East Street where there are mainly terraced houses with no off road parking.</p>

	<p>However, I do not understand why you are planning to do the same in Wykeham Park, as most of the houses have off road parking. Have the residents of Wykeham Park requested this?</p>
<p>(16) Local resident, (Thame, East Street)</p>	<p>East Street – Support Wykeham Park – Partially support</p> <p>I support the parking scheme, since it has been bought in by the war memorial and other car parks it has become nearly impossible to park on east street at peak times. Please consider including the parking permit holders only along the entirety of east street, all of the other houses that aren't terraced have off road parking so don't require the on road parking.</p>
<p>(17) Local resident, (Thame, East Street)</p>	<p>East Street – Support Wykeham Park – No objection</p> <p>We are in our seventies and I suffer from COPD. My husband has cancer so it is difficult to have to keep moving the car. It is very seldom we can get a parking space throughout the day.</p>
<p>(18) Local resident, (Thame, East Street)</p>	<p>East Street – Support Wykeham Park – No objection</p> <p>Parking is very difficult in Thame and with more housing and businesses opening, a parking permit in the street I live in would be precious.</p>
<p>(19) Local resident, (Thame, East Street)</p>	<p>East Street – Support Wykeham Park – No objection</p> <p>As a local resident living in the part of East Street nearest the town centre, and in the knowledge that other streets near by are about to become permit-holder parking areas, I think introducing permits for residents in East Street will be the only way to enable us to have a chance of parking near our homes on a daily basis.</p>

(20) Local resident, (Thame, East Street)	<p>East Street – Support Wykeham Park – Support</p> <p>I live in one of the terraced properties in East Street which at present has no designated parking. It is hit and miss whether you are able to park anywhere near your property, if you live in a house without a driveway. A parking permit would make life so much easier for the residents of the terraced properties. At the moment people from outside Thame park in East Street to shop, or for work, and this is unfair for residents.</p>
(21) Local resident, (Thame, East Street)	<p>East Street – Support Wykeham Park – Support</p> <p>I am supporting the proposals as a local resident. I am having to park further and further from my house each time I come home in the evening and weekends.</p>
(22) Local resident, (Thame, East Street)	<p>East Street – Support Wykeham Park – Support</p> <p>'Fully support this scheme, as East Street was entirely overlooked in the previous scheme and a clear mistake was made in excluding East Street, which the council now acknowledge. We have had detailed exchanges with Jim Whiting on this point, with the vocal support of multiple Thame Town Councillors. Although it's welcomed to see this proposal come through, it doesn't provide sufficient spaces for those without off-road parking on East Street.</p> <p>The current scheme only provides circa 18 spaces for c50 residences in scope of the zone highlighted in the plan, 20 residences of which have no off road parking at all.</p> <p>Taking into account that the average car ownership is x2 per household on East Street (or the SODC statistic of 1.5 cars per household), this would necessitate that the designated proposed permit holder parking zone should be extended for the full length of East Street, as between 30-40 spaces would be required just to meet the needs of the residents without off road parking.</p>

	<p>We would also like to understand what physical form the parking designation will take? For example:</p> <ul style="list-style-type: none"> - will the zone be painted onto the road surface and in what form/design? - will drop kerb access be painted? - where will parking zone signage be placed? <p>Importantly, we want to ensure this is sensitively located in this conservation area and not aligned to residents front facing windows, so their amenity is not adversely affected or obscured and the protected character of the conservation area is unaffected.</p> <p>We would also like clarification of the charges for this scheme. Is it £100 per household, so if you have two cars you will get two permits for the fee or £100 per year?</p>
(23) Local resident, (Thame, Wykeham Park)	<p>East Street – Support Wykeham Park – Support</p> <p>Our road can become very congested and I think it is difficult for those who don't have off-street parking.</p>
(24) Local resident, (Thame, East Street)	<p>East Street – Support Wykeham Park – Support</p> <p>I am a resident on East Street and struggle to park on the road most days. I am an NHS nurse and often struggle to park near my house when I return from shift.</p> <p>Most residents who live in the area on east street included in the plan for permits have 2 cars so I think the zone for residents only should be extended further down east street</p>
(25) Local resident, (Thame, East Street)	<p>East Street – Support Wykeham Park – Support</p>

	As a resident of the terraced houses in East Street, parking is an every day problem. Anything to make this easier for residents has to be supported, especially if there are enough parking spaces for everyone in East Street, who does not have a driveway.
(26) Local resident, (Thame, East Street)	<p>East Street – Support Wykeham Park – Support</p> <p>We support the proposal to bring in the parking permits as the parking has become near impossible since they were bought in for the surrounding areas. It would be good to see the permits widened to allow for more parking on East Street as the proposal currently does not have enough spaces for the residents it is proposed to cover, it would be good to see this extended to the whole of East Street.</p>
(27) Local resident, (Thame, Wykeham Park)	Support – I think it is an. excellent idea. However there is no number 54 Wykeham Park as in your plan. My house, number 52, is located on the junction with East Street, and all other houses in the road have lower numbers.

Divisions affected: *Banbury Ruscote*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

BANBURY: DOVER AVENUE - PROPOSED SHARED FOOTWAY & CYCLEWAY

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the shared-use foot & cycleway on Dover Avenue in Banbury, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on the proposal to construct a new Shared-use foot & cycleway on the southern side of the access to properties Nos.25-37 – from its junction with Dover Avenue, westwards towards & linking to the 'Withycombe Farm' residential development, as shown in **Annexes 1**.
2. The proposals – which also include a pedestrian guardrail feature at the eastern end at its junction with Dover Avenue, and a central bollard at the western end where it links to the new development (details will be determined as part of the final design process should approval be given) – have been put forward in order to help improve pedal cyclist safety in the area.
3. At the 'pre-app' planning stage, the link connecting the north east of the development to Dover Avenue was designed to be one of the primary pedestrian and cycle access points, with the benefit of the site being surrounded by an extensive Public Right Of Way (PRoW) network.
4. It was also deemed essential that all connections to the existing PRoW network were of a suitable quality for use by all pedestrians and cyclists, with high quality connections that abruptly terminate at a poor quality PRoW not to be a feature of the site. Rather the development was expected to provide high quality cycling links to the nearest safe cycling facilities.

Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by the developers.

Legal Implications

6. No legal implications have been identified in respect of these proposals.

Equality and Inclusion Implications

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

Sustainability Implications

8. The proposals would help to help improve pedal cyclist safety, and also help encourage the use of sustainable transport modes in the area.

Formal Consultation

9. A formal consultation was carried out between 03 May and 31 May 2024. 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, Cherwell District Council, local District Cllr's, Banbury Town Council, Drayton Parish Council, and the local County Councillors representing the Banbury Ruscote, and the Wroxton & Hook Norton divisions.
10. A letter was also sent directly to approx. 55 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
11. Nine responses were received during the course of the formal consultation, comprising of four objections, one partially supporting, one in support, and three non-objections.
12. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

13. Thames Valley Police expressed no objections to the proposals as advertised.

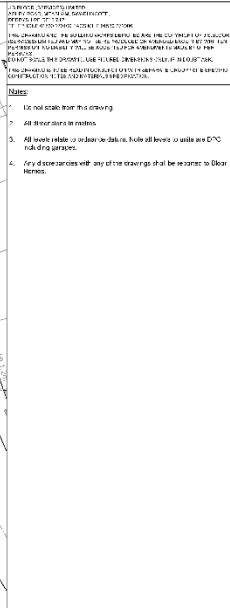
14. The cycle track was asked for at the planning stages of the development – and is to be one of the primary pedestrian and cycle access points, which would be no less safe here than any other location. Officers feel that the outcome would not be any different if it were positioned on the other side.
15. The proposed safety barriers at the end should help deter motorbikes & other non-suitable vehicles, which will also help ensure risks are reduced when compared to the current situation. Any safety issues concerning the gradient of the proposed path would be picked-up as part of any Road Safety Audit, amendments could be identified/required should this be the case.
16. The use of the alternative location suggested (i.e. running adjacent to Nos 39-45 Dover Avenue) is not currently a cycle-path, and as such would require similar amendments/improvements to make it a viable option, whilst also not being identified as one of the key access points.
17. In terms of vegetation clearance, Officers are unaware of any trees being felled as a direct result of the proposals, but this will be confirmed with the developer should approval be given. The suggestion regarding the use of a 'movement membrane' under the path during construction is useful, and Officers would look into the feasibility of using it in this situation if appropriate.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

Contact Officers:	Julian Richardson (Senior Engineer – Central)
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July 2024

[illegible]

Quantity: **APPROVAL**

Withycombe Farm
Banbury
Oxfordshire

**Footway/Cycleway
Link**

DATE: 15.03.24
SCALE:
DRAWN: RB
CHECKED: JB



BLOOR HOMES®

Drawing No. WE102-EN-108A

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) County Cllr, (Banbury Ruscote division)	Support – as local member i would support the increase cycle provision as long as it's safe.
(3) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	No objection – No comments from us – this is off the carriageway. I actually urged that ped and cycle connectivity from the development towards the B5 bus route was maximised and this is part of that strategy.
(4) Cherwell District Council, (Communities Directorate)	No objection – I would confirm that the planning department have no comments or objections
(5) Local resident, (Banbury, Dover Avenue)	Object – with regard to your arbitrary decision to make the footpath outside my home into a cycle path. This will impact my self my wife who are both 80 ,my neighbours who are in their late 70s ,this is an accident waiting to happen. There is access to this development in the next cul-de-sac which has always been there as it is a public footpath. What we need is hard standing for parking instead of this green and not a cycle path, the creation of which will impact greatly on the residents ,but not faceless planners sat in an office 25 miles away. We strongly object.
(6) Local resident, (Banbury, Dover Avenue)	Object – the proposal shows the access will front my property as well as the 6 properties wholly owned by the private residents. this access should be routed the other side of the grassed area fronting the housing association properties. what is the guarantee that this access will not become access for motor cycles. parking is already a problem for us residents. this proposal will only exacerbate that problem.
(7) Local resident, (Banbury, Dover Avenue)	Object – There is already pedestrian and cycle access less than 50 metres away onto this development, in dover avenue running via Nos 39-45 dover avenue.

<p>(8) Local resident, (Banbury, Dover Avenue)</p>	<p>Object – Safety of residents stepping from their front gardens on to mixed use path and danger of cyclists hitting pedestrians. Proximity of path directly in front of residential properties.</p>
<p>(9) Local group/organisation, (Banbury Civic Society)</p>	<p>Partially support – Is it really such an inconvenience for cyclists to dis-mount and walk the length of this link in order to ensure that pedestrians, especially young children, are not put in harms way ? Also is it really necessary to fell established trees to achieve this end ?</p> <p>The subsoil hereabouts is dense clay and one can easily find examples in the Banbury area of footpath surface damage due to subsoil shrinkage and swelling - a movement membrane should be inserted under the concrete slab to accommodate such movement or the path will very soon break-up - see paths around Crouch Hill.</p>

Divisions affected: *Kingston and Cumnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

APPLETON WITH EATON – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

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

Executive Summary

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

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 Appleton & Eaton by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 16 May and 7 June 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, Vale of White Horse District Council, the local District Cllrs, Appleton with Eaton Parish Council, and the local County Councillor representing the Kingston and Cumnor division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. The Cabinet Member for Infrastructure & Development Strategy (also the County Cllr responsible for the neighbouring North Hinksey division) submitted their full support for the proposals.
9. Oxford Bus Company offered no objection citing that they felt the proposals were a proportionate measure that balances the aims of the County's Vision Zero casualty reduction policy with the need to ensure that the measures are both effective (i.e. self-enforcing) and also do not serve to make bus services substantially less attractive and more costly to run.

Other Responses:

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

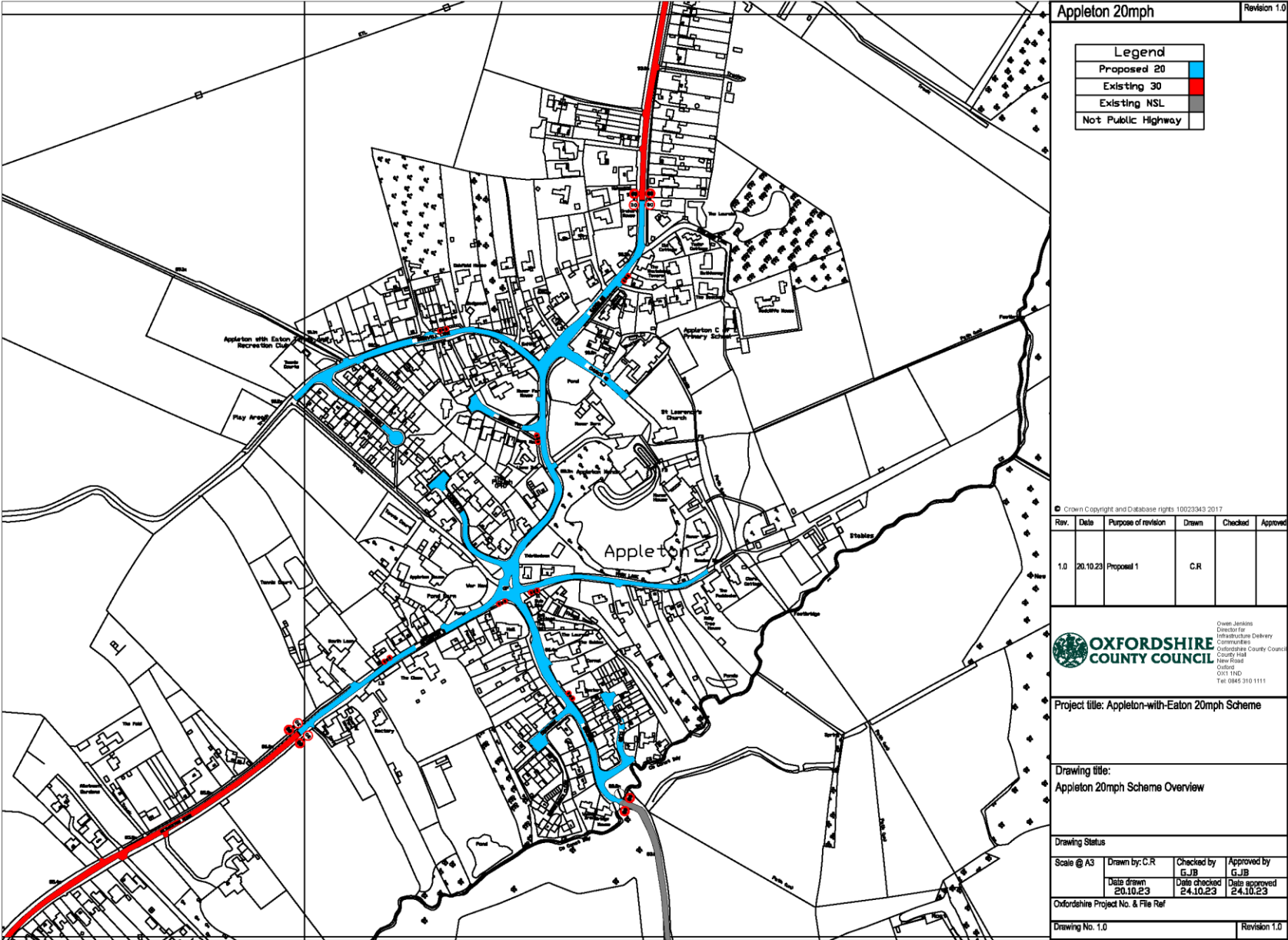
Proposal	Object	Partially support	Support	No opinion/ objection	Total
Appleton 20mph	14 (35%)	4 (10%)	21 (53%)	1	40
Eaton 20mph	13 (33%)	1 (3%)	18 (45%)	8	40

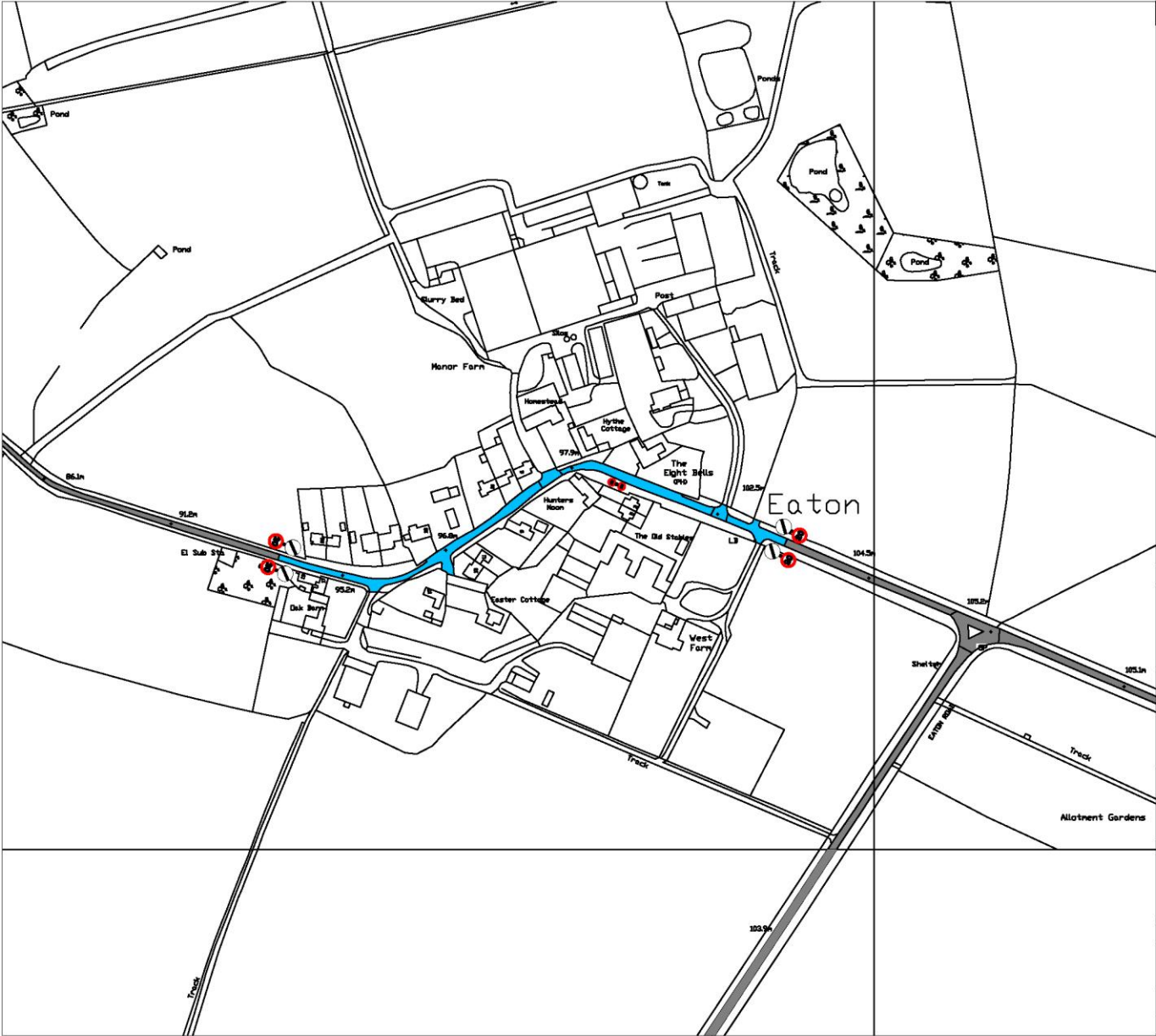
* note – all percentages rounded up/down to nearest whole number.

11. 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
---------------	--------

July 2024





Eaton 20mph

Revision 1.0

Legend

Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	20.03.24	Proposal 1	C.R.		

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director for
Infrastructure Delivery
Communities
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New Road
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Tel 0845 310 1111

Project title: Appleton-with-Eaton 20mph Scheme

Drawing title:
Eaton 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by G.J.B.	Approved by G.J.B.
	Date drawn 20.03.24	Date checked 18.08.23	Date approved 18.08.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

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 Strategic Development and the Built Environment, (Oxford Bus & Thames Travel)	<p>No objection – Oxford Bus Co. operates the 63 and 63S services running through Appleton and close to Eaton, on behalf of the County Council. In their latest iteration, these are relatively recently introduced, and are funded through non-mainstream funding sources. However, it is relevant to recall that the village had been consistently served for very many years before Summer 2016, when Oxfordshire County Council eliminated its budget for uncommercial bus services, by services including a 63, and variants of the 66. It is not unreasonable to conclude that it might prove possible to sustain the 63 in the longer term subject to ongoing public funding being available, as the policy basis for it could be reasonably strong. We see meaningful use of the service.</p> <p>That said, service 66 is available at the Appleton Turn stops on the A420 about 900m walk from the southern edge of the village. This runs frequently, seven days a week and as many as 20 hours in 24. Modest but significant numbers of residents make the walk, or cycle, down an unlit lane to take advantage of this.</p> <p>The proposals look to reduce speed limits along a 800m section in the core of the village of Appleton. Here the village is much more built up, with a Primary School and a number of important local facilities including the village shop and a number of businesses including the pub, at various points along it. The built form is far from intimate. However, the footways are narrow and generally found only on one side of the carriageway. Nor are they lit. Forward visibility is quite limited in a number of places. As such the attractiveness and safety of walking and cycling within the village will demonstrably substantially benefit from a 20mph limit, and credibly could encourage more use of walking and cycling within the village, especially since there are no wider local highway links offering parallel alternatives for pedestrians and cyclists to the main street through what is a substantial and quite extensive settlement.</p>

	<p>The village exhibits a strongly linear form, with significant ribbon development extending the built frontage to the north east and south west, quite substantially. This wider extent of the village is already under a 30mph limit, over a much longer 1800m stretch between Millway Lane and Appleton Christmas Barn. We note positively that a 1000m extent of the outer extents of the currently restricted area is to remain at this speed.</p> <p>We consider that this is a proportionate measure that balances the aims of the County's Vision Zero casualty reduction policy, including the 20mph initiative, with the need to ensure that the measures are both effective (i.e. self-enforcing) and also do not serve to make bus services substantially less attractive and more costly to run in their current form.</p> <p>We thus offer no objection to these proposals.</p>
(3) Cabinet Member for Infrastructure & Development Strategy, (North Hinksey division)	Support – In full support.
(4) Local resident, (Appleton)	<p>Object – I am writing to you to state my absolute disapproval of the above proposal, I have lived in this village all of my life and cannot remember any accidents due to speeding traffic through the village.</p> <p>I understand that this proposal is to persuade villagers to use other forms of transport (ie cycling and walking) if you took the time to walk through our village you would see that the state of the roads makes it extremely dangerous to venture out on your bicycle.</p> <p>So in conclusion I would much rather you use our money to make our village roads safer to use, than spending millions of pounds on reducing the 30mph to 20mph, I would love to know how much has been spent on this throughout the county.</p>
(5) Local resident, (Appleton)	<p>Object – Oxfordshire County Council states it wants to make our built environments safer and more attractive places to walk and cycle. 20 mph speed limit does not necessarily do this.</p> <p>OCC has not stated how the suggested proposal will achieve the desired impact.</p>

	<p>OCC has only proposed one solution to achieve the stated objective- why have OCC not offered alternative approaches to the issue? Does OCC lack the imagination of alternative approaches?</p> <p>OCC are proposing a linear solution to systems problem and as such will get an inferior solution.</p> <p>Having just spent 2 weeks in Singapore can I suggest an alternative solution to making the "environment safer and more attractive" along with helping sequester carbon at the same time.</p> <p>If OCC planted trees every 100 - 200 meters in the road way on one side of the road they are wanting to make "Safer and more attractive" then this would naturally slow vehicles down - cars already park along the road anyway , making a lot of Appleton village single track anyway - which slows cars down. It would also make the place more attractive as well help the UK sequester more carbon to reduce the impact of climate change.</p> <p>Putting up 20 mph signs will not necessarily make the place any safer, vehicles can still exceed the speed limit, will not make the place any more attractive and will not help the planet sequester more carbon.</p> <p>I hope OCC will consider seriously this alternative approach and may be use Appleton as a trial site to see how it works - for everyone.</p> <p>We need better ideas and thinking for the various challenges that society is facing.</p>
(6) Local resident, (Appleton, Netherton)	<p>Appleton 20mph – Object I object to these proposals because they fail to address the areas in the village where speeding primarily occurs. The areas that have been left as 30mph "buffers" are the areas where village surveys have shown that most speeding occurs. The areas that are being converted to 20mph in the centre of the village see slower speeds due to the narrower roads and the presence of parked cars which serve as a natural limit to speed. This proposal does not address the safety of people and pets in the so called "buffer zones". The establishment of 20MPH in the middle of the village will have little practical impact on changing speeds that are driven, while leaving the 30MPH buffer zones fails to address the areas that truly need a lower speed limit for safety reasons.</p> <p>Eaton 20mph – No objection As i live in Appleton I will leave it to the residents of Eaton to speak to what is best for their streets.</p>

	Travel change: No
(7) Local resident, (Appleton, Netherton Rd)	<p>Appleton 20mph – Object The proposed area only covers the centre of the village where it is only possible to drive at 20mph due to sharp turns and parked cars. Where speeding occurs on the Eaton and Netherton Roads no concession is being made to reduce speed limits.</p> <p>Eaton 20mph – No objection It is for the residents of Eaton to decide if they agree to the speed limit proposals</p> <p>Travel change: No</p>
(8) Local resident, (Appleton, Badswell Lane)	<p>Appleton 20mph – Object Do not see a need for the new limit 20MPH zones seem to cause more issues and friction than they solve</p> <p>Eaton 20mph – Object As stated in the previous answer</p> <p>Travel change: No</p>
(9) Local resident, (Appleton, Badswell Lane)	<p>Appleton 20mph – Object The proposed 20 MPH zone in Appleton, included a short section of the road through the village which due to the residents parking and school time parking makes it almost impossible to reach 20 MPH let alone the 30 MPH which it is at the moment. also it includes two cul de sac's and one no through road which has many parked cars slowing the traffic.</p> <p>Also as a past member of the parish council I was in charge of the village speed sign and it's data. In most areas of the village 90% - 92% of the traffic is under the 30 MPH limit, the few people who break the 30MPH limit will NOT keep to the 20MPH limit (the worst speeding in on the outskirts of the village which is not covered by the proposed 20 MPH zone.)</p> <p>If the proposed 20 MPH zone is imposed, It will be a waste of time and money as NO ONE WILL ENFORCE IT.</p>

	<p>Eaton 20mph – Object The Village of Eaton is too small and narrow to need a 20MPH limit as it's impossible for cars to travel at 30MPH. Also as in Appleton NO ONE WILL ENFORCE IT.</p> <p>Travel change: No</p>
(10) Local resident, (Appleton, Englands Lane)	<p>Appleton 20mph – Object The current speed limit of 30 miles an hour is fine. 20 miles an hour is unnecessarily slow,</p> <p>Eaton 20mph – Object The current speed limit of 30 miles an hour is fine. 20 miles an hour is unnecessarily slow.</p> <p>Travel change: No</p>
(11) Local resident, (Appleton, Netherton Road)	<p>Appleton 20mph – Object A 20mph limit is not required. As far as I am aware there have been no recorded injury accidents involving motor vehicles in this village within the 30mph area. It is impossible to even drive a vehicle at 30mph in the heart of the village due to the sharp, blind bends; especially at school opening and closing times due to all the cars parked in the area of the school. The only areas where the 30mph limit seems to occasionally be exceeded is in the Netherton Road, between the 30mph signs and the pond, and the Eaton Road, between the 30mph signs and the area with dwellings both sides of the road. If thought necessary a simple chicane should be sufficient in both these areas to ensure adherence to the 30mph limit without the necessity to have a proliferation of extra signs through the village.</p> <p>Eaton 20mph – Object I cannot believe vehicles are driven at speeds of over 30mph in Eaton. Both Appleton and Eaton are pretty villages which won't be enhanced by having extra signs put up.</p> <p>Travel change: No</p>

(12) Local resident, (Appleton, Town furlong)	<p>Appleton 20mph – Object No need for it, 30 mph is excessively slow and leads to potential for more traffic accidents , road rage etc. in centre of village speed is more or less self governing due to parked vehicles and road layout snywsy</p> <p>Eaton 20mph – Object 20mph is too slow for road vehicles. Drivers can judge safe speeds up to 30 now. Those that don't won't obey any new limits snyway</p> <p>Travel change: No</p>
(13) Local resident, (Appleton, Badswell Lane)	<p>Appleton 20mph – Object This will not make the roads safer. Spend the money on repair the attrocious road surfaces in and into the village, these are more dangerous</p> <p>Eaton 20mph – Object It is limited in speed by its narrow construction. Dont waste the money on adding unnecessary signs.</p> <p>Travel change: No</p>
(14) Local resident, (Appleton, Fettiplace close)	<p>Appleton 20mph – Object 3/4 of the roads that you are proposing to make 20 mph are small residential areas where cars can't and won't ever be able to travel any faster than 10/15 miles so would be a massive waste of time and money putting sighs up</p> <p>Eaton 20mph – Object See last response</p> <p>Travel change: No</p>
(15) Local resident, (Appleton Oxon, Netherton road)	<p>Appleton 20mph – Object 20 mph restriction outside school very acceptable but not in the rest of the village</p>

	<p>Eaton 20mph – Object As comment on last question</p> <p>Travel change: No</p>
(16) Local resident, (Appleton & Eaton, Park Lane)	<p>Appleton 20mph – Object 1. Through most of the village of Appleton, the speed has to be lower than 30mph due to parked vehicles. Thus to have signs of 20mph is a waste of time. 2. There is little monitoring of the speed limit and I am sure that will continue to be the case. 3. Cyclists already use Appleton as a cycling route. 4. Appleton already has footpaths along the Eaton and Netherton Roads.</p> <p>Eaton 20mph – Object 1. Waste of money.</p> <p>Travel change: No</p>
(17) Local resident, (Appleton Oxfordshire, Badswell Lane)	<p>Appleton 20mph – Object I objected to the original consultation about 20 mph in the parish carried out by Appleton with Eaton Parish Council and I now object to the formal consultation by OCC. I object to 20 mph in general in rural areas, they are not enforced by anyone so people see no need to adhere to them. The suggested 20mph sections of the village it would be difficult to go beyond 20mph, due to natural bends and parked cars. The side roads marked are mainly short cul de sacs where 20mph is difficult to achieve let alone 30th. 20 mph in Appleton with Eaton Parish is a waste of money and adds unnecessary Street furniture into a rural area. The area of the village that desperately needs a reduction in speed limits as referenced in our Neighbourhood Plan is Oaksmere from the A420 to Oaksmere bridge. Instead of National Speed Limit it needs to be 40mph. This road has no footpath and is used regularly by people accessing the S6 bus on the A420 there have been a number of near misses. Money would be better spent here but OCC have so far refused to do this on a number of occasions - how many deaths need to occur before this gets addressed?</p> <p>Eaton 20mph – Object As referenced in my previous comment due to natural bends Eaton is difficult to travel at more than 20mph. Rather the straight road that goes down to Bablochythe from Eaton could well be reduced to 20mph. Many walkers use this road and take their lives in</p>

	Travel change: No
(18) Local resident, (Appleton with Eaton, Park Lane)	<p>Appleton 20mph – Object The cost of setting this up is useless, as it is difficult to go at speed through the village, parked cars, school and cyclists.</p> <p>Eaton 20mph – Object waste of money, do the potholes instead. Potholes are more of a hazard.</p> <p>Travel change: No</p>
(19) Local resident, (Eaton, Bablock Hythe Road)	<p>Appleton 20mph – Object There have been no incidents or accidents provided on the linked map within the proposed area. There have been only 2 incidents, within the parish - end of Eaton Straight and Besselsleigh but there is no indication in what time periods these incidents were recorded. There are far more incidents including fatal ones on the A420 Oxford - Swindon road. Driving more slowly reduces the engine efficiency and as such increases air pollution. OCC have not mentioned any of the negative implications of reducing the traffic speed from 30 to 20 MPH. As such the presentation is biased and leads to poor decision making. May be OCC should instruct all vehicles to have a person walking in front of a vehicle waving a red flag. The OCC could better use its limited financial resources in other ways to improve overall road safety. Slow driving is also hazardous as it promotes road rage and impatience.</p> <p>Eaton 20mph – Object There is no need for expense to change road signs as the road structure already slows cars down as it is difficult to go any faster anyway. The money would be better spent ensuring that the pot holes through Eaton and Appleton were repaired in a timely ma</p> <p>Travel change: No</p>
(20) Local resident, (Appleton, Netherton Road)	Appleton 20mph – No objection

	<p>However, a regular, 7-day a week, bus service to Oxford within the village is mandatory. At the moment, there is bus 63 but it's infrequent and the schedule is really aimed at ensuring transport for the kids who to to Mathew Arnold during school days and hours.</p> <p>Should we decide to take that bus, it often leaves us trapped in town for hours or with no bus on a Sunday or Saturday.</p> <p>Eaton 20mph – Object</p> <p>There is nearly no traffic on the two roads Bablock Hythe & Bessesleigh road. Applying a 20mile per hour limit would only inconvenience drivers along Eaton Road between the end of Appleton and the beginning of Cumnor.</p> <p>I say, the speed limit there should</p> <p>Travel change: No</p>
(21) Local resident, (Appleton, Eaton Road)	<p>Partially support – We are very concerned to note that the proposed 20mph speed limit doesn't start until just before Englands Lane. We very strongly feel that it should start by the Christmas Barn where the existing 30mph speed limit starts, as vehicles approaching the village by the Barn continue to speed along past our houses on the Eaton Road not even keeping to the 30mph limit and only slowing down when they come to the bend by Englands Lane. There numerous houses along this part of the road, many with young children. Over the 56 years we have lived in Appleton we have had numerous cats killed on our road and it is only a matter of time before a much more serious accident occurs.</p> <p>We hope you will give favourable consideration to our request.</p>
(22) Local resident, (Appleton, Netherton)	<p>Appleton 20mph – Partially support</p> <p>Don't turn my house into a buffer zone</p> <p>Eaton 20mph – No objection</p> <p>Not relevant to me</p> <p>Travel change: No</p>

(23) Local resident, (Appleton, Netherton Road)	<p>Appleton 20mph – Partially support It's unclear the effect on the National speed limit on Eaton Rd between Appleton, Eaton and Cumnor. The 30mph of Appleton village can easily go down to 20mph but any change to the National speed roads is infeasible.</p> <p>Eaton 20mph – No objection I don't go into Eaton</p> <p>Travel change: No</p>
(24) Local resident, (Appleton, Town Furlong)	<p>Appleton 20mph – Partially support Support 20 mph for core built up areas but not as far as roads out of village as per previous survey/proposals.</p> <p>Eaton 20mph – Partially support Support 20 mph for core built up areas but not as far as roads out of village as per previous survey/proposals.</p> <p>Travel change: No</p>
(25) Local resident, (Appleton, Eaton Road)	<p>Appleton 20mph – Partially support I am dismayed to see that the new 20mph speed limit is proposed for only the centre of the village. I can only comment on Eaton Road, but my experience is that a number of vehicles are driven very fast along here and are still exceeding the speed limit when they reach the proposed point that the new 20mph limit will start. I would like to see the 20mph limit start further along Eaton Road, where the existing 30mph starts, in the hope that this will reduce speeding through the residential area. This same principle should apply throughout the village - ie the 20mph limit should start before all residential areas.</p> <p>Eaton 20mph – Support I see that in Eaton the 20mph limit will encompass all residential areas and would like to see the same in Appleton.</p> <p>Travel change: No</p>

(26) Local resident, (Appleton, Netherton Road)	<p>Appleton 20mph – Support I support the existing proposal but would like to see the 30mph limit on Oaksmere extended towards the A420 as the existing sign is too close to the village and a sharp bend/narrow bridge. There have been several incidents at this point with traffic travelling into the village and the increase in heavy goods and farm vehicles.</p> <p>Eaton 20mph – No objection No particular reason but cyclists and walkers are at risk on a narrow road.</p> <p>Travel change: No</p>
(27) Local resident, (Appleton, Oaksmere)	<p>Appleton 20mph – Support Traffic on Oakmere is too fast, particularly large tractors.</p> <p>Eaton 20mph – No objection I live in Appleton, so have no objection to speed limits in Eaton</p> <p>Travel change: No</p>
(28) Local resident, (Appleton, Town Furlong)	<p>Appleton 20mph – Support The stretch of road from the former Thatched Tavern pub to approximately 100m beyond the pond is frequently single lane owing to parked cars</p> <p>Eaton 20mph – No objection I do not live in Eaton and do not have a full understanding of potential issues</p> <p>Travel change: No</p>
(29) Local resident, (Appleton, Badswell Lane)	<p>Appleton 20mph – Support Cars speed through village after coming along straight roads from 2 main ways in</p> <p>Eaton 20mph – No objection</p>

	<p>The traffic is slow through Eaton any way</p> <p>Travel change: Yes – walk/wheel more</p>
(30) Local resident, (Appleton, Eaton Road)	<p>Appleton 20mph – Support In this previously safe and quiet village where there are many walkers, children and older people I am greatly disturbed by speeding drivers who are putting us at risk. In addition there are individuals who park very dangerously and selfishly blocking the vision of those of us trying to leave our driveways</p> <p>Eaton 20mph – Support Given the layout of the narrow roads and several bends it makes absolute sense to have a 20mph speed limit</p> <p>Travel change: Yes – walk/wheel more</p>
(31) Local resident, (Appleton, Eaton Road)	<p>Appleton 20mph – Support Traffic increasing at peak times as more new housing near Kingston Bagpuize takes detour from A420 at peak times. Traffic free coincides with school traffic. As a walker see the dangers of fast traffic which often doesn't respect 40mph so reducing it will encourage lower speeds. Also see benefit in other areas of Oxon.</p> <p>Eaton 20mph – Support As a walker dangerous and will encourage drivers to take a slower journey on a narrow road</p> <p>Travel change: No</p>
(32) Local resident, (Appleton, Eaton Road)	<p>Appleton 20mph – Support There is a school on the main road and a really dangerous T junction opposite the village hall (which is used for numerous village functions, has a baby and toddler group etc. Vehicles travel down the main road (Eaton Rd) at high speeds as the village is largely a ribbon development and the speed limit increases to 60 at each end. Cars rarely slow to 30mph, especially at the village ends. A 20mph zone for the ENTIRE length of the current 30mph zone might go some way to preventing vehicles speeding through this residential village</p>

	<p>Eaton 20mph – Support Eaton is tiny; a reduction of speed to 20mph will barely impact drivers, whilst making it safer for pedestrians, cyclists and horse riders who use the hamlet</p> <p>Travel change: No</p>
(33) Local resident, (Appleton, Netherton Road)	<p>Appleton 20mph – Support A lot of traffic in the proposed zone cannot travel at 30mph due to the bends in the road near the pub. Having a 20mph near the school is a positive move. Tractors that travel fast through the village might slow down.</p> <p>Eaton 20mph – Support Support this is speed reduction in this residential area.</p> <p>Travel change: No</p>
(34) Local resident, (Appleton, Netherton Road)	<p>Appleton 20mph – Support Health and safety</p> <p>Eaton 20mph – Support Health and safety</p> <p>Travel change: Yes – walk/wheel more</p>
(35) Local resident, (Appleton, Oakesmere)	<p>Appleton 20mph – Support The speed of a vehicle has a massive impact on both the number of accidents and the severity of accidents. Driving slowly through a residential area makes it a much safer place to be. I have lived in Appleton for many years now and I am a driver, keen cyclist and walker so get to see the village from many perspectives. Many cars drive at speed through the village with little thought about the impact they have on others. Cars are often parked along the side of the road through the centre of the village and along Eaton road and in places there are sharp bends, restricting sight lines and reducing the available road space, which many drivers treat as some kind of F1 challenge, accelerating out of bends and down straights, with little thought to what might be ahead, never mind the wear and tear on their own car.</p>

	<p>20mph can feel slow at first but you soon get used to it and the extra seconds it might add to your journey can add up to years on someones life if you do have an accident. There is no need to go fast through a rural residential area.</p> <p>Eaton 20mph – Support It's a dead end, narrow road, with many bends through a quiet hamlet, where are you hurrying to? 20 mph is plenty and brings benefits in terms of safety and reduced severity of accidents. On nice days many congregate outside the pub and there are often ch</p> <p>Travel change: No</p>
(36) Local Cllr (Appleton, Oaksmere)	<p>Appleton 20mph – Support I believe that a lower limit will make the village roads safer. As drivers move into the area with the 20mph limit, their attention will be drawn to the fact that they are entering a residential area and they need to significantly reduce their speed. There is a village school in Appleton and I want to make their environment as safe as possible.</p> <p>Eaton 20mph – Support The reduced limit would improve road safety in Eaton.</p> <p>Travel change: No</p>
(37) Local resident, (Appleton, Park Lane, Appleton)	<p>Appleton 20mph – Support Safety</p> <p>Eaton 20mph – Support Safety</p> <p>Travel change: Yes - cycle more</p>
(38) Local resident, (Appleton, Eaton Road)	<p>Appleton 20mph – Support Safety and noise</p> <p>Eaton 20mph – Support</p>

	<p>Safety for residents and less noise</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(39) Local resident, (Appleton, Eaton road Appleton)</p>	<p>Appleton 20mph – Support Speeding cars on our road 3 cats killed I was nearly hit in my car coming out of drive as speeding car came round corner . I know how fast cars are going before they brake for the speed monitor as I watch from Our window !</p> <p>Eaton 20mph – Support Cars speed</p> <p>Travel change: No</p>
<p>(40) Local resident, (Appleton, Oaksmere)</p>	<p>Appleton 20mph – Support 1 . Traffic is too fast on Oaksmere and near the school 2. The roads are relatively narrow 3. There are some large/agricultural vehicles for which 30mph is too high</p> <p>Eaton 20mph – Support The roads are very narrow</p> <p>Travel change: No</p>
<p>(41) Local resident, (Appleton, Netherton Road)</p>	<p>Appleton 20mph – Support Heavy traffic through the village using this route as a rural rat run. Walkers, cyclists and children use this route continuously and crossing roads difficult at times because of parked vehicles.</p> <p>Eaton 20mph – Support Heavy traffic used this route through the village as a rural rat run. Walkers, cyclists and children use this route regularly. Parked cars on pavements make crossing roads difficult.</p>

	Travel change: Yes – walk/wheel more
(42) Local resident, (Appleton with Eaton, (Bablock Hythe Road)	<p>Appleton 20mph – Support I strongly support any slowing of traffic in both Appleton and Eaton on grounds of cyclist and pedestrian safety, especially safety of children</p> <p>Eaton 20mph – Support Narrow road, limited visibility, several driver distractions</p> <p>Travel change: No</p>
(43) Local Cllr (Appleton with Eaton Parish council, Park lane)	<p>Appleton 20mph – Support The 20mph speed limit will make the roads in the centre of the village a lot safer for everyone as collisions at this speed are less likely to cause serious injury compared with in a 30 mph zone.</p> <p>Eaton 20mph – Support This will make roads in Eaton where there is no pavement a lot safer for all users</p> <p>Travel change: No</p>
(44) Local resident, (Applton, Badswell Lane)	<p>Appleton 20mph – Support The 20 limit will improve the environment of the village, and it should go further along Eaton road as the speeds along there are much higher because it is very straight</p> <p>Eaton 20mph – Support i dont think it will make much difference as the bend already slows traffic down</p> <p>Travel change: No</p>

(45) Member of public, (Cumnor, Faringdon Road)	<p>Appleton 20mph – Support The roads concerned are such that 20mph is about the maximum safe driving speed. I live just outside the parish but am frequently driving in Appleton and I find 20mph to be about the maximum speed that feels safe. These proposals are therefore just common sense.</p> <p>Eaton 20mph – Support The road concerned is such that 20mph is about the maximum safe driving speed. I live just outside the parish but am frequently driving in Eaton and I find 20mph to be about the maximum speed that feels safe. These proposals are therefore just common se</p> <p>Travel change: No</p>
(46) Local resident, (Eaton, Eaton)	<p>Appleton 20mph – Support Other road users will be encouraged by slower cars and trucks, so more cyclists and pedestrians will be able to use the roads. The surfaces are generally poor, so slower traffic will prevent too much further degradation. Lower speeds will also make less noise and lower levels of emissions</p> <p>Eaton 20mph – Support Other road users will be encouraged by slower cars and trucks, so more cyclists and pedestrians will be able to use the roads. The surfaces are generally poor, so slower traffic will prevent too much further degradation. Lower speeds will also make less n</p> <p>Travel change: Yes - cycle more</p>

Divisions affected: *Benson & Cholsey*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

BENSON: PRESTON CROWMARSH & RAF BENSON – PROPOSED 20MPH & 50MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following speed limits within Benson parish as advertised:

- a) 20mph speed limit on the unnamed Preston Crowmarsh Road, Beggarsbush Hill, and Clay Lane,
- b) 50mph speed limit on the unnamed Preston Crowmarsh Road.

Executive Summary

- c) The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Preston Crowmarsh, Clay Lane and Beggarsbush Hill (at Benson), and a 50mph speed limit on the unnamed Preston Crowmarsh Road from its junction with the A4074, as shown in **Annexes 1 & 2**.

Financial Implications

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

Legal Implications

- e) 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

- f) No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

- g) The proposals would help encourage walking and cycling within Preston Crowmarsh and by RAF Benson by making the roads safer and more attractive.

Formal Consultation

- h) Formal consultation was carried out between 05 June and 28 June 2024. A notice was published in the Oxfordshire Herald newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Benson Parish Council, and the local County Councillor representing the Benson & Cholsey division.

Statutory Consultee Responses:

- i) Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. They also raised specific concern with the proposed 50mph limit at Preston Crowmarsh, citing that the signage of a 50mph speed limit here could be seen as a 'target' speed for this road, where the current 60mph NSL would be more appropriate
- j) Oxford Bus Company offered no objection, citing that despite the potential impact of 20mph in other larger settlements on the line of route, the proposals would probably have no material impact on the operation of Thames Travel service no.139, which serves RAF Benson.

Other Responses:

- k) 17 responses were received via the online 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
Preston Crowmarsh 20mph	5 (29%)	1 (6%)	10 (59%)	1 (6%)	17
RAF Benson 20mph	6 (35%)	3 (18%)	5 (29%)	3 (18%)	17
Preston Crowmarsh 50mph	6 (35%)	2 (13%)	6 (35%)	3 (18%)	17

* note – all percentages rounded up/down to nearest whole number.

- l) 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	1 (6%)
Yes - cycle more	2 (12%)
No	13 (77%)
Other	1 (6%)

* note – all percentages rounded up/down to nearest whole number.

- m) Additionally, one email was received which outlined their support for the proposals, citing that the unnamed road through Preston Crowmarsh is a single track lane and passing traffic can therefore be difficult in places.
- n) The responses are shown at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

- o) The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also 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'.
- p) The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to these proposals.
- q) 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.

Paul Fermer
Director of Environment and Highways

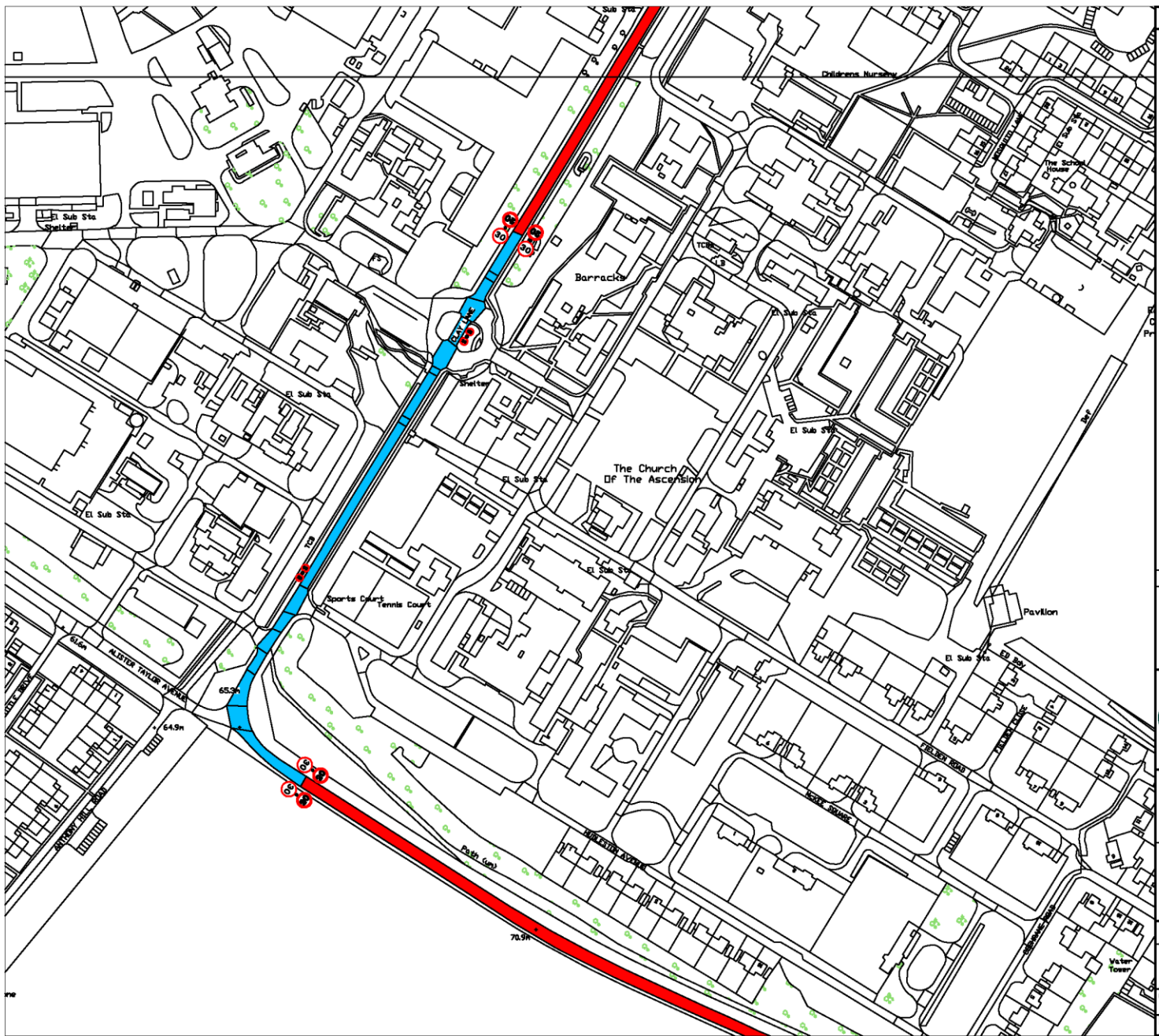
Annexes

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

Contact Officers:

Anthony Kirkwood, Team Leader – Vision Zero)
Matt Archer (Portfolio Manager - Programme Delivery)

July 2024



RAF Benson/ Clay Ln 20mph | Revision 1.0

Legend					
Proposed	20				
Existing	30				
Not Public Highway					

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	11.06.23	Proposal 2	C.R.		

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**OXFORDSHIRE
COUNTY COUNCIL**

Project title: RAF Benson/ Clay Ln 20mph Scheme

Drawing title:
RAF Benson/ Clay Ln 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: G.J.B.	Approved by: G.J.B.
	Date drawn: 11.09.23	Date checked: 19.09.23	Date approved: 19.09.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

Preston Crowmarsh 20mph

Revision 1.0

Legend	
Proposed 20	
Existing 40	
Existing 50	
Proposed 50	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	27.02.24	Proposal 2	C.R		



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Project title: Preston Crowmarsh 20mph Scheme

Drawing title:
Preston Crowmarsh 20mph Scheme 20mph Overview

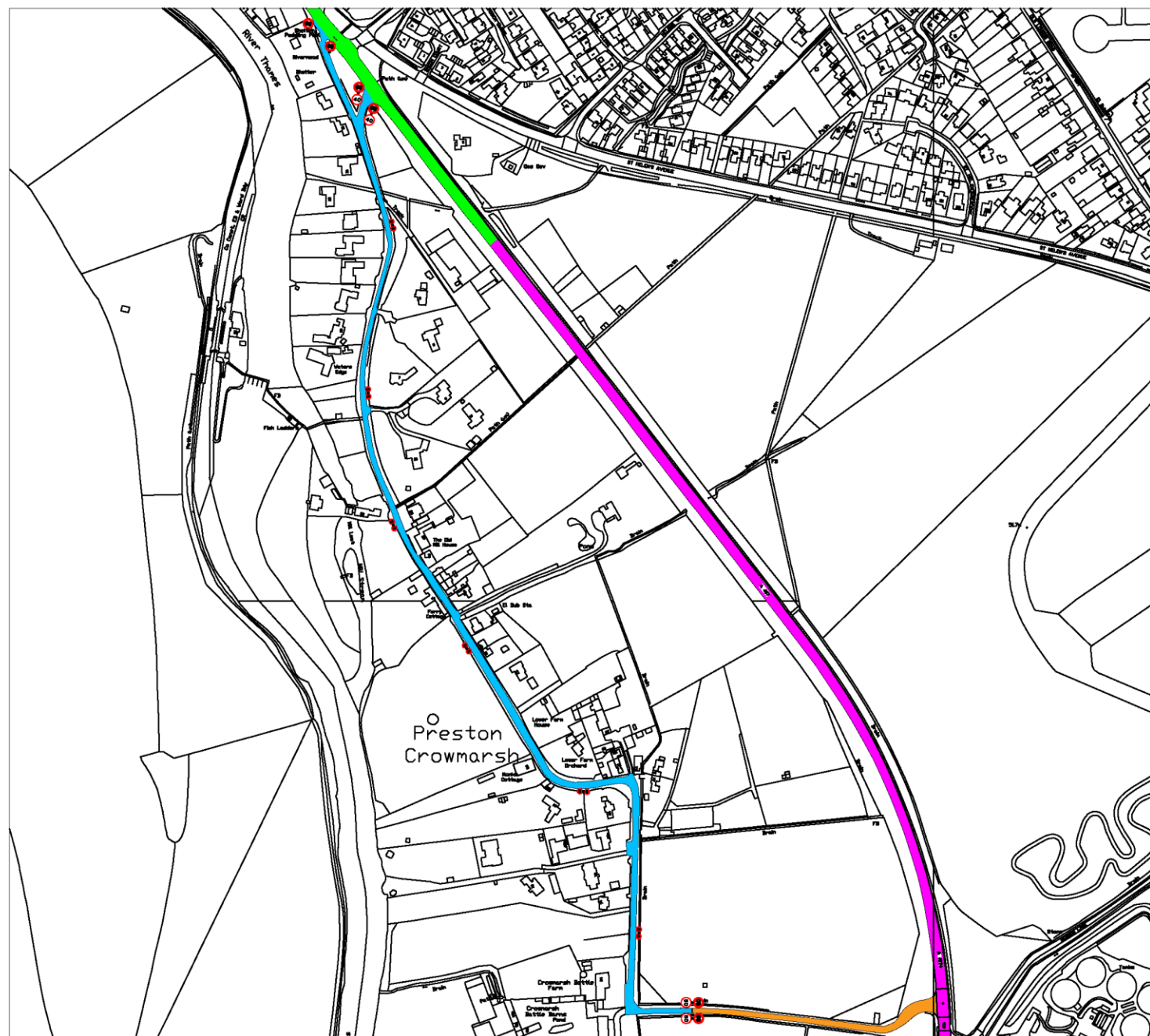
Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 27.02.24	Date checked: 27.02.24	Date approved: 27.02.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit changes. This response relates to all changes. I have addition concern with the proposed 50 limit at Preston Crowmarsh. Signing a 50 might be seen as a target speed for this road, where as the current NSL more appropriate.</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 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

	<ul style="list-style-type: none"> • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	<p>No objection – I can confirm that the proposals in Preston Crowmarsh affect no scheduled bus services.</p> <p>RAF Benson is served by Thames Travel service 139 every hour. We have a much broader concern, as you know, about the potential impact of 20mph in other larger settlements on the line of route.</p> <p>These proposals impinge on a 350m section of Clay Lane at the southern end of the military camp, where we see that staff and married quarters lie to the east and operational facilities lie to the west. Both lie behind a tall security fence and access is restricted to a common junction at the Base Main Gate. This has an unusual design that among other things, allows a bus to turn and lay over, resuming its route in forward gear. Service 139 terminates at this point, and it is the only stop serving RAF Benson, given there is no practical means of effecting a hinterland were any other stops to be provided further north within the base area. The 20 mph limit covers the Main Gate area and the bus terminal. This is the only place where significant conflict is likely to take place between vulnerable road users and vehicles. We can see the rationale for a 20mph limit on the main road here, though given the nature and character of the road to the south and north we are not at all clear how well it is likely to be self-enforcing. Traffic calming features already installed on Clay Lane demonstrate that even keeping traffic below the current 30mph limit is far from consistently achieved by signage alone.</p>

	<p>Irrespective, it is evident that the proposals will have no material impact on the operation of service 139.</p> <p>We thus offer no objection.</p>
(3) Local resident, (Preston Crowmarsh)	<p>Preston Crowmarsh 20mph – Object RAF Benson 20mph – Object Nobody particularly speeds down the road and putting up new signs/ markings will change the integrity of the road</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Object Will not make any difference</p>
(4) Local resident, (Oakley Wood, A4130)	<p>Preston Crowmarsh 20mph – Object RAF Benson 20mph – Object The existing speed limits are perfectly adequate, only if drivers stayed within those limits. We don't need more money spent on changing speed limits, that money would be better spent on policing and encouraging drivers to keep to the limits</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Object Most of that section of the road is already at 30 and 40 MPH there is no need to create confusion by introducing yet another speed limit over such short distances</p>
(5) Local resident, (Benson, Passey Crescent)	<p>Preston Crowmarsh 20mph – Object RAF Benson 20mph – Object Other than around schools and village high streets they are too slow, and therefore are ignored by 80% of drivers. They are also not in the Highway Code and, as such cannot be enforced without amending said document.</p> <p>Travel change: No</p>

	<p>Preston Crowmarsh 50mph – Partially support It has an impact on the turn off to Benson and the pedestrian crossing.</p>
(6) Local resident, (Preston Crowmarsh)	<p>Preston Crowmarsh 20mph – Object RAF Benson 20mph – Partially support Preston Crowmarsh does not need to be a 20mph zone. It is a quiet village with little traffic. It would not be policed and we would have yet more unnecessary signs littering the verges.</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – No objection I don't object to this proposal, the traffic through the village is minor and rarely does more than 30mph anyway. Nor do we need yet more signage littering the verges.</p>
(7) Local resident, (Preston Crowmarsh)	<p>Preston Crowmarsh 20mph – Object RAF Benson 20mph – No objection Preston Crowmarsh road is too small and narrow to have a speeding problem and it be unsightly to have road signs and painted notices on the road. This is not necessary.</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Object Not necessary.</p>
(8) Local resident, (Benson, Pensfield)	<p>Preston Crowmarsh 20mph – Partially support RAF Benson 20mph – Object</p> <p>(1) Quote: 'Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle.' (Statement of Reasons)</p>

	<p>Which takes priority for safety and public spending? A pothole infested, suspension damaging single-track road being properly repaired so that users are able to proceed safely at 20mph or several 20mph signs that are made redundant by the potholes. OCC, are you an adjunct of the Ministry of Silly Walks? Please get you priorities right and do not waste our taxes. Oh, And Listen!</p> <p>(2) The proposal to have a 50mph limit from the junction with the A4074 for 250 metres to just before Battle Farm is a complete waste of resource. Firstly, there is a speed controlling double bend by the A4074 junction. Secondly, it is a single track road with the odd passing point; 50mph is foolhardy. Thirdly, by Battle Farm is a right angled bend that is a definite speed controller. Just relocate the current 30/20mph sign 50 metres towards the A4074 - mission accomplished with minimal resource.</p> <p>(3) With respect to the proposed 20mph limit near the Main Gate at RAF Benson: This stretch of road is, speed-wise, self regulating. Traffic approaching from the south has just rounded a right-angled corner which to negotiate at speeds more than 30mph is dangerous, as has been demonstrated in the past. Further speed control is provided within 200 metres by the raised Zebra Crossing by the Main Gate. This also provides speed control for traffic already subject to a 30mph limit approaching the Main Gate from the north. New restrictions are an unnecessary exercise and expense to the tax payer.</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Partially support Just to ram home your profligacy. Quote: 'Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle.' (Statement of Reasons) Which takes priority for safety and public spending? A pothole infested, suspension damaging single-track road being properly repaired so that users are able to proceed safely at 20mph or several 20mph signs that are made redundant by the potholes. OCC, are you an adjunct of the Ministry of Silly Walks? Please get you priorities right and do not waste our taxes. Oh, And Listen!</p>
(9) Local resident, (Benson, The Cedars)	<p>Preston Crowmarsh 20mph – Support RAF Benson 20mph – Object</p>

	<p>Preston Crowmarsh is a narrow road used extensively by walkers. As for the stretch past RAF Benson, I have never seen an issue with a 30MPH speed limit in part because the speed bumps around the Station entrance are effective at slowing traffic down in any case.</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Object My reason for objecting is because it is farcical to have a different speed limit for such a short stretch of road. I would support a 20MPH limit for the complete length of that road.</p>
(10) Local resident, (Benson, Crown Lane)	<p>Preston Crowmarsh 20mph – No objection RAF Benson 20mph – Object RAF Benson is surrounded by security fences so there is no danger of pedestrians straying onto the road, unlike other urban streets. Hence 30mph is sufficient.</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – No objection Not impacted by this.</p>
(11) Local Cllr, (Ewelme, The Street)	<p>Preston Crowmarsh 20mph – Support RAF Benson 20mph – Partially support I fully support the 20mph proposal for Preston Crowmarsh, as this is a poor quality road that is heavily used by pedestrians and cyclists. I tend to support the proposal for RAF Benson, but it seems unhelpful to vary between 20mph and 30mph along this one road. If the proposal is implemented, you would start on Green Lane with 20mph, then go to 30mph for about half a mile and then down to 20mph for the stretch near the entrance to the base, then back up to 30mph as you go up Beggarsbush Hill. It would be much more sensible to have a single speed limit of 20mph for the whole stretch of Green Lane until you reach the foot of Beggarsbush Hill.</p> <p>Travel change: Yes - cycle more</p> <p>Preston Crowmarsh 50mph – Support</p>

	This lane is inappropriate for 60mph and if the rest of Preston Crowmarsh is 20mph then it makes much more sense for this stretch linking up to the A4074 to be 50mph.
(12) Local resident, (Preston Crowmarsh)	<p>Preston Crowmarsh 20mph – Support RAF Benson 20mph – Partially support 20mph is fast enough driving through Preston Crowmarsh due to the narrow road and the number of walkers and cyclists.</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Support I support a reduced speed for the short stretch of road from the A4074 to the 20mph speed through Preston Crowmarsh village.</p>
(13) Local resident, (Preston Crowmarsh)	<p>Preston Crowmarsh 20mph – Support RAF Benson 20mph – Support I live on the main straight where the occasional car is going in excess of 50mph. Even 30mph is dangerous on this single track road</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Object Totally unacceptable on a single track road where there are walkers, runners, kids and pets</p>
(14) Local resident, (Preston Crowmarsh)	<p>Preston Crowmarsh 20mph – Support RAF Benson 20mph – Support Abused single track road Preston Crowmarsh</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Object 30mph better suited to the road.</p>

	50mph far too fast. Single track
(15) Local resident, (Preston Crowmarsh)	<p>Preston Crowmarsh 20mph – Support RAF Benson 20mph – Support Lots of people walk through Preston Crowmarsh old and young and it will be much safer.</p> <p>Travel change: Yes - cycle more</p> <p>Preston Crowmarsh 50mph – Support Lots of pedestrians in the Preston Crowmarsh area.</p>
(16) Local resident, (North Stoke, White House Road)	<p>Preston Crowmarsh 20mph – Support RAF Benson 20mph – Support I support both proposals, but I'd like to know why the supporting documents can't be more specific to each site? The document is very generic, stating the change to speed limits is in line with the local authority's strategy and to encourage use of other forms of transport, but it would be far more persuasive if it referenced traffic incidents / accidents / speeding statistics for the road in question.</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Support If anything, a new 50mph limit still seems too high for this particular road. It's a short stretch of road with no markings which quickly joins a 30mph limit road.</p>
(17) Local resident, (Preston Crowmarsh)	<p>Preston Crowmarsh 20mph – Support RAF Benson 20mph – Support Safety</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Support</p>

	Safety
(18) Local resident, (Preston Crowmarsh, Thames Footpath)	<p>Preston Crowmarsh 20mph – Support RAF Benson 20mph – No objection</p> <p>The road in Preston Crowmarsh, although it has no name, forms part of the Thames Footpath. It seems extraordinary, since this is a National Footpath, that there is any doubt it needing to have a 20mph speed limit. Why should a National Footpath be singled out as only one of a few roads in the neighbourhood currently NOT warranting this lower restriction. The section nearest to Benson must surely warrant the TWENTY mph limit.</p> <p>Travel change: Yes – walk/wheel more</p> <p>Preston Crowmarsh 50mph – No objection People will drive fast on this piece of road in any case, as they are near to their workplace.</p>
(19) Local resident, (Preston Crowmarsh, the unnamed road)	<p>Preston Crowmarsh 20mph – Support RAF Benson 20mph – No objection</p> <p>Preston Crowmarsh urgently needs a 20 mph limit. The road forms part of The Thames Footpath. With electric vehicles and speeding cyclists, walkers are in great danger. It is unreasonable for the increased safety offered by a 20 mph limit to be denied those walking here.</p> <p>Travel change: No</p> <p>Preston Crowmarsh 50mph – Support Preston Crowmarsh is a small rural hamlet which has increasingly become a more dangerous place to walk. Certain road users seem unaware of the dangers.</p>
(20) Local resident, (Preston Crowmarsh, the unnamed road)	<p>Support – Our house is towards the northern end of the main straight lane through the village. I am aware that some of our neighbours do not see the need for the speed limit to be reduced from 30mph to 20mph but this is not a view that we share. Preston Crowmarsh is described as a single track lane and passing is difficult in places ; traffic has increased considerably over the years (especially with courier company and food deliveries) and there are quite</p>

	frequent near misses especially close to the northern end junction so we hope the decision to reduce our speed limit to 20mph will be made.
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Divisions affected: *Hanborough & Minster Lovell*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

CRAWLEY – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

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

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Crawley 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 Crawley by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 15 May and 07 June 2024. A notice was published in the Witney & West Oxfordshire 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, Crawley, Hailey, Minster Lovell, and Curbridge & Lew Parish Councils, and the local County Councillor representing the Hanborough & Minster Lovell division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection citing that bus services do not serve any of the roads affected.

Other Responses:

9. Eleven further responses were received from local residents/members of the public & local Cllrs, with two objections (18%), and nine in support (82%).
10. The responses are shown in full at **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 will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Crawley.
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. Both objections received cited the concerns

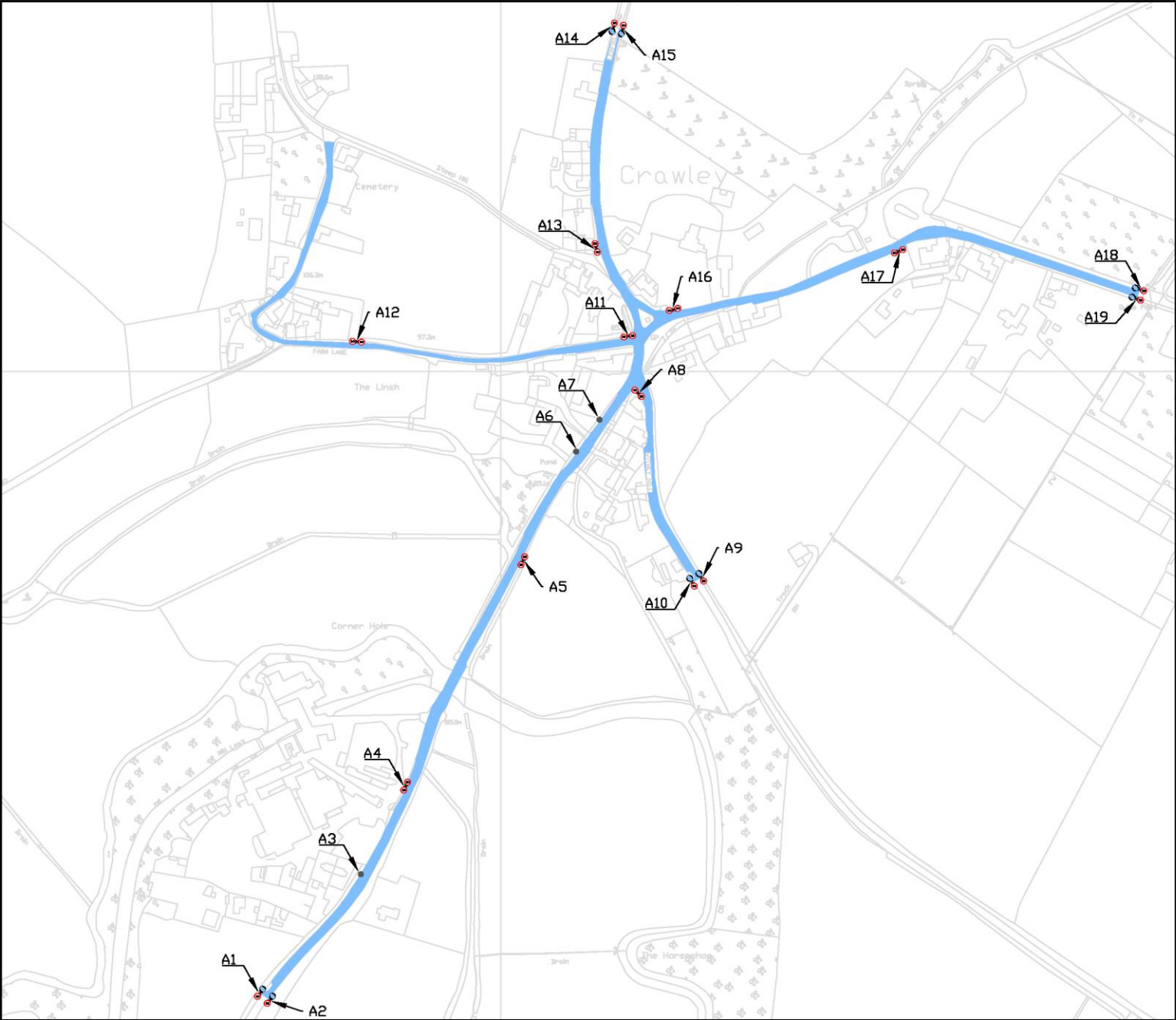
as listed above, although one specifically also requested – should the scheme be approved – that the current proposed repeater sign labelled A12 on the plan in Annex 1 is not proceeded with to avoid visual and environmental intrusion in the verge at this location. While officers will review the exact siting of this sign so as to minimise any such impact, it is considered that a repeater sign in this general location is required to ensure that the speed limit (if approved) is signed in accordance with national guidelines.

Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses


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

July 2024




Drawing No. _____

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

Crawley 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	GJB	GJB

Date drawn	Date checked	Date approved
13/02/24	14/02/24	14/02/24

Oxfordshire Project No. & File Ref

Drawing No.	Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	No objection – bus services do not serve any roads affected.
(3) Local resident, (Witney/Crawley, Foxburrow Lane)	Object - There has been no evidence to show there is a problem in Crawley that requires a 20mph speed limit being put in place. There is also no evidence to show that drivers adhere to that limit when it is imposed and the Police are not enforcing it. From my own experience when driving at 20mph, it encourages other drivers to pull out on you, as they think they can make the gap, and also pedestrians to suddenly cross the road, again thinking they have enough time. Please take note of the change of strategy by the Welsh government. Changing Crawley to a 20mph zone is a complete waste of council budget that should be spent in other, more valuable ways.
(4) Local resident, (Crawley, Farm Lane)	Object - 'I have lived in Crawley my whole life. There is no need for a 20mph speed limit. This will not "promote alternative modes of transport" in this location, nor will it in any way "improve the local area and everyday lives" - on the contrary it will harm the everyday lives of the residents as I'll outline in my next paragraph. Neither will it "help reduce casualty rates and improve road safety" when there have been no casualties in the village and a simple speed limit change does not directly affect road safety; an unsafe driver remains unsafe whether driving at 30mph or 20mph. Indeed one may suggest that an unsafe driver at 20mph may feel more complacent in their perceived inherent safety

and hence be more susceptible to distraction, which would represent an increase in danger in a residential area especially with the reduced following distance likely between vehicles owing to the lower speed.

In Crawley, the 20mph speed limit will increase congestion due to the extra time taken to pass through the village (assuming some drivers actually do comply). It will increase noise and pollution due to vehicles having to run in a lower gear and remain in the village for a longer period of time. I feel it will do nothing whatsoever to improve pedestrian safety or to make areas "more relaxing"; my experience in other places with 20mph limits has been quite the contrary, as it is harder to find a gap in the slower and more persistent traffic to cross the roads when desired; you are more constantly surrounded by traffic as the volume disperses at a rate a third slower than before (again, when compliance does occur).

On that note, compliance with 20mph limits nationally and certainly in West Oxfordshire seems to be virtually non-existent; I've even observed TVP patrol cars travelling (without blue lights) at 30mph in the new 20mph zones through Charlbury and Witney! One wonders whether this proposal and consultation is really required, when an observation of traffic habits in the new 20mph zones in WODC will reveal the majority consensus and the likely effectiveness of this scheme. (It's equal parts laughable and lamentable that the OCC's "Statement of Reasons" document expresses a "belief" that compliance will increase as more of these zones are launched! I don't consider a loose "belief" without any explanation of its origins is a good enough reason to support the imposition of change on a community.)

There is certainly a vocal contingent of people who genuinely consider in good faith that a 20mph limit will deliver positive effects with minimal, if any, drawbacks and I believe this is the contingent established in Crawley. I respect their views and I believe they would respect mine and we could engage in a respectful debate. There is certainly also a vocal wider contingent of people who are pursuing 20mph limits due to a more cynical, politically motivated, anti-motorist view and I hope they are not in any way involved with the proposal in Crawley. But above either of these two groups, sits the majority who do not want a 20mph limit, perceive no need for it on the evidence available, will not comply, and are increasingly prepared to begin taking the second group in particular to account for the damage being done to the peace of local communities, the road network's efficiency, and by extension the economy. I decree this based on my own observations of compliance within 20mph zones and my conversations with my business connections and networking groups in Witney.

Unless OCC is able to demonstrate with evidence - not a "belief" - that 20mph schemes in similar rural locations (Crawley is approx. a half hour's walk or 10 minute's cycle to Witney, up steep hills, for an able-bodied person) - have actually led to more people walking and cycling and have actually reduced road noise and improved air quality (the latter points having evidence to the contrary in many locations) then I deem this proposal to hold no merit.

Were OCC to be serious about improving road safety, noise, and air quality in Crawley, there would be more pragmatic ways to do so by focusing on traffic flow and direct pedestrian safety, for example:

- Widening (or at least properly repairing!) the footpath on the causeway along Dry Lane; implementing a low dividing barrier between the roadway and the footpath
- Consideration of the situation concerning pavement parking in the village centre, opposite the war memorial, which blocks the footpath and roadway and has caused near misses due to the restricted visibility for traffic approaching from Dry Lane
- Removing the speed bump from Dry Lane such that traffic could flow smoothly and predictably through the village at a more constant speed and residents would no longer be subjected to the sound of traffic slowing and accelerating again

Addendum - Comments on the Scheme's Implementation, if it is Approved

The Consultation Plan document appears to show a new 20mph repeater sign on Farm Lane (point A12). If the 20mph limit is implemented, then I would request that this repeater sign A12, if that is what it is, is excluded from the build scheme. Deploying a new sign at this location (A12) will be detrimental to the visual appearance of the lane with its grass verges, wild flowers, and stone walls and will in my opinion serve no useful purpose. (Note that were the sign to be affixed to the existing wooden telegraph pole in the vicinity and not require a new metal pole then I would be marginally more supportive of it.) Arguably it would be more appropriate were A12 to instead receive a triangular "pedestrians"/"children playing" or even "sharp bend" sign (again on the telegraph pole) as these are the primary risks at this location; this would inform drivers there is an actual need to modulate speed ahead.

Nonetheless, there is no repeater at this location at this time and it is unclear why one should now be required when the only material change would be the village speed limit, which is not specific to the lane. The road is a single track lane, approaching a blind 90-degree bend uphill which already requires the driver to slow to walking pace. The road ends in a dead end shortly afterwards. The majority of the vehicles using the lane are residents. I mean to say that Farm Lane from the point A12 onwards is effectively self-regulating as a speed above 20mph is not in fact attainable, and certainly not until well past the bend, i.e. A12 is an inappropriate location for a repeater sign which is normally used to remind drivers of the speed limit, in locations where they might reasonably believe the limit has been increased in the distance they have travelled, or is about to be increased.

I am satisfied with the rest of the layout shown on the Consultation Plan including the other repeater signs which appear appropriate and proportionate, presuming the new repeater A11 at the bottom of Farm Lane would be

	attached to the existing signposts - any new sign post, e.g. on the verge beside the steps up to the Lamb, could potentially obscure the junction when exiting Farm Lane, particularly when vehicles are parked on the pavement there.
(5) Local Cllr, (Crawley, Foxburrow Lane)	Support - Crawley village roads are mainly narrow lanes with no pavements so introducing a 20 mph speed limit will make the roads safer for pedestrians.
(6) Local Cllr, (Crawley, Farm Lane)	Support - Request consideration for active speed signs to be sited on Dry Lane in particular
(7) Local resident, (Crawley, Leaffield Road)	Support - Crawley village is one of the few places where the 20mph limit should be implemented. The volume and speed of traffic through such a small village, with largely no pavements, has been getting more and more dangerous over recent years. I cannot understand why Witney has had this speed limitation implemented ahead of places like Crawley.
(8) Local resident, (Crawley, Leaffield Road)	<p>Support - Crawley has very few pedestrian paths and therefore pedestrians often have to use the roads. Slowing the traffic will help prevent road traffic accidents to the residents and any visitors. We have many visitors as Crawley is on a rambling walk.</p> <p>My only surprise has been why Crawley was so far down the list to implement the 20mph limit. The traffic through Crawley has increased on a log scale, slowing the traffic may make some of the traffic use another route.</p>
(9) Local resident, (Crawley, Farm Lane)	Support - The roads and volume of are such that 20mph is the maximum speed any vehicle should be travelling at here.
(10) Local resident, (Crawley, Farm Lane)	<p>Support - Very much support this proposal. Crawley continues to suffer heavy (rat-run) type traffic through its narrow roads. What is needed is another river crossing.</p> <p>In addition to this proposal, would suggest some form of traffic management is needed at the top junction with dry lane and the old A40 road to Burford. Delays here are becoming a real problem during rush hour times.</p>

(11) Local resident, (Crawley, Farm Lane)	Support - I regularly experience people driving over the speed limit through Crawley and find it dangerous when trying to pull out of Farm Lane.
(12) Member of public, (Crawley, Dry Lane)	Support - Since there are no footpaths and no space for any, it is essential for the speed of traffic to be slow for the safety of pedestrians.
(13) Member of public, (Long Hanborough, Hurdeswell)	Support - The roads are not adequate to cope with the volume of traffic travelling at 30 mph - narrow with poor visibility in places and virtually no footpaths.

Divisions affected: *Otmoor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

FENCOTT AND MURCOTT: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits at Fencott and Murcott.**

Executive Summary

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

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 Fencott and Murcott by making the roads safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 16 May and 07 June 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, Fencott & Murcott, and Charlton on Otmoor Parish Councils, 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 and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection.
9. The Parish Council confirmed their support for the proposals.

Officer Response to Objections/Concerns

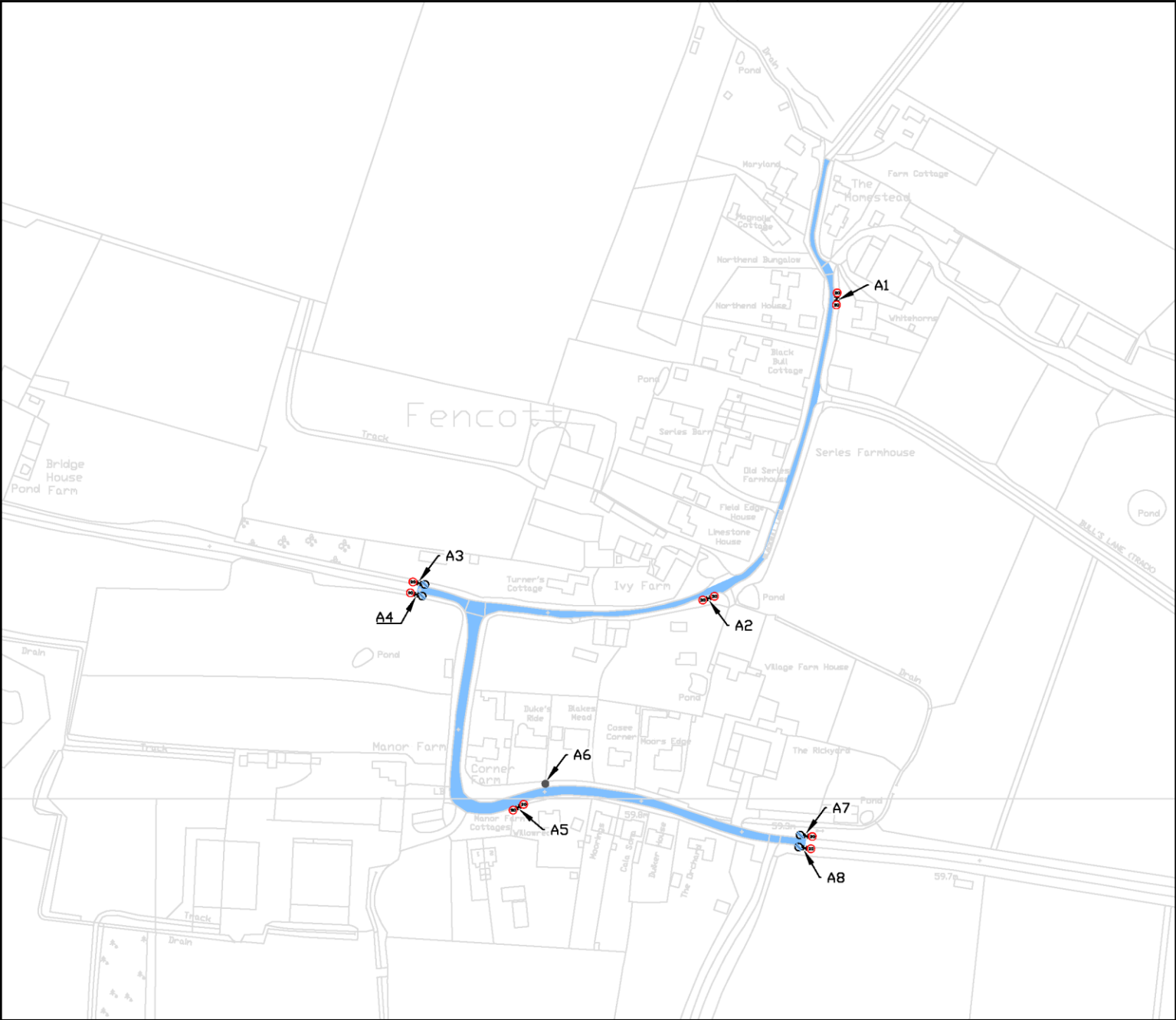
10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Fencott and Murcott villages.
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.

Paul Fermer
Director of Environment and Highways

Annex 3: Consultation responses

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

July 2024



Drawing No.

Notes:

Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

Fencott & Murcott 20mph

Drawing title

Sheet A

Drawing Status

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	ER	GJB	GJB
	Date drawn 03/01/24	Date checked 09/01/24	Date approved 09/01/24

Oxfordshire Project No. & File Ref

Drawing No.	Revision

Drawing No.

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



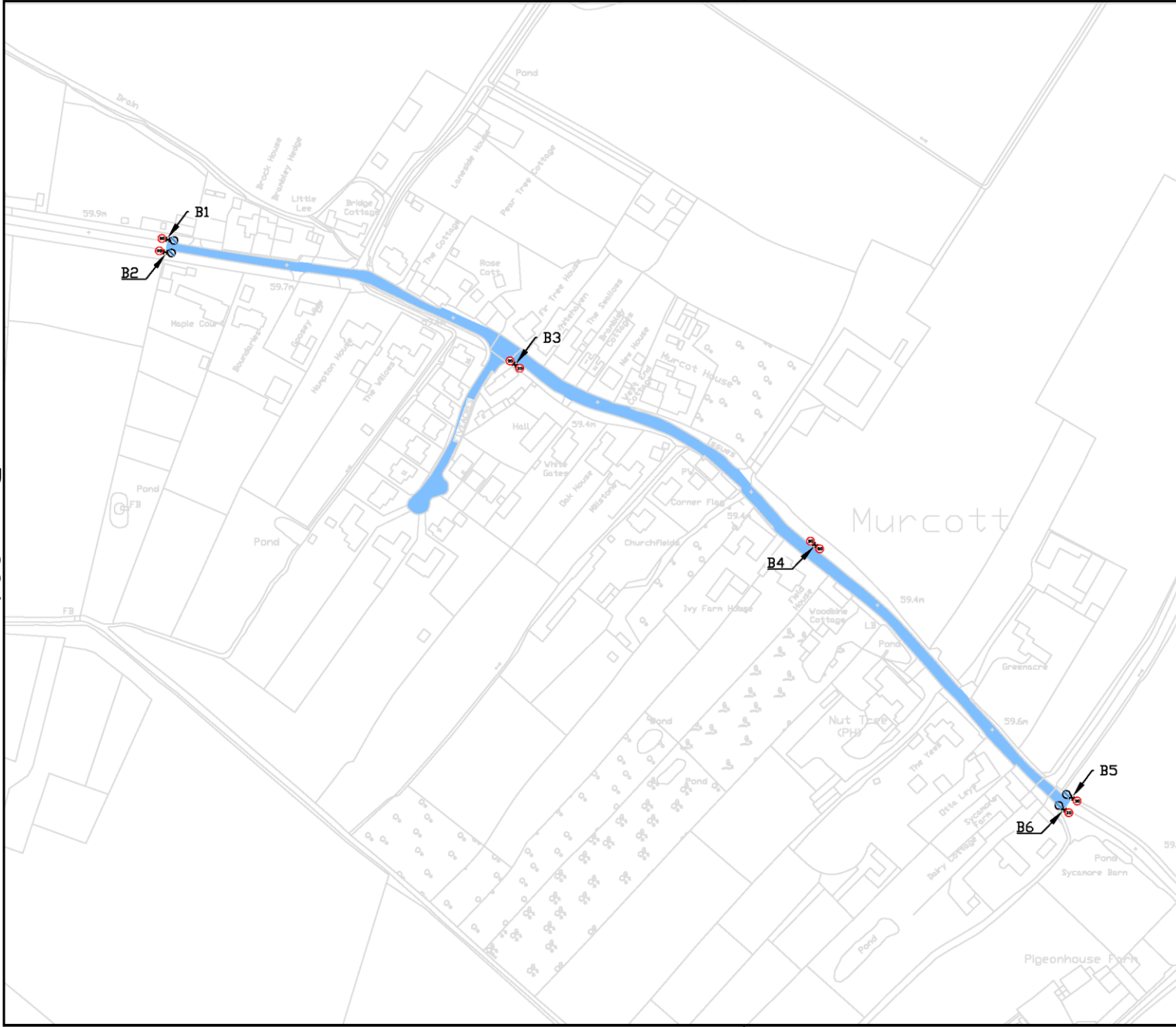
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Project title
Fencott & Murcott 20mph

Drawing title
Sheet B

Drawing Status			
Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 05/01/24	Date checked 09/01/24	Date approved 09/01/24

Oxfordshire Project No. & File Ref	
Drawing No.	Revision



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Oxford Bus & Thames Travel)	No objection – I am happy to record that OBC presents no objection or concern in this case.
(3) Fencott & Murcott Parish Council	Support – The Parish Council met in October 2023 and voted to join Oxfordshire County Councils 20mph zone project.

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Divisions affected: *Burford & Carterton North*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

FULBROOK: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

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

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Fulbrook, 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 Fulbrook by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 15 May and 07 June 2024. A notice was published in the Witney & West Oxfordshire 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, Fulbrook Parish Council, Burford Town Council, and the local County Councillor representing the Burford & Carterton North division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.

Other Responses:

8. 43 responses were received via the online survey during the course of the formal consultation, comprising of 16 objections (37%), two partially supporting (5%), and 25 in support (58%).
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	13 (30%)
Yes - cycle more	4 (9%)
No	23 (54%)
Other	3 (7%)

* note – all percentages rounded up/down to nearest whole number.

10. The responses are shown in full at **Annex 3**, 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 will also reduce accidents. The aim of reducing speed

limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

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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July 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

Fulbrook 20mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 22/02/24	Date checked 22/02/24	Date approved 22/02/24

Oxfordshire Project No. & File Ref

Drawing No.

Revision

Sheet B

Sheet A

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local resident, (Burford, High street)	<p>Object – Waste of time causes more pollution and more traffic. Burford proves this fact Burford is noisier and dirtier now than it was before the 20mph limit</p> <p>Travel change: No</p>
(3) Local resident, (Clanfield, Main Street)	<p>Object – Not necessary. 30 is appropriate. Drivers will not adhere to 20 and it is a waste of money to try to enforce it with signage. Drivers often take more notice of the scenery at very low speed and not pay attention to the road. Pedestrians cross the road in front of cars at low speeds putting themselves in more danger.</p> <p>Travel change: No</p>
(4) Local resident, (Fulbrook, Beech Grove)	<p>Object – 20 mph is far too low for the main road through the village. unreasonably low limits encourage lack of concentration and lack of respect for any speed limit. The 30mph is in my opinion adequate for Fulbrook, reducing the limit will not stop the few idiots that travel far too fast through the village, these should be dealt with by enforcement and not penalise the majority of safe drivers.</p>

	Travel change: No
(5) Local resident, (Fulbrook, Beech Grove)	<p>Object – 20mph is totally wrong for the main road through the village. the minor side roads in the village could be considered but in some cases like meadow end extreme caution should be taken when driving not looking at a speedometer but looking out for children. The small country roads are mostly not restricted (national speed limit applies) so a driver coming out of a 20mph on a length of main road like the A361 will accelerate in sheer frustration when the 20mph ends. a much more dangerous situation i have seen this happen with the existing 30Mph in beech grove.</p> <p>Travel change: No</p>
(6) Local resident, (Fulbrook, Burford Road)	<p>Object – Drivers are inattentive driving at 20mph - rather use the money to strictly enforce the current 30MPH limit.</p> <p>Travel change: No</p>
(7) Local resident, (Fulbrook, Meadow End)	<p>Object – The Proposal does little to reduce the speeding cars at the western edge of the village. Cars get frustrated getting through Burford and as soon as they are over the bridge they accelerate at huge speed up the hill until they get to about the Carpenters Arms pub. The majority of school children live in Meadow End and walk to and from School so this speed limit does not take into account their safety as now traffic will travel at a ridiculously slow speed west through the village and then get frustrated and will end up accelerating down Fulbrook Hill towards the Roundabout putting those children at risk</p> <p>Travel change: No</p>
(8) Local resident, (Fulbrook, Meadow End)	<p>Object – 20mph makes people not concentrate as much while driving as it's SO slow. It's also an extremely difficult speed to stick to and is unrealistic and not feasible</p> <p>Travel change: No</p>

(9) Local resident, (Fulbrook, Meadow Lane)	<p>Object – The main road through Fulbrook is regularly at a standstill due to volume of traffic, a change to the speed limit will have no impact on this. Unfortunately the vehicles that do speed through the village are those that disregard speed limits what ever level it is set at.</p> <p>Travel change: No</p>
(10) Local resident, (Fulbrook, Meadow Lane)	<p>Object – 20mph is too slow when there is no build up of traffic to stop the flow . Traffic is stationary morning afternoon and week ends anyway !Without a 20 mph limit.</p> <p>Travel change: No</p>
(11) Local resident, (Fulbrook, Shipton Road)	<p>Object – Costs money. Won't be enforced. Not necessary, little pedestrian flow across road, adequate vision splays and good footpaths.</p> <p>Travel change: No</p>
(12) Local resident, (Fulbrook, A361)	<p>Object – I have lived in Fulbrook almost all of my 74 years. Most of my life Fulbrook had no speed limit until the National speed limit was imposed.</p> <p>The 30 speed limit was created in the early 2000's. This speed limit has very occasionally been enforced by TV Police.</p> <p>The Parish Council caused the installation of a speed warning device at the east end of the village and lately at the west end.</p> <p>I believe it would be more use to try and enforce the current 30 limit than to have a nominal 20 limit which no one will take any notice of.</p> <p>Travel change: No</p>

(13) Local resident, (Fulbrook, Orchard Row)	<p>Object – More bureaucratic regulations</p> <p>Travel change: No</p>
(14) Local resident, (Fulbrook, Orchard Row)	<p>Object – Don't want it</p> <p>Travel change: No</p>
(15) Local resident, (Fulbrook, Upper End)	<p>Object – 90% of traffic through Fulbrook village exceed 30mph. Introducing 20mph will do nothing to stop them unless regularly policed, which very rarely happens. Only traffic calming speed humps will encourage drivers to slow down. In my opinion reducing the speed limit is a waste of money & time.</p> <p>Travel change: No</p>
(16) Rather not say, (Kingham, Church Street)	<p>Object – i will never comply with this under any circumstances, i will just overtake anyone holding me up after tailgating and holding my horn down</p> <p>Travel change: No</p>
(17) Local resident, (Swinbrook, Shipton to Swinbrook road)	<p>Object – 'An engine is revving the same at 20mph as would 30 mph or even 40 mph, just choose the correct gear, if an automatic car the car will do this for driver by choosing 20 mph, just makes journey take longer, and if you're traveling through 20 villages on a commute to work</p> <p>So, 5 mins longer each journey, so 10 mins a day there and back from work 250 working days in the year = 41.6 hours extra engine running for year for one driver</p> <p>total agree for 20 mph outside schools but on A roads though towns, where is there 1000s of cars traveling each day</p> <p>Travel change: No</p>

(18) Local resident, (Fulbrook, Meadow Lane)	<p>Partially support – Anything that potentially reduces speed and improves safety is good. How will this be enforced though? Although it is currently 30mph, most vehicles go faster than this.</p> <p>Travel change: Yes – walk/wheel more</p>
(19) Local resident, (Fulbrook, Meadow Lane)	<p>Partially support – Traffic tends to go far too fast through Fulbrook, despite speed limit already being 30mph. Anything that helps it be reduced is helpful.</p> <p>Travel change: No</p>
(20) Local resident, (Fulbrook, A361)	<p>Support – Hedgehogs killed on the road here every year- recorded 10 over the last 3 years at the place because people drive too fast. I have seen them crossing but was able to slow down to let them cross as I was going at normal speed.</p> <p>Travel change: Yes – walk/wheel more</p>
(21) Local resident, (Fulbrook, A361)	<p>Support – Huge volume of vehicles and motorbikes especially during rush times and over weekends, many exceed 30 km HR speed limit anyway. It would also reduce the noise which is a pollution really. Too many squashed hedgehogs.</p> <p>Travel change: Yes – walk/wheel more</p>
(22) Local resident, (Fulbrook, A361)	<p>Support – I support a proposal for 20mph through Fulbrook for the safety of our community. Speeding is on the increase through Fulbrook and needs addressing before a tragedy occurs. The War Memorial Bend is extremely hazardous and it's only a matter of time before a pedestrian is hit by a speeding motor vehicle on this bend.</p> <p>Travel change: Yes - cycle more</p>

(23) Local resident, (Fulbrook, A361)	<p>Support – We are a linear village with a few curves on the road speeding through the village is an issue as evidenced by data from the village speed camera. We have both children and elderly residents that are vulnerable to high speed vehicles.</p> <p>Travel change: Yes – walk/wheel more</p>
(24) Local resident, (Fulbrook, Burford Road)	<p>Support – The average speed of cars through the village is 50mph and above. We need a 20mph limit and speed cameras in order to make this road safe again.</p> <p>Travel change: No</p>
(25) Local resident, (Fulbrook, Burford Road)	<p>Support – Walking into/out of Burford along pavement is intimidating due to speeding cars ignoring 30mph limit and large HGVs adjacent to walkway. Exiting driveways is also problematic on occasion. We have also been overtaken several times when doing 30mph along the road in Fulbrook. Evidence shows that designating the road as 20mph will reduce average speeds and improve safety for village resident.</p> <p>Travel change: Yes - cycle more</p>
(26) Local Cllr, (Fulbrook, Dolphin Lane)	<p>Support – Fulbrook is a village divided by a busy main road, the A361. A 20 m.p.h limit would make the village safer and help foster a greater sense of community.</p> <p>Travel change: Yes – walk/wheel more</p>
(27) Local resident, (Fulbrook, Dolphin Lane)	<p>Support – Traffic regularly exceeds the 30 mph limit , so hopefully a 20mph limit will slow them down .</p> <p>Travel change: No</p>
(28) Local resident, (Fulbrook, Fulbrook Hill)	<p>Support – Many vehicles exceed the current 30 mph limit and so anything to reduce speeds will be good.</p>

	<p>One thing to further consider is the limit from Fulbrook to Burford (Fulbrook Hill). There is a section of 40 mph - and this would mean a step from 20 mph in the village, to 40 mph for a short distance before becoming 20 mph from just before Burford bridge. The existing 40 mph limit would be better reduced to 30 mph at the same time.</p> <p>Travel change: No</p>
(29) Local resident, (Fulbrook, Fulbrook Hill)	<p>Support – I see this as a no harm proposal, in that no harm will be done by vehicles travelling at 20 mph through our village, but there will be great benefit if vehicles currently speeding slow down.</p> <p>Travel change: No</p>
(30) Local resident, (Fulbrook, Fulbrook Hill)	<p>Support – Lorries and cars race through Fulbrook at speeds far above 30mph. This has been proved over and over during speed watch sessions. 20mph zones do not reduce traffic to 20 but they do appear to keep it below 30 which is a much safer outcome for the village. Many people walk to school, work and for shopping to Burford, as well as tourists walking the water meadows loop, and so it feels currently very dangerous to walk the footpath alongside the A361.</p> <p>Travel change: Yes – walk/wheel more</p>
(31) Local resident, (Fulbrook, Garnes Lane)	<p>Support – There are many cars that come fast down the hill into Fulbrook and it's a health and safety risk. Also lots of noise from bikes and boy racers going too fast. Often they come round the corner too fast and are also fast outside the pub. It's a risk for local residents in cars and on foot. I strongly support 20mph speed limit.</p> <p>Travel change: Yes – walk/wheel more</p>
(32) Local resident, (Fulbrook, Meadow Lane)	<p>Support – I live on the A361 and have seen the consequences of vehicles travelling too fast. A reduction to 20mph, even if not fully observed, will have a beneficial effect on reducing accident likelihood and promoting safety for pedestrians.</p> <p>Travel change: Yes - cycle more</p>

(33) Local resident, (Fulbrook, Orchard Row)	<p>Support – Difficult to cross the road, footpaths are thin in places so need to go into the road at times if someone coming the other way, cant walk side by side with a child, blind bends, lots of dog walkers who would benefit from a slower road, the road is getting quite busy and feels dangerous</p> <p>Travel change: Yes – walk/wheel more</p>
(34) Local resident, (Fulbrook, Orchard Row)	<p>Support – It makes it a lot easier to cross the road where there is a bend near lots of housing. Drivers don't seem to take into consideration that people could be crossing there and the speed limit will help us get across in time.</p> <p>Travel change: Yes – walk/wheel more</p>
(35) Local resident, (Fulbrook, Walnut Row)	<p>Support – The main road running through Fulbrook sees an awful lot of traffic. The cars running through just fly through. It is so dangerous. We really need for the speed limit to be brought down. But in conjunction with that we need further measures as well to force them to slow down. I really speed humps would help, but they need to go right across the road, not just hump's which sit in the middle of each lane.</p> <p>Travel change: Yes – walk/wheel more</p>
(36) Local resident, (Fulbrook, A361)	<p>Support – In recent years the speed (and volume of) of traffic through Fulbrook has increased significantly. Particularly in the 'top' part of the village towards Milton. I hope a 20mph speed limit will help to reduce the traffic speed, noise and improve the safety of the road. This is inline with the limit in other local towns and villages; Burford and Moreton-in-Marsh currently have a 20mph limit.</p> <p>Travel change: No</p>
(37) Local resident, (Fulbrook, Beech Grove)	<p>Support – Cars particularly coming from the Chipping Norton direction really seem to struggle to slow down into Fulbrook. During the late evenings, cars can often be heard racing through Fulbrook. During the day, children, walkers and other pedestrians often struggle to cross, especially with the bend and lack of footpaths on both sides of the road. Cars tuning into Beech Grove often have to queue on the bend to turn, and vehicles racking up from behind (from</p>

	<p>Burford) have to brake quickly. The footpath on the road into Burford is narrow - due to the bowing wall - and mostly covered with straw and other debris from passing farm vehicles - it makes this section tricky to navigate, especially with small children and impossible with a pushchair - when cars are speeding past. The often option is to cross the road, which is also difficult on the bend, and then the pathway stops. It's a really unsafe section for families walking to the park, or into school in Burford. My children have had several near misses on the road between Beech Grove up to the Carpenters Arms - making cycling or scooting something we don't allow them to do any longer.</p> <p>We fully support a reduction to 20mph which is far more in keeping with the amount of pedestrians and the tricky to navigate pathway situation.</p> <p>Travel change: Other More walking, cycling and scooting - including pushchair</p>
(38) Local resident, (Fulbrook, Burford Road)	<p>Support – Fulbrook is bisected by a very busy and noisy road. A 20 mph speed limit would have a calming effect on traffic making it safer and less obtrusive.</p> <p>Travel change: Yes - cycle more</p>
(39) Local resident, (Fulbrook, Burford Road)	<p>Support – I support this as the road through fulbrook is used as a race track. Even going at 30 would be a bonus. The tractors and lorries are equally at fault. Something needs to be done</p> <p>Travel change: No</p>
(40) Local resident, (Fulbrook, Garnes Lane)	<p>Support – Safety and environmental reasons</p> <p>Travel change: Yes – walk/wheel more</p>
(41) Local resident, (Fulbrook, Westhall Hill)	<p>Support – Safer quieter road.</p> <p>Travel change: Other More pleasurable dog walking.</p>

(42) Local resident, (Fulbrook, Westhall Hill)	<p>Support – The locals and walking visitors need to be able to cross the A361 as it passes through Fulbrook. The road has many unsighted spots due to bends and a reduced speed would give people a little more time to cross safely.</p> <p>Travel change: Other Safer for the many groups walkers who pass through the village.</p>
(43) Member of public, (Swinbrook, Allens Lane)	<p>Support – Supporting walking and cycling in the village More importantly is young children walking and biking safely through the village</p> <p>Travel change: Yes – walk/wheel more</p>
(44) Member of public, (Witney, Newland)	<p>Support – Narrow pavements , lots of speeding cars</p> <p>Travel change: Yes – walk/wheel more</p>

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Divisions affected: *Goring*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

GORING HEATH: WHITCHURCH HILL & B471 WHITCHURCH ROAD – PROPOSED 20MPH, 30MPH & 40MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following speed limits as advertised:

- a) 20mph speed limit within Whitchurch Hill (east of the B471),
- b) 30mph speed limit on the B471 Whitchurch Road adjacent to Whitchurch Hill village,
- c) 40mph speed limit on the B471 between Whitchurch Hill and Crays Pond.

Executive Summary

- 2. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit within Whitchurch Hill (part of Goring Heath parish) on the village roads east of the B471 as shown in **Annex 1**. Additionally, the proposals include a 30mph limit on the B471 adjacent to the village, and a 40mph speed limit on the B471 between the village and Crays Pond as also shown in **Annex 1**.

Financial Implications

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

Legal Implications

- 4. 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

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

Sustainability Implications

6. The proposals would help encourage walking and cycling within the Whitchurch Hill area of Goring Heath, and also improve road safety for all road users including active travel users on the B471 between Whitchurch Hill and Crays Pond.

Formal Consultation

7. Formal consultation was carried out between 22 May and 14 June 2024. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Goring Heath Parish Council, and the local County Councillor representing the Goring division.

Statutory Consultee Responses:

8. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. They also cited that the speed data provided did not fully support the proposed changes.

Other Responses:

9. 37 responses were received via the online 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 speed limit in Whitchurch Hill	9 (24%)	3 (8%)	22 (60%)	3 (8%)	37
B471 30mph speed limit	6 (16%)	3 (8%)	27 (73%)	1 (3%)	37
B471 40mph speed limit	9 (34%)	3 (8%)	21 (57%)	4 (11%)	37

* note – all percentages rounded up/down to nearest whole number.

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 (32%)
Yes - cycle more	2 (5%)
No	23 (63%)

* note – all percentages rounded up/down to nearest whole number.

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

Officer Response to Objections/Concerns

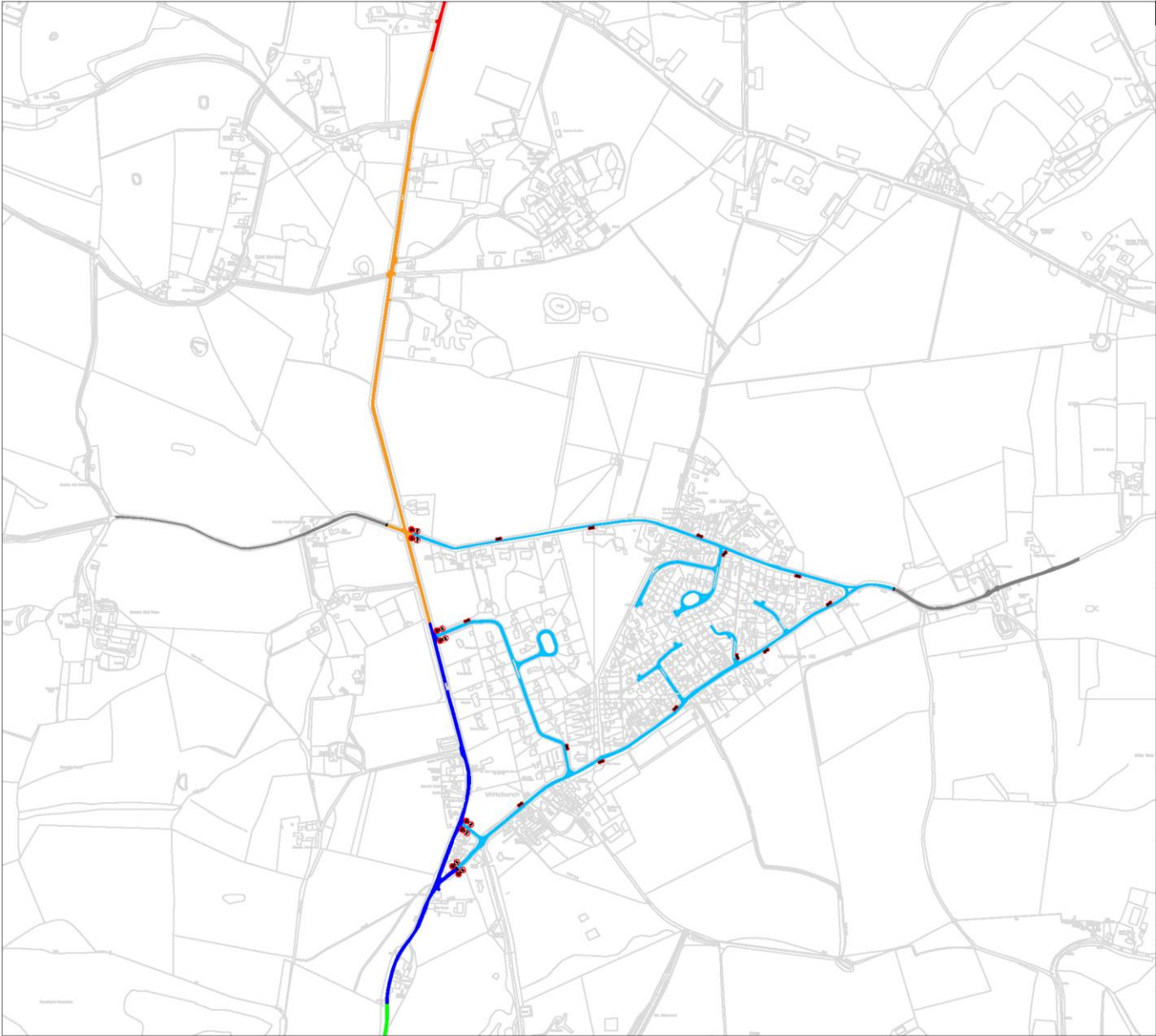
12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking 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 concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals under consideration.
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.


Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

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

July 2024



B471 30mph & 40mph		Revision 1.0															
<table border="1"> <tr> <th colspan="2">Legend</th> </tr> <tr> <td>Proposed 20</td> <td>Blue</td> </tr> <tr> <td>Existing 30</td> <td>Red</td> </tr> <tr> <td>Proposed 30</td> <td>Green</td> </tr> <tr> <td>Existing 40</td> <td>Orange</td> </tr> <tr> <td>Proposed 40</td> <td>Grey</td> </tr> <tr> <td>Existing NSL</td> <td>Black</td> </tr> </table>				Legend		Proposed 20	Blue	Existing 30	Red	Proposed 30	Green	Existing 40	Orange	Proposed 40	Grey	Existing NSL	Black
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved												
1.0	26.04.24	B471 proposed limits for Consultation	C.R.														
 <p>OXFORDSHIRE COUNTY COUNCIL <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small></p>				Project title: Goring Heath 20mph Scheme													
Drawing title: B471 Proposed 30mph & 40mph limits																	
Drawing Status																	
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Oxfordshire Project No. & File Ref																	
Drawing No. 1.0				Revision 1.0													

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit changes. <u>These concerns refer to all changes.</u></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 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

	<ul style="list-style-type: none"> • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds – Data provided do not fully support these changes • 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) Local resident, (Whitchurch Hill, Hocketts Close)	<p>Whitchurch Hill 20mph – Object</p> <p>1. I have not seen any details of serious or minor accidents in the last 5 and 10 years to justify a 20mph speed limit. 2. Proper enforcement of the existing 30mph speed limit would be a much better way to proceed. 3. Money required for the new signs, etc would be far better used in pothole repairs.</p> <p>Travel change: No</p> <p>B471 30mph – No objection</p> <p>If this policy is to be implemented then it should be properly enforced.</p> <p>B471 40mph – Support</p> <p>The only real justification for 20mph speed limits is proximity to schools, play areas or dense housing abutting roads. When & where will the results of this survey be published?</p>

(3) Local resident, (Whitchurch Hill, Orchard Coombe)	<p>Whitchurch Hill 20mph – Object focus should be on the bad drivers not over-riding impositions. This will not slow down the speeders or bad driving.</p> <p>Travel change: No</p> <p>B471 30mph – Object Oxfordshire overall limits are an over-reach with justifications that fail to reflect the councils road management neglect with flooded roads and over loaded lorries on roads not designed to cope, increased evidence of potholes due to this neglect. Dangerous conditions forcing drivers into middle of the road to minimise damage to vehicles.</p> <p>B471 40mph – No objection Reasonable</p>
(4) Local resident, (Goring Heath, Ladygrove)	<p>Whitchurch Hill 20mph – Object A reduction in the speed limit to 20mph is unnecessary. The current 30 mph speed limit in the village is proportionate and reasonable. Speeding is a minor problem and those vehicles that do speed currently are unlikely to observe a lower limit.</p> <p>Travel change: No</p> <p>B471 30mph – Object A 40-50 mph limit would be more appropriate to this stretch of road.</p> <p>B471 40mph – Object A 50 mph limit is more appropriate to this stretch of road.</p>
(5) Local resident, (Goring Heath, Ladygrove)	<p>Whitchurch Hill 20mph – Object It is unnecessary to have a 20 mph speed limit. 30 is perfectly acceptable in a residential area where there is no school, carehome are any other such facility.</p> <p>Travel change: No</p>

	<p>B471 30mph – Object Is there a need to change the limit?</p> <p>B471 40mph – Object Why not leave the limit as it is.</p>
(6) Local resident, (Whitchurch Hill, Hill Bottom Close)	<p>Whitchurch Hill 20mph – Object People driving through our village already ignore the 30mph signs so why are they more likely to adhere to a 20mph limit? Unless there is an enforcement measure such as road bumps on cameras, I see this as a waste of government money. I would rather money be spent on preventing drink driving from the local pub!</p> <p>Travel change: No</p> <p>B471 30mph – Object Again, I think it's a waste of public money without additional enforcement measures.</p> <p>B471 40mph – Object As above</p>
(7) Local resident, (Whitchurch Hill, Hill Bottom)	<p>Whitchurch Hill 20mph – Object It's not necessary. We lived with 30mph since 1934, it's been fine - they are no reports of injuries or near misses due to people driving at 30mph. Spend your budget on the potholes, that's what the roads need, they are the danger.</p> <p>Travel change: No</p> <p>B471 30mph – Object Again, un-necessary meddling. People are quite mature enough & capable enough of monitoring what a safe speed is according to the conditions themselves with a 40mph max. Having multiple speed limits on the same road just causes confusion & ADDS danger. Leave it alone. Fix the pot holes!</p> <p>B471 40mph – Object</p>

	<p>Again, un-necessary meddling. People are quite mature enough & capable enough of monitoring what a safe speed is according to the conditions themselves with a 50mph max. Having multiple speed limits on the same road just causes confusion & ADDS danger. Leave it alone. Fix the pot holes!</p>
<p>(8) Local resident, (Whitchurch Hill, Hill Bottom)</p>	<p>Whitchurch Hill 20mph – Object There is no benefit to be had from introducing 20 mph. Most people drive careful through the village taking prevailing conditions into account. Those that don't won't obey the new limits anyway. The only part of the road where there have been accidents (Whitchurch Hill itself) is not included in these proposals. I can see a case for reducing the 40 mph to 30 on the B471 but again recent accidents have involved people ignoring the existing limits.</p> <p>Travel change: No</p> <p>B471 30mph – Partially support I can see a case for reducing the 40 mph to 30 on the B471 but again recent accidents have involved people ignoring the existing limits.</p> <p>B471 40mph – Object There is no obvious benefit from this proposal apart from pursuing an anti-car policy. It's a rural road with no appreciable hazards</p>
<p>(9) Local resident, (Whitchurch Hill, Hill Bottom Close)</p>	<p>Whitchurch Hill 20mph – Object Limits won't be enforced so waste of time and money. I appreciate that this money is ringfenced for the 20mph scheme however investment would be far better spent policing drink drivers (prolific in the area), repairing potholes which force people to drive down the centre of some of the roads in the village and cutting back hedgerows to improve visibility, particularly at the junctions onto the B471.</p> <p>Travel change: No</p> <p>B471 30mph – Support Support the principle as this is a dangerous stretch of road, particularly the exit to the village hall carpark, the Goring Heath Road junctions and the narrow twisty section prior to Castrol. However, if the limit is not enforced it will be a further waste of time and money. Also there is a potential for increased likelihood of accidents involving cyclists travelling down towards Pangbourne who are frequently travelling in excess of 30mph on this downhill section of the</p>

	<p>road. Also, the comments that I have detailed for the 20mph scheme apply re: drink drivers, potholes, hedgerows being cut back as well as improved road markings, white lines etc.</p> <p>B471 40mph – No objection Support the principle as this is a dangerous stretch of road, particularly due it's poor condition. However, if the limit is not enforced it will be a further waste of time and money. Also, the comments that I have detailed for the 20mph and 30mph scheme apply re: drink drivers, potholes, hedgerows being cut back as well as improved road markings, white lines etc.</p>
(10) Local resident, (Crays Pond, Goring Road)	<p>Whitchurch Hill 20mph – Object I completely disagree with the 20 mph speedlimits introduced in Oxfordshire - except when close to schools, parks etc. Rarely do you see anyone go 20 mph so everyone now speeds. Whereas before people respected the speed limit and if they were caught speeding understood it was wrong. Now onone is caught - I haven't seen any police at all because literally everyone would be breaking the law. I have personally seen several cars over take cars in Woodcote - only since the 20 mph introduction. It makes people angry.</p> <p>Travel change: No</p> <p>B471 30mph – Support This is a reasonable request - especially by the church, park, village hall and car park on that bend. I know there have been sevaral crashes here in the past.</p> <p>B471 40mph – Object I feel this is more difficult to justify and doubt that people will adhere to this speedlimit. There are few houses and visabilty is good.</p>
(11) Local resident, (Whitchurch Hill, Coombe End)	<p>Whitchurch Hill 20mph – Partially support I support a 20mph speed limit in some areas to help protect wildlife, walkers , horse riders etc.</p> <p>Travel change: No</p> <p>B471 30mph – Partially support</p>

	<p>I partially support it because without a speed camera there I don't think it would make much difference to most road users.</p> <p>B471 40mph – Partially support I partially support it because without a speed camera there I don't think it would make much difference to most road users.</p>
(12) Local resident, (Whitchurch Hill, B471)	<p>Whitchurch Hill 20mph – Partially support I support the objective generally of introducing lower speed limits in the area but would be concerned that a 'new' limit would only add further inconsistency to the numerous existing limits on this piece of carriageway.</p> <p>Travel change: No</p> <p>B471 30mph – Support Too many people drive well in excess of the existing limit and reducing the limit as per the proposal would contribute to reducing this problem.</p> <p>B471 40mph – Support As per 6 above</p>
(13) Local resident, (Whitchurch Hill, Unnammed road)	<p>Whitchurch Hill 20mph – Partially support I think that 20 mph is too slow and I have sometimes found that if I'm driving at that speed in a 20 mph area, vehicles behind get frustrated and overtake, causing more danger.</p> <p>Travel change: No</p> <p>B471 30mph – Support Traffic is far too fast down this road and I think that a reduction in the speed limit would help slow it down</p> <p>B471 40mph – Support Traffic is far too fast down this road and I think that a reduction in the speed limit would help slow it down</p>

<p>(14) Local resident, (Whitchurch hill, Coombe End Road)</p>	<p>Whitchurch Hill 20mph – No objection It's a residential area with children,walkers and dogs</p> <p>Travel change: No</p> <p>B471 30mph – Object I don't think people would drive at 30mph on this stretch</p> <p>B471 40mph – Support 50 mph is too fast and 30mph probably too slow for this stretch</p>
<p>(15) Local resident, (Whitchurch Hill, B471)</p>	<p>Whitchurch Hill 20mph – No objection Makes local lanes safer</p> <p>Travel change: No</p> <p>B471 30mph – Support The church and the village hall are on opposite sides of the road on a blind bend. People exceed the current 40 mph as they know there is a long straight road ahead. My access drive enters the B471 after this blind bend and is also a footpath and this morning I was trying to cross the road with my dog when a very quiet electric vehicle came round the bend too fast and I was very nearly run down.</p> <p>B471 40mph – No objection Hopefully will slow traffic generally as many vehicles use this as a an overtaking opportunity</p>
<p>(16) Member of public, (Romsey, Sycamore Close)</p>	<p>Whitchurch Hill 20mph – No objection Safer when walking with children/for local children</p> <p>Travel change: No</p> <p>B471 30mph – Support</p>

	<p>My grandchildren cross this road between their grans house tand the park, and play close to the road in the park. We have to walk along the road to access a local footpath. I need to turn into and out of a tight blind driveway when visiting.</p> <p>B471 40mph – Support Safety for local residents</p>
(17) Local resident, (Whitchurch Hill, Whitchurch Hill)	<p>Whitchurch Hill 20mph – Support I live with my partner on the B471 road. We've had a collision with 2 vehicles which resulted In one of these vehicles crashing into our fence. If it wasn't for pure luck that it hit the supporting post it would have been in our front garden. We have poor visibility when trying to pull out of property and makes it extremely dangerous to do so with current imposed speed limit.</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Partially support Ideally 20 would be much safer. I live with my partner on the B471 road. We've had a collision with 2 vehicles which resulted In one of these vehicles crashing into our fence. If it wasn't for pure luck that it hit the supporting post it would have been in our front garden. We have poor visibility when trying to pull out of property and makes it extremely dangerous to do so with current imposed speed limit.</p> <p>B471 40mph – Object 40 is to fast for the village as the b471</p>
(18) Local Parish Cllr (Whitchurch Hill, Coombe End Lane)	<p>Whitchurch Hill 20mph – Support The areas subject to the 20mph limit are narrow residential roads on which residents' cars are parked. All pf our community should be able to safely walk on the roads and footways. Their lives should not be plagued by fast moving traffic.</p> <p>Travel change: No</p> <p>B471 30mph – Support</p>

	<p>The B471 is a through route from the M4 to the M40 and a busy commuter route. Being the first section of 'open' road since the other side of Pangbourne, it is subject to a lot of anti-social high speed driving. The 30mph limit legitimises those 'locals' who choose to drive with respect for the community.</p> <p>B471 40mph – No objection I don't think there will be much adherence to the 40mph limit, but again it legitimises those of us who do choose to drive with respect for the community</p>
(19) Local resident, (Whitchurch Hill, B471)	<p>Whitchurch Hill 20mph – Support We regularly walk our dog around the area with our Grand children in tow and invariably cars are driving way too fast 40mph+ just too dangerous</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support we live on that road and opposite the green where the road is on a slight bend as on many occasions trying to cross the road comes a lottery as cars are doing well in excess of 50mph sometimes later at night 60/70mph, so dangerous especially with the green, church and parish hall</p> <p>B471 40mph – Object too fast</p>
(20) Local resident, (Whitchurch Hill, B471)	<p>Whitchurch Hill 20mph – Support I live with my partner on the B471 road. We've had a collision with 2 vehicles which resulted in one of these vehicles crashing into our fence. If it wasn't for pure luck that it hit the supporting post it would have been in our front garden. We have poor visibility when trying to pull out of property and makes it extremely dangerous to do so with current imposed speed limit. We also need to manage our hedge to ensure it doesn't obstruct road or any drivers vision and with the current imposed speed limit this is almost impossible or extremely high risk and dangerous.</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support</p>

	<p>I live with my partner on the B471 road. We've had a collision with 2 vehicles which resulted In one of these vehicles crashing into our fence. If it wasn't for pure luck that it hit the supporting post it would have been in our front garden. We have poor visibility when trying to pull out of property and makes it extremely dangerous to do so with current imposed speed limit. We also need to manage our hedge to ensure it doesn't obstruct road or any drivers vision and with the current imposed speed limit this is almost impossible or extremely high risk and dangerous.</p> <p>B471 40mph – Object 40mph is too fast for this piece of road through a village. The road has poor visibility and narrows in areas where there isn't space for cars and lorries (which we get a lot of) to pull aside without mounting curbs/ fence + hedge lines. It imposes high danger and risk to us who need to access this road to enter and exit our properties both in car and on foot. There has already been a number of accidents along this road which could have potentially be avoided with a reduced speed limit.</p>
(21) Local resident, (Whitchurch Hill, B471 Whitchurch Road)	<p>Whitchurch Hill 20mph – Support My wife and I regularly either walk or drive along these roads, and they run by entrances to properties or small laneways where people are often walking. To drive at 30 mph is definitely dangerous. (We ourselves drive already at 20 mph.)</p> <p>Travel change: No</p> <p>B471 30mph – Support I live at Milo Crispin, on the west side of the B471 along the affected part of the road. The B471 curves by our property and it is extremely dangerous to pull out, even though our car has a very short bonnet. It is also extremely dangerous to walk down the road to our neighbour at Grey's Court Cottage, or north to the Thames Path just past the Parish Hall. Reducing the speed limit to 30 mph would make a huge difference.</p> <p>B471 40mph – Partially support I think it would be silly (and potentially dangerous) to go from 30 mph up to 50 mph and then back down to 30 mph over such a short distance, although I have seen this elsewhere (e.g. between Pangbourne and Tidmarsh in neighbouring Berkshire). So I don't have strong views in this respect.</p>
(22) Local resident, (Whitchurch Hill, Goring Heath Road)	<p>Whitchurch Hill 20mph – Support</p>

	<p>I live directly on the Goring Heath road. Vehicles rarely go as slow as 30mph, and even that seems too fast. Local businesses can be the worst.</p> <p>It has become a VERY busy road in the past 40 years we have lived here.</p> <p>There are a LOT of houses that are built directly onto this road, and trying to pull out or into drive ways with speeding cars coming around bends etc. is dangerous.</p> <p>The village has a large number of children now.</p> <p>It is sometimes like living along side a motorway!</p> <p>Last weekend I had my new front window completely smashed by a speeding car flicking up a stone. This is now going to cost ME over £400 to fix, as I am not claiming on insurance as excess is £300.</p> <p>I also have a lot of stone damage to my car.</p> <p>A lot of locals walk along this road, with children and dogs, prams, wheelchairs, disabled buggies etc. It can be very unpleasant and dangerous.</p> <p>I have been reporting this issue for about 20 years, it is about time something is done.</p> <p>Villages with much lesser need than ours have got a 20mph limit.</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support</p> <p>It is a dangerous piece of road if vehicles are speeding - there are bends in the road, more than one hidden junction, also on bends, pulling out onto this road.</p> <p>A LOT of very large lorries use this very narrow road.</p> <p>NO footpaths.</p> <p>The village green and play area edge onto this road.</p> <p>The Village Hall is on the opposite side of the road to the Church, which both edge onto this road, and the rest of the village.</p> <p>There have been many accidents in the past.</p> <p>B471 40mph – Partially support</p> <p>I definitely agree with 40mph between Church and Hill Bottom Junction.</p> <p>It should stay 50mps between Hill Bottom and Crays Pond.</p>
(23) Member of public, (Barton under Needwood, Wales Lane)	<p>Whitchurch Hill 20mph – Support</p> <p>Safer when entering/exiting drives on B471</p>

	<p>Crossing to park & church with children Walking with children in village Dangerous bend</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support As previous</p> <p>B471 40mph – Support As previous</p>
(24) Local group/organisation, (Crays Pond Goring Heath Community Speedwatch)	<p>Whitchurch Hill 20mph – Support</p> <p>I am the Lead Coordinator of the Crays Pond Goring Heath Community Speedwatch Group set up by Goring Heath Parish Council in collaboration with Thames Valley Police (TVP). It is organised via the Office of the Police & Crime Commissioner and supervised by Thames Valley Police. Since its establishment in August 2022 the Speedwatch Group has undertaken 65 Speedwatch sessions in our local community.</p> <p>Volunteers are deployed at regular intervals to monitor speeding in our local roads—we have two sites in Whitchurch Hill and four in Crays Pond. During the period and funded by the Parish Council Community Speedwatch signs have been erected at the entry gated to both Crays Pond and Whitchurch Hill.</p> <p>I would like to give some background based on our field experience and also to comment specifically why the B4526 and B471 in Crays Pond (part of Goring Heath Parish) has not been included in the speed reduction process. We have six TVP approved sites however despite our best endeavours three problem areas remain—two in Crays Pond (the B4526 & B471) and one which is covered in the proposals reducing the 40mph to 30mph on the B471 going past St Johns Church/the Village Hall in Whitchurch Hill.</p> <p>The majority of speeders come from these three troublesome blackspot locations:</p> <ul style="list-style-type: none"> • Garton End, Crays Pond; traffic travelling east on the B4526 from Goring direction (30 mph) • Goffs Hill, Crays Pond; traffic heading north on the B471 from Whitchurch Hill direction (30 mph) • St Johns Church, Whitchurch Hill; traffic heading south on the B471 from Crays Pond direction (40 mph)

These three sites account for 33 Speedwatch sessions since August 2022 which have resulted in 399 motorists being formally reported to TVP for speeding from these blackspots.

A review of each site follows:

Garton End B4526 Heading: East (30 mph)

No of sessions: 9

No of Offenders: 114

Average Offender No: 12.67

Commencement Date: 23.8.2022

Last Session: 8.1.2024

Chronological History: % of speeding vehicles since commencement date: 18.5%, 16.6%, 20.3%, 10%, 4.39%, 7.23%, 7.41%, 7.41% and 5.62%.

Goffs Hill B471 Heading: North (30 mph)

No of sessions: 10

No of Offenders: 143

Average Offender No: 14.3

Commencement Date: 30.11.2022

Last Session: 18.6.2023

Chronological History: % of speeding vehicles since commencement date: 14%, 12.6%, 15%, 8%, 11.4%, 11.2%, 11.5%, 8.66%, 15.5%, and 10.42%.

St Johns Church B471 Heading: South (40 mph)

No of sessions: 14

No of Offenders: 142

Average Offender No: 10.14

Commencement Date: 10.8.2022

Last Session: 4.12.2023

Chronological History: % of speeding vehicles since commencement date: 13.1%, 9.86%, 9.45%, 6%, 15.9%, 11%, 12%, 6.94%, 9%, 5.5%, 10.9%, 4.07%, 9.57%, and 8.89%.

The B471 Goffs Hill and B4526 Garton End in Crays Pond are both equally bad as each other in terms of motorists who fail to slow down after passing through the gates on entry to the 30mph zone. Garton End has shown some

	<p>improvement over time, possibly due to our activity and high visibility, but it remains to be seen if this is permanent, or just a temporary blip.</p> <p>It would also be helpful to reduce the speed limit on the B4526/B471 in Crays Pond from the current 30 mph to 20 mph to accord with Woodcote. Speed cameras and/or SID's would still be required irrespective of the prevailing speed limit.</p> <p>The approach to St Johns Church on the B471 heading south, and the recreation ground in Whitchurch Hill, a reduction in the speed limit is most welcome. The approach to the church is particularly dangerous—we have recorded speeds in excess of 60 mph at this location. However, without TVP enforcement our view is that a speed camera, or at the very least a SID is required or else motorists will continue to speed on this road.</p> <p>Whilst we welcome the current speed reduction plans for Goring Heath (actually only Whitchurch Hill) we call also for a reduction from 30mph in Crays Pond to 20mph to accord with both Woodcote and Whitchurch on Thames.</p> <p>Travel change: Yes - cycle more</p> <p>B471 30mph – Support See previous comment</p> <p>B471 40mph – Support See previous comment</p>
(25) Local resident, (Goring Heath, Deadman's Lane)	<p>Whitchurch Hill 20mph – Support Residential area with no pavement so pedestrians sharing roadway with cars etc. Road is not very wide so speeding cars cause a safety hazard to pedestrians and cyclists. The research complex in the village increases the traffic flow through Whitchurch Hill.</p> <p>Travel change: No</p> <p>B471 30mph – Support This stretch of road runs through a residential area, and passes the church, recreation ground and village hall. All these local facilities generate both pedestrian and vehicular traffic. The current limit means that cars are going</p>

	<p>unacceptably fast and making crossing, or walking beside the road both hazardous, especially where crossing by the bend.</p> <p>B471 40mph – Support This stretch of road whilst not in the village does have several properties along it. It is fairly straight so encourages cars to go faster than is sensible. It does not make sense to allow cars to go over 40mph between 2 sections of the road which are 30mph (or will be if the order goes through)</p>
(26) Local resident, (Whitchurch, Goffs Hill)	<p>Whitchurch Hill 20mph – Support Generally drivers are going too fast around the village and there are children and animals walking around so is dangerous</p> <p>Travel change: No</p> <p>B471 30mph – Support I strongly support the reduction in the speed limit but i also think other measures need to be added as cars regularly speed at over 60mph. There are lots of children's parties etc in the village hall and someone is going to get seriously hurt as cars hurtle towards the bend. A camera or give way Chicane which forces people to slow down. The speed due to the straight part of the road is extremely dangerous with people trying to overtake. I find it hard to understand why the village is proposing 20 mph elsewhere when this area covers the village hall, park and church which are all regularly used.</p> <p>B471 40mph – Support Following the same comments as from previous question - drivers are simply going too fast even round sharp bends at the top of the road.</p>
(27) Local resident, (Whitchurch Hill, B471)	<p>Whitchurch Hill 20mph – Support Fully support the proposed 20mph limit for public safety. There is a childrens playground , national long distance footpath and a 'rat run' route through the village. There are few pavements for pedestrians to avoid the traffic.</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support</p>

	<p>Strongly support for the following reasons: * dangerous bend * church opposite the carpark * long distance footpath crossing * Parish Hall with frequent children focused sessions * playground/park * elderly residents crossing * no footpath/pavement * numerous pedestrians. Would be even better if it were to be a 20mph limit though.</p> <p>B471 40mph – Support Safer and more pedestrian friendly - there are no pavements when walking to Crays Pond</p>
(28) Local resident, (Whitchurch Hill, B471)	<p>Whitchurch Hill 20mph – Support It does not feel safe as a pedestrian to walk through the village, especially for the elderly and kids (I'm middle aged and already don't feel safe). There are no real sidewalks along the road for large parts of the road and the technology centre brings lot of commuting traffic that does make the situation worse.</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support The church is right on the B471 and church goers are being put at risk walking along the road to reach the church. Our property is directly on the B471, and with increasing traffic these days it is extremely dangerous to get out of our lot given the speed the people drive by. I am also afraid for my elderly neighbour to have to get in and out of his property, which is in an even more dangerous location with not much sight.</p> <p>B471 40mph – Support I had a couple close calls at the big curve between Whitchurch Hill and the catholic school. People ride too fast and cannot drive curves. Especially true for big SUVs.</p>
(29) Local resident, (Whitchurch Hill, B471)	<p>Whitchurch Hill 20mph – Support The village of Whitchurch Hill has a lot of people walking dogs, walking to park with children etc which needs additional caution from road users. Having cars drive through tight roads with limited visibility to go in and out of driveways is dangerous if the cars passing through are going too fast.</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support</p>

	<p>Strongly support, the road has tight bends and a lot of blind spots. The footpaths are almost unusable along this stretch of road, especially for those who use a pram or wheelchair which means walking on the road or driving what should be short walks. The village hall and church are located on this bit of the road which have a significant amount of foot traffic.</p> <p>B471 40mph – Support In order for cars to slow down to 30mph as they approach Whitchurch Hill they need to be doing a reasonable speed on approach. There is only a short distance between the 30mph in Cray's Pond and the proposed 30mph in Whitchurch Hill meaning any limit higher than 40mph would require rapid acceleration and deceleration for anyone driving this road.</p>
(30) Local resident, (Whitchurch Hill, B471)	<p>Whitchurch Hill 20mph – Support We live on the B471 and trying to get in and out of our property is a daily struggle, because of the current 40 mph speed limit, which is far to fast for this road. There have been several accidents and we have had several near misses. Reducing the speed limit to 30mph should be the bear minimum and in reality the speed limit should be 20mph on this stretch of road.</p> <p>Travel change: No</p> <p>B471 30mph – Support We live on the B471 and trying to get in and out of our property is a daily struggle, because of the current 40 mph speed limit, which is far to fast for this road. There have been several accidents and we have had several near misses. Reducing the speed limit to 30mph should be the bear minimum and in reality the speed limit should be 20mph on this stretch of road.</p> <p>B471 40mph – Support We live on the B471 and trying to get in and out of our property is a daily struggle, because of the current 40 mph speed limit, which is far to fast for this road. There have been several accidents and we have had several near misses. Reducing the speed limit to 30mph should be the bear minimum and in reality the speed limit should be 20mph on this stretch of road.</p>
(31) Local resident, (Whitchurch Hill, B471)	<p>Whitchurch Hill 20mph – Support</p>

	<p>In Whitchurch Hill there is a playing field with a children's play area, a village hall, a church and long distant walk all catered for by a car park with no footpath on either side of the B471. With the current speed limit of 40 mph it is a hazardous manoeuvre for residents joining or leaving the B471 from private driveways, this coupled with the increase in traffic from various delivery companies making home deliveries, increasing the danger to all parties.</p> <p>Travel change: Yes - cycle more</p> <p>B471 30mph – Support I support the proposed 30mph speed limit but for this stretch it should be a 20 mph limit. In Whitchurch Hill there is a playing field with a children's play area, a village hall, a church and long distant walk all catered for by a car park with no footpath on either side of the B471. With the current speed limit of 40 mph it is a hazardous manoeuvre for residents joining or leaving the B471 from private driveways, this coupled with the increase in traffic from various delivery companies making home deliveries, increasing the danger to all parties.</p> <p>B471 40mph – Support It should be much reduced from 40 mph</p>
(32) Local resident, (Whitchurch Hill, B471)	<p>Whitchurch Hill 20mph – Support Improve quality of life</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support Support as its dangerous in the village</p> <p>B471 40mph – Support Dangerous getting out of drive like playing russion roulette.</p>
(33) Local resident, (Whitchurch Hill, B471 Goffs Hill)	<p>Whitchurch Hill 20mph – Support Safety around the village - children, dog walkers etc</p>

	<p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support I support this proposal but it needs to be backed up by some form of enforcement (e.g. speed camera) or a means of slowing traffic (e.g. speed restriction chicanes). Without some enforcement measures most drivers will ignore the revised limit. It is common for cars to drive at over 60 mph in the current 40 mph zone. Exiting one of the properties on the B471 between St John's Church and Orchard Coombe (going towards Cary's Pond) has become extremely dangerous as cars frequently overtake each other as the road straightens . Also, pedestrians on the grass verges are at risk.</p> <p>B471 40mph – Support I support this proposal because exiting Orchard Coombe (going towards Cary's Pond) has become extremely dangerous as cars frequently overtake each other at this point</p>
(34) Local Cllr (Whitchurch Hill, Goring Heath Road)	<p>Whitchurch Hill 20mph – Support The area concerned has a lot of pedestrian traffic including local people of all ages and many others from further afield, attracted by the AONB. We have no streetlights and limited provision of pavements. Several residents have contacted the Parish Council requesting a reduction in speed limits to 20mph. The proposal was presented to the Annual Parish Meeting in April this year to general support and with no opposition expressed. It has been debated by the Parish Council who are fully supportive of the proposal.</p> <p>Travel change: No</p> <p>B471 30mph – Support The stretch of road concerned contains major Parish amenities - the Church and the village hall - and a significant number of houses. The road contains blind bends for which a 40mph limit (as at present) is not appropriate in a residential area. Residents have petitioned the Parish Council for a reduction in the speed limit, expressing a high level of concern about road safety based on personal experience and the history of accidents along this stretch of road. The Parish Council has debated the proposal and is fully supportive of it.</p> <p>B471 40mph – Support The stretch of road concerned contains some housing and links the communities of Whitchurch Hill and Crays Pond. There is some history of accidents along the road. The local speed watch team have identified problems with speeding at both ends of the proposed 40mph zone with traffic not slowing down sufficiently as they enter the two</p>

	settlements, leading us to conclude that the current 50mph limit would not be compatible with 30mph limits at either end of this stretch of road. The Parish Council has debated the proposal and is fully supportive of it.
(35) Local resident, (Whitchurch Hill, Unnamed road)	<p>Whitchurch Hill 20mph – Support Our side ate backs onto Goring Heath Road and vehicles coming up from Whitchurch do not slow down when turning into it</p> <p>Travel change: No</p> <p>B471 30mph – Support 4mph is too fast for the bend just pass the church as proven by a number of accidents</p> <p>B471 40mph – Support 50mph is too fast for turning safely onto this road from connecting roads in the triangle</p>
(36) Local resident, (Whitchurch Hill, Goring Heath Road)	<p>Whitchurch Hill 20mph – Support Most of the roads affected do not have pavements or street lighting. It can feel very dangerous to walk on them. The existing 30mph speed limit is often exceeded. This change would be long overdue if carried out.</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support Slowing down the traffic will make crossing the B471 from the village green to the parish hall and car park much safer.</p> <p>B471 40mph – Support It is a partially residential area where a 40mph limit would be the most appropriate.</p>
(37) Local resident, (Whitchurch Hill, Goring Heath Road)	<p>Whitchurch Hill 20mph – Support we fully support this application which has been a long time coming</p> <p>Travel change: No</p>

	<p>B471 30mph – Support we fully support this application as we have always regarded this stretch of road as dangerous because of the crossing of the road between the church and the village hall. There have been a number of accidents on the bend there.</p> <p>B471 40mph – Support we fully support this proposal</p>
(38) Member of public, (Worthing)	<p>Whitchurch Hill 20mph – Support The road is currently very unsafe when walking on it, as there is no pavement on one side and the cars travel very fast when crossing. We often go to the park by the church, however gaining access across the road is challenging. The road has a significant bend in it, making visibility of cars limited, further adding to the danger when cars are travelling at speed. Additionally it is a challenge when with children or my elderly mother who is disabled when trying to cross. I fully support the need to reduce the speed on this road. Thank you for working on these proposals.</p> <p>Travel change: Yes – walk/wheel more</p> <p>B471 30mph – Support The road is currently very unsafe when walking on it, as there is no pavement on one side and the cars travel very fast when crossing. We often go to the park by the church, however gaining access across the road is challenging. The road has a significant bend in it, making visibility of cars limited, further adding to the danger when cars are travelling at speed. Additionally it is a challenge when with children or my elderly mother who is disabled when trying to cross. I fully support the need to reduce the speed on this road. Thank you for working on these proposals.</p> <p>B471 40mph – Support Yes fully support- safer for walking and cycling. Would encourage me to use the area more and will promote active travel</p>

Divisions affected: *Kingston & Cumnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

GOOSEY: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

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

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Goosey 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 Goosey by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 05 and 28 June 2024. A notice was published in the Oxford Herald Series newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Goosey Parish Council, and the local County Councillor representing the Kingston & Cumnor division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection, confirming that the proposals would not affect scheduled bus services.

Other Responses:

9. Ten responses were received via the online survey during the course of the formal consultation, comprising of three objections, three partially supporting, and four in support.
10. The responses are shown in full at **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 will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. Two of the "partially support" responses refer to the openness of the Green and the resultant effectiveness of the 20mph limit through that area. Whilst it would be technically possible to retain the 30mph limit across the Green and have two distinct sections of 20mph at each end of the village, the current proposal for a single continuous 20mph limit has the endorsement of the Parish Council and local County Councillor.

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.




Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Roger Plater (Senior Officer – Vision Zero)
 Matt Archer (Portfolio Manager - Programme Delivery)

July 2024

Goosey 20mph

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	22.12.23	Proposal 1	C.R		



Project title: Goosey 20mph Scheme

Drawing title:
Goosey 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 22.12.23	Date checked: 22.12.23	Date approved: 22.12.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Oxford Bus & Thames Travel)	<p>No objection – I can confirm that this affects no scheduled bus services. We thus offer no objection.</p>
(3) Local resident, (Goosey, Goosey Lane)	<p>Object – The current speed limit of 30mph is not enforced and ignored by many of the motorists using the route to avoid Wantage, so I do not see the change to 20mph being obeyed either. I would like to see someone explain how the reduction in speed signage is effective at reducing these speeding motorists.</p> <p>The money would be better spent encouraging traffic to use main roads rather than country lanes. Neighbouring villages have already made the move to 20mph having wasted money on silly white gates and are now taking measures to implement community speedwatch in an effort to make these careless motorists slow down. I have seen plenty of evidence of speeding in the new 20mph zones and I doubt there will be a change in attitude.</p> <p>I would like to see data published that supports the need to reduce the speed limit to 20mph, for example how many serious injuries and deaths have there been on Goosey lane within the boundary of the village? Living in a village that is not serviced by public transport means owning a car to get about, so changing the speed limit to 20mph will not change my mode of transport. It might encourage more of the lycra clad weekend cyclist groups from the towns that like to irresponsibly ride side by side on a single track lane, sometimes 3 deep.</p>

	Travel change: No
(4) Local resident, (Goosey, Johnstones)	<p>Object – The 30mph speed limit is working very well and I see no reason to replace it. Having driven through all the local villages I have seen more vehicles ignoring the 20mph limits than obeying them but keeping to 30mph, in fact I have seen police cars not obeying them, I followed a police car in faringdon I slowed down in the 20mph zone he carried on at 30 no blues and 2s. The money spent changing these limits should be spent improving the roads ie POTHOLEs.</p> <p>Travel change: No</p>
(5) Local resident, (Goosey, Johnstones)	<p>Object – The proposed 20mph is not need or will it be adhered to just like the rest of the 20mph limits. I am dead against them apart from outside schools, hospitals, OAP residences they are not needed elsewhere. They are nothing other than cash cows for the government and just another way of attacking the already hard hit motorists. You only have to look at Wales had them installed everywhere now being removed after the people hit back at the Welsh government over them, it will be the same here. All that money wasted going through the legal bits then changing road signs when the money should be spent improving the roads in the local area the roads are in desperate need of repair. All in I strongly oppose the 20mph limit in Goosey unnecessary and unwanted apart from a few.</p> <p>Travel change: No</p>
(6) Local resident, (Goosey, Goosey Lane)	<p>Partially support – Not sure if anyone will pay attention to it as the village green is so open.</p> <p>Travel change: No</p>
(7) Local resident, (Goosey, Goosey Lane)	<p>Partially support – I support a 20mph limit in those parts of the village which are "built up", i.e. where houses are close to the road. But I believe that it is not only unnecessary but possibly counter-productive to continue it all the way across the open village green.</p> <p>To quote from the Statement of Reasons, "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</p>

	<p>alternative modes of transport for local travel." I would suggest that Goosey Green is not a "built environment", and indeed is no more dangerous than other parts of Goosey Lane which are less open and have the national speed limit. Furthermore, due to the location of the village and other factors such as heavy traffic on the A417 and the lack of a bus stop at the A417/Goosey Lane junction, I do not see a reduction from 30 to 20mph within the village doing anything at all to promote alternative modes of transport for local travel.</p> <p>Also, "The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic." My view is that a 20mph limit on the green is not compatible with this objective, and is likely to lead to it being widely disregarded, not only across the green, but carrying through into the built-up areas where it is genuinely needed.</p> <p>Also,"....the authority will support measures in areas that can range from a whole village/town or on a single street..", so having different limits between the built-up and open areas would appear to be within these guidelines.</p> <p>Travel change: No</p>
(8) Local resident, (Goosey, Goosey Lane)	<p>Partially support – In principle this is a good idea, but only if resources are put into enforcement. i have seen the effect of this change in many other areas around here and there are a significant number of people who routinely ignore the limit, which negates a lot of the benefit.</p> <p>Travel change: No</p>
(9) Local resident, (Denchworth, Home Farm Mews)	<p>Support – I am supporting the proposal of a 20mph speed limit as I frequently ride my horse through Goosey. I feel that a 20mph speed limit would make riding on these roads much safer.</p> <p>Travel change: Yes - cycle more</p>
(10) Local resident, (Goosey, Goosey Lane)	<p>Support – Many vehicles may no attention to the present 30mph limit. A 20mph limit MAY encourage drivers to at least slow down somewhat.</p> <p>Travel change: No</p>

<p>(11) Local resident, (Stanford in the Vale, The Timms)</p>	<p>Support – Goosey is well used by walkers, cyclists and horse riders. Reducing the speed limit to 20mph will make a big difference to the enjoyment and safety of vulnerable road users.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(12) Member of public, (Wantage, Chapel Close)</p>	<p>Support – Often there are horse riders, cyclists and dog walkers around the village green</p> <p>Travel change: Other I only use the road for horse riding</p>

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Divisions affected: *Sutton Courtenay & Marcham*

DELGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

MILTON (ABINGDON): MILTON HEIGHTS – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of a 20mph speed limit in Milton Heights, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposal to introduce a 20mph speed limit within Milton Heights, replacing the existing 30mph speed limit on those roads east of Milton Hill in the process, 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 Milton Heights by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 05 June and 28 June 2024. A notice was published in the Oxfordshire Herald Series newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, and Milton (Abingdon) Parish Council.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection, citing that the proposals wouldn't affect any scheduled bus services in the area.

Other Responses:

9. Two further responses were received, with one objection from a local resident citing Milton village as an example, where they believed the scheme didn't work and caused traffic congestion instead. A Vale of White Horse District Cllr for the Hendreds Ward (which includes Milton) submitted their support, highlighting the area as being residential and including a primary school, with the hope that lower speeds would help to improve safety for all road users.
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

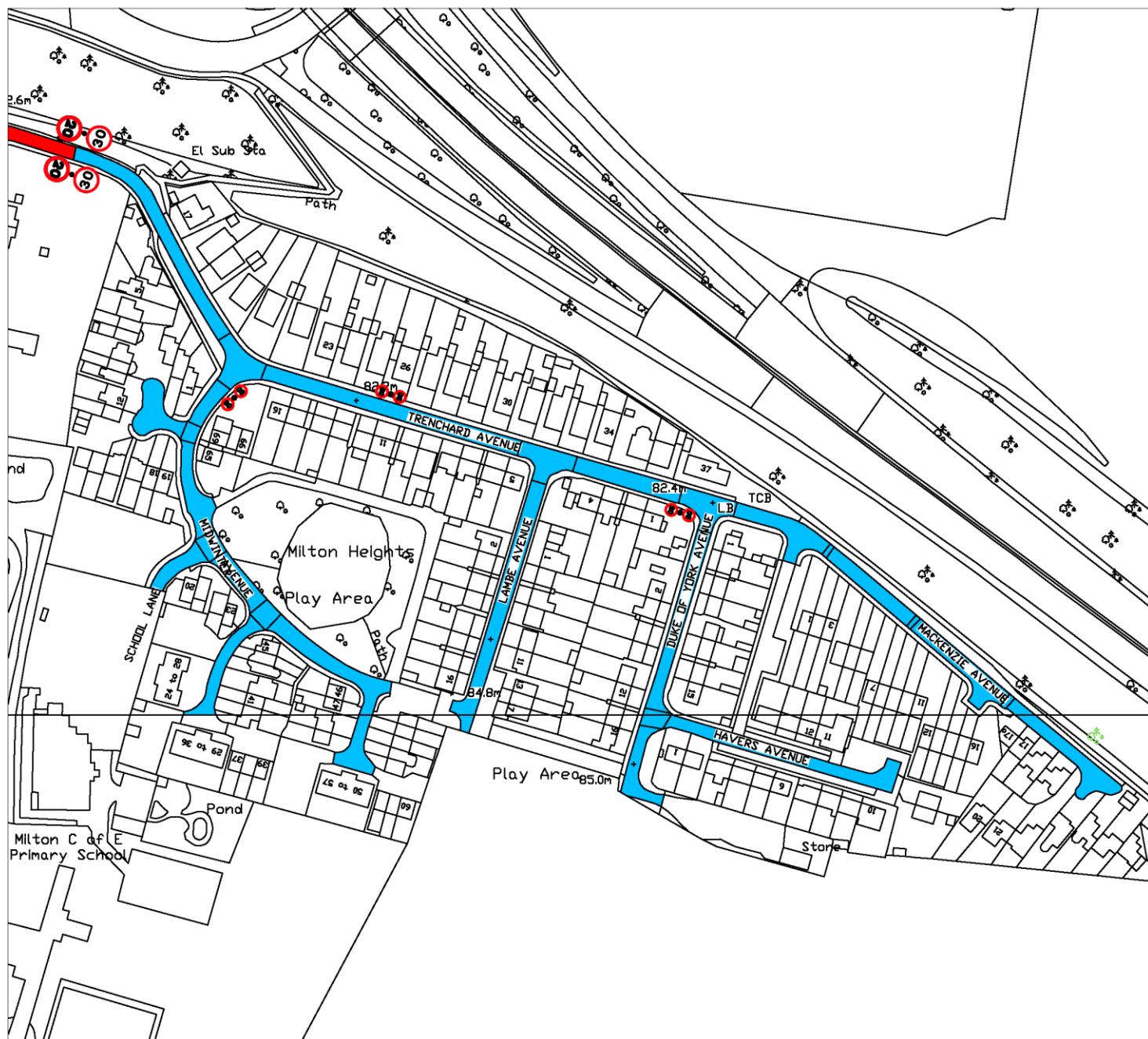
12. The single objection to the proposal quotes Milton village as an example. Irrespective of the impacts in the village, the road layout in Milton Heights is significantly different and considered appropriate for a 20mph limit.
13. The authority considers objections along the lines of it being unjustified, 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.




Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Roger Plater (Senior Officer – Vision Zero)
 Matt Archer (Portfolio Manager - Programme Delivery)

July 2024



Legend	
Proposed 20	
Existing 30	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	08.09.23	Proposal 1	C.R		



**OXFORDSHIRE
COUNTY COUNCIL**

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Project title: Milton Heights 20mph Scheme

Drawing title:
Milton Heights 20mph Scheme Overview

Drawing Status	
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Scale @ A3	Drawn by: C.R	Checked by GJB	Approved by GJB
	Date drawn 06.09.23	Date checked 18.09.23	Date approved 18.09.23

Oxfordshire Project No. & File Ref	00.09.23
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Drawing No. 1.0

Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	<p>No objection – I can confirm that this affects no scheduled bus services. In fact knowing this little community the proposals are entirely appropriate.</p> <p>We thus offer no objection.</p>
(3) Local District Cllr, (Hendreds ward)	<p>Support – I welcome the reduction in speed limit in this area which is residential and includes a primary school. Lower speeds will help to improve safety for all road users and I hope that it will encourage residents who want to walk or cycle to feel safe to do so.</p>
(4) Local resident, (Milton, Willow Lane)	<p>Object – The one in Milton village is not working and causing tailbacks</p>

Divisions affected: *Kingston & Cumnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

HINTON WALDRIST: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

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

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Hinton Waldrist 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 Hinton Waldrist by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 05 and 28 June 2024. A notice was published in the Oxford Herald Series newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Hinton Waldrist Parish Council, and the local County Councillor representing the Kingston & Cumnor division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection; however, they did raise concerns that the combination of recent proposals would cumulatively affect local services (63/63S) in Longworth, Appleton and Cumnor, and could affect the operability of the services on the current timetable, although they also acknowledged that the degree of impact is hard to precisely ascertain.
9. Nonetheless, they did concede that on balance the proposals are a proportionate measure that balances the aims of the County's Vision Zero casualty reduction policy, with the need to ensure that the measures are both effective and also do not serve to make bus services substantially less attractive and more costly to run in their current form.

Other Responses:

10. 29 responses were received via the online survey during the course of the formal consultation, comprising of 12 objections (41%), and 17 in support (59%).
11. 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 (10%)
Yes - cycle more	1 (3%)
No	25 (86%)

* note – all percentages rounded up/down to nearest whole number.

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

Officer Response to Objections/Concerns

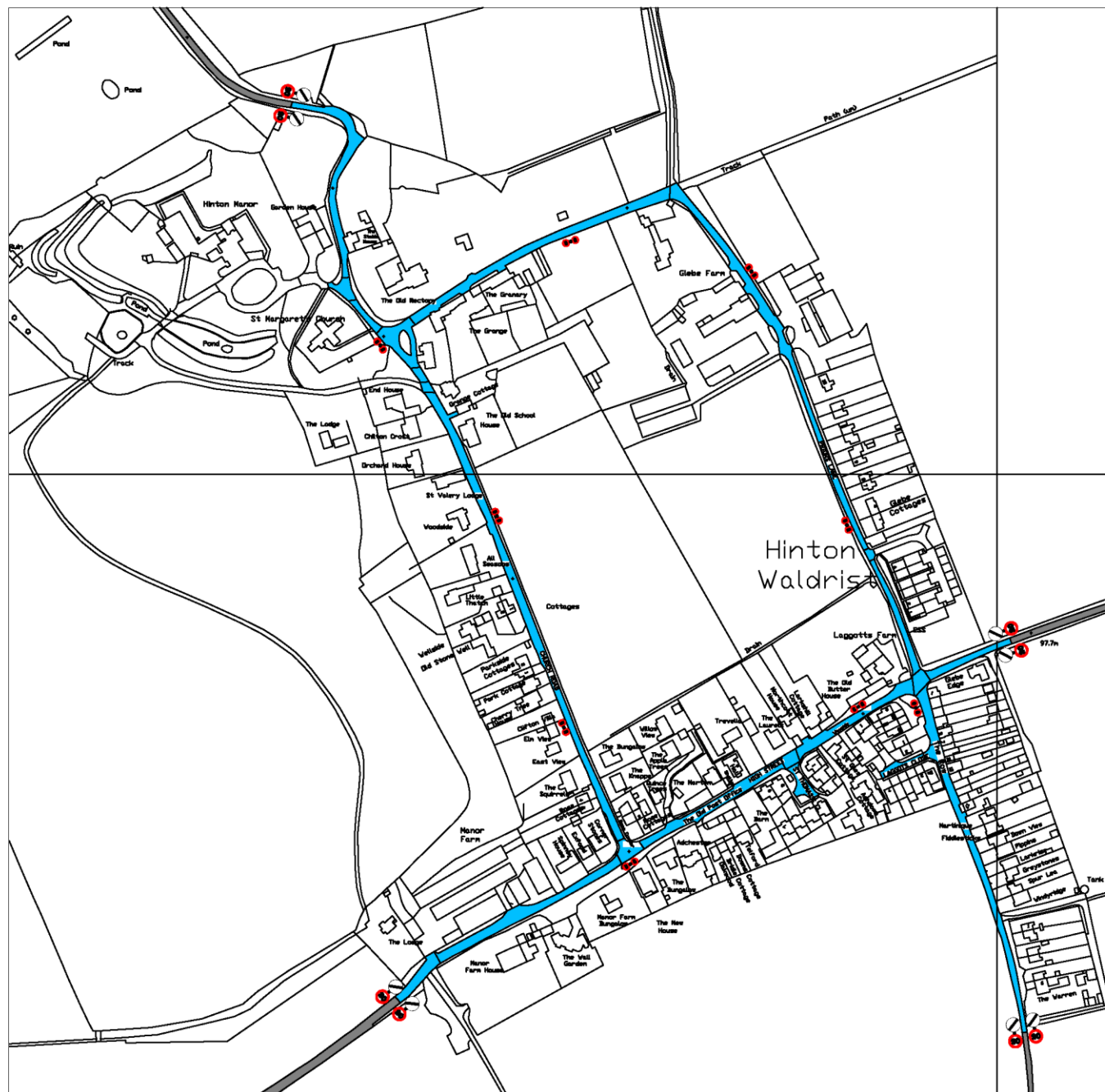
13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking 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. 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.

Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Roger Plater (Senior Officer – Vision Zero)
 Matt Archer (Portfolio Manager - Programme Delivery)

July 2024



REVISION 1.0

Legend
Proposed 20
Existing NSL
Not Public Highway

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	25.01.24	Proposal 1	C.R		



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Project title: Hinton Waldrist 20mph Scheme

Drawing title:
Hinton Waldrist 20mph Scheme Overview

Drawing Status	
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Scale @ A3	Drawn by: C.R	Checked by GJB	Approved by GJB
	Date drawn 25.01.24	Date checked 25.01.24	Date approved 25.01.24

	ES:12-1
Oxfordshire Project No. & File Ref	

Drawing No. 1.0

Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Oxford Bus & Thames Travel)	<p>No objection – Thanks as always for ensuring that we are consulted on the full range of draft orders.</p> <p>Oxford Bus Co. operates the 63 and 63S services running through to and from Hinton Waldrist, on behalf of the County Council. These run to and from Oxford, Monday to Friday. In their latest iteration, these are relatively recently introduced, and are funded through non-mainstream funding sources. However, it is relevant to recall that the village had been consistently served for very many years before Summer 2016, when Oxfordshire County Council eliminated its budget for uncommercial bus services, by services including a 63, and variants of the 66. It is not unreasonable to conclude that it might prove possible to sustain the 63 in the longer term subject to ongoing public funding being available, as the policy basis for it could be reasonably strong. We see meaningful use of the service.</p> <p>While service 66 is available a relatively short distance away in Southmoor, 7 days a week, this involves crossing the A420 at grade, which is a derestricted dual carriageway. As well as being quite inconvenient crossing the A420, is clearly intimidating and extremely hazardous. Thus the 63/63S is the only practically available public transport option in the village.</p> <p>The proposals look to reduce speed limits along a 450m section of the High Street through the village, used by the 63. Here the village is much more built up, with the village also stretching some distance to the north and south. Local facilities are extremely limited but do appear to include a farm shop as well as a Village Hal on the High Street. We</p>

	<p>can envisage a very low level of internal walking and cycling trips, and perhaps rather more, by more confident cyclists, into or out of the village to access facilities in larger settlements within 2km. The built form impinges directly on the High Street which is quite narrow and has significant levels of on-street parking. The footways are narrow, intermittent and generally found only on one side of the carriageway. Nor are they lit. Forward visibility is quite limited in a number of places. As such the attractiveness and safety of walking and cycling within the village will demonstrably substantially benefit from a 20mph limit, and credibly could encourage more use of walking and cycling within the village, especially since there are no wider local highway links offering parallel alternatives for pedestrians and cyclists to the High Street.</p> <p>The combination of the proposals, cumulatively affecting the 63/63S in Longworth, Appleton and Cumnor, will affect the operability of the services on the current timetable. The degree of impact is hard to precisely ascertain. The Parish and County Councils should be aware that should this mean that the Councils timetable can no longer be operated in line with the requirements of the law, adjustments will need to be made, and this could mean service intervals open out. A much less likely possibility, is that one of the current daily round trip journeys might unavoidable be dropped.</p> <p>However, with the above in view, we consider on balance that this is a proportionate measure that balances the aims of the County's Vision Zero casualty reduction policy, including the 20mph initiative, with the need to ensure that the measures are both effective (i.e. self-enforcing) and also do not serve to make bus services substantially less attractive and more costly to run in their current form.</p> <p>We thus offer no objection to these proposals.</p>
(3) Local resident, (Hinton Waldrist, Church Road)	<p>Object – People generally slow down anyway. The 20mph annoys most people and most don't keep it regardless.</p> <p>Travel change: No</p>
(4) Local resident, (Hinton Waldrist, High Street)	<p>Object – Waste of money and no one drive at 20mph. Also worse for air quality due to length of extra time to travel the 20mph stretch of road.</p> <p>Travel change: No</p>

(5) Local resident, (Hinton Waldrist, High Street)	<p>Object – Have lived here for many years and have had no issues with existing speed limit. Frequently walk and cycle and traffic is not an issue.</p> <p>Travel change: No</p>
(6) Local resident, (Hinton Waldrist, High Street)	<p>Object – Little evidence that the limit will have a beneficial impact on the village and the increased pollution from slow moving vehicles offsets any perceived benefit in prevention of accidents.</p> <p>Travel change: No</p>
(7) Local resident, (Hinton Waldrist, High Street)	<p>Object – My door is within 6 ft of the High Street and I am concerned about the detrimental effect a 20 mph speed limit will have. It will have no effect on those that breach the 30 mph limit. So those that adhere to that limit are already driving safely. By reducing the limit those that normally drive safely may breach the new limit and once they have there is no disincentive to exceed 30.</p> <p>My second reason is planning. In recent days the only person I have had to wave down to cut their speed is the prime mover to introduce 20mph in a near by village. They have used the new limit to apply for additional properties on a development.</p> <p>Finally slow moving ICE cars produce more CO2 and particulate which is damaging to the environment.</p> <p>I strongly object to this proposal which can have no positive effect.</p> <p>Travel change: No</p>
(8) Local resident, (Hinton Waldrist, high street)	<p>Object – On the majority of Hinton Waldrist roads it is near impossible to drive over 20 mph anyway, the high street being the only it isnt. However the road isn't particularly busy or dangerous nor do the majority drive fast down there. money could be spent much more wisely than changing the speed limits to improve road safety</p> <p>Travel change: No</p>
(9) Local resident, (Hinton Waldrist, High street)	

	<p>Object – I believe this is a waste of money, as a resident that has lived in the village for over 20 years I have never been aware of an accident taking place. Those that speed will still continue to do so at a lower limit. Also if the speed limit is reduced it makes it easier for planning permission to be gained which residents don't want.</p> <p>Travel change: No</p>
(10) Local resident, (Hinton Waldrist, Priors Lane)	<p>Object – Will not have any material impact. Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge.</p> <p>Travel change: No</p>
(11) Local resident, (Hinton Waldrist, High Street)	<p>Object – No school nearby or other vulnerable groups</p> <p>Travel change: No</p>
(12) Local resident, (Hinton Waldrist, High Street)	<p>Object – 30mph limit in residential areas etc has been in place for over 100 years. There have been no deaths or accidents in Hinton Waldrist with a 30mph limit so why should it be reduced</p> <p>Travel change: No</p>
(13) Local resident, (Hinton Waldrist, The Row)	<p>Object – Lived in the village 30 years only know of one incident involving a car and a cyclist at the crossroads, this was not due to speed, it's because when you come from The Row you got to ease out slowly because you can't see what's coming from Longworth. Is this 20mph also going to apply to the cycling clubs that race though the village all summer and shout abuse when you have a car door open getting a child out of a car, which happen to me last year.</p> <p>Travel change: No</p>

(14) Local resident, (Longworth, Pinewoods Road)	<p>Object – I think that the 20mph speed limit encourages aggressive driving by those who are stuck behind the likes of me who does 20mph</p> <p>Travel change: No</p>
(15) Local resident, (Hinton Waldrist, Church Road)	<p>Support – I would support lowering the speed limit in Hinton to 20mph. People drive too fast both through and around the village and it is not safe for the many pedestrians, children and dogs that also walk this route.</p> <p>Travel change: No</p>
(16) Local resident, (Hinton Waldrist, Church Road)	<p>Support – Small country village, with a need for speed restriction to be reduced to 20 miles per hour.</p> <p>Travel change: No</p>
(17) Local resident, (Hinton Waldrist, Church road)	<p>Support – The roads in Hinton Waldrist are narrow, and particularly since the pandemic, delivery vehicles have increased. We have limited/no pavements, and so vehicle contact with pedestrians is high. Limiting speed will improve safety for all.</p> <p>Travel change: Yes - cycle more</p>
(18) Local resident, (Hinton waldrist, High street)	<p>Support – Supporting , high street only partial foot path and new to cross over if walk-in full length of foot path cars have no respect for 30 limit often speeding at 50 to 60 miles per hour even agricultural vehicles speed and cyclist are a danger as they seem to not have a bell, have lived in high street over to decades and have never seen or heard of a police radar trap Hence drivers know there is no enforcement of speed limit</p> <p>Travel change: No</p>

(19) Local resident, (Hinton Waldrist, High Street)	<p>Support – We live at the western end of the high street and cars come into the village at a high speed. In addition to the speed limit another sign would be useful before the village. Several pets have been lost on the road due to speeding cars. We have lots of walkers along the High Street going towards and from the track at Manor Farmhouse</p> <p>Travel change: No</p>
(20) Local resident, (Hinton Waldrist, High Street)	<p>Support – I live on High street and entirely support a 20mph speed limit, when there are problems on the a420 and other traffic drives through the village the speed they drive is scary.</p> <p>Travel change: No</p>
(21) Local resident, (Hinton Waldrist, High Street)	<p>Support – Particularly on the high street, many motorists don't even obey the current 30mph limit. 20 is more suitable for the relatively short distance.</p> <p>Travel change: No</p>
(22) Local resident, (Hinton Waldrist, Laggots close)	<p>Support – Safer for pedestrians and pets</p> <p>Travel change: No</p>
(23) Local Cllr, (Hinton Waldrist, Priors Lane)	<p>Support – There have been concerns about drivers speeding through the village, it's a narrow High Street with quite a few children - some of whom are told not to play outside because of fears about speeding motorists - and 20mph is fast enough for the village.</p> <p>Travel change: No</p>
(24) Local resident, (Hinton Waldrist, Priors Lane)	<p>Support – Some motorists drive too fast through the village. tr</p> <p>Travel change: No</p>

(25) Local resident, (Hinton Waldrist, Church road)	<p>Support – People drive too fast through the village, it's not safe for children or animals..</p> <p>Travel change: Yes – walk/wheel more</p>
(26) Local resident, (Hinton Waldrist, High Street)	<p>Support – Living on the High Street and having diversions occasionally off the A4 20 often sees cars exceed the 30 mph speed limit having a family of my own and animals. It is a concern given that the road itself doesn't have a pathway in all areas to walk safely upon.</p> <p>Travel change: Yes – walk/wheel more</p>
(27) Local resident, (Hinton Waldrist, High Street)	<p>Support – When I'm out walking especially upon the High Street I see people often exceeding 30 mph speed limit. Some areas of the High Street that sees the cut through traffic at speed does not have a footpath in all areas Which often sees you jumping ion to the verge</p> <p>Travel change: Yes – walk/wheel more</p>
(28) Local resident, (Hinton Waldrist, Laggots Close)	<p>Support – As somebody who regularly walks in the village with my dogs, I have to regularly jump out of the way of speeding cars!!</p> <p>Travel change: No</p>
(29) Local resident, (Hinton Waldrist, Laggotts close)	<p>Support – Traffic cars & bikes + push bikes travel too fast through the village dangerous to children, animals, people.</p> <p>Travel change: No</p>

<p>(30) Local resident, (Hinton waldrist, Lamb Lane)</p>	<p>Support – 20 throughout Hinton is a great idea. Traffic drives too fast through the village. However, many people won't stick to it but hopefully will reduce overall speed.</p> <p>Travel change: No</p>
<p>(31) Local resident, (Hinton Waldrist, The High Street)</p>	<p>Support – I'm supporting the 20mph proposal as it will make the High Street a much safer place. Not only d For cars but pedestrians also.</p> <p>Travel change: No</p>

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Divisions affected: *Woodstock*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

KIDDINGTON & OVER KIDDINGTON: PROPOSED 20MPH & 40MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following speed limits in Kiddington with Asterleigh, as advertised.

- a) New 20mph speed limit within Kiddington,
- b) new 20mph limit on Park Road in Over Kiddington,
- c) new 40mph speed limits on Park Road & the unnamed road to Middle Barton.

Executive Summary

- 2. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Kiddington and on Park Road in Over Kiddington, and the introduction of 40mph speed limits on Park Road leading southwards from Kiddington, and on the unnamed road to Middle Barton leading northwards, as shown in **Annexes 1 to 3**.

Financial Implications

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

Legal Implications

- 4. 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

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

Sustainability Implications

6. The proposals would help encourage walking and cycling within Kiddington by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 16 May and 07 June 2024. A notice was published in the Bicester Advertiser and Oxford Times newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Kiddington with Asterleigh Parish Council, and the local County Councillor representing the Woodstock division.

Statutory Consultee Responses:

8. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits, and wish their response to be listed as 'having concerns' rather than an objection.
9. Oxford Bus Company offered no objection, citing that no changes where scheduled bus operations through the parish were proposed.

Other Responses:

10. Three responses were received via the online survey during the course of the formal consultation, comprising of two objections, and one in support.
11. The responses are shown in full at **Annex 4**, 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 will also reduce accidents. The aim of reducing speed

limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

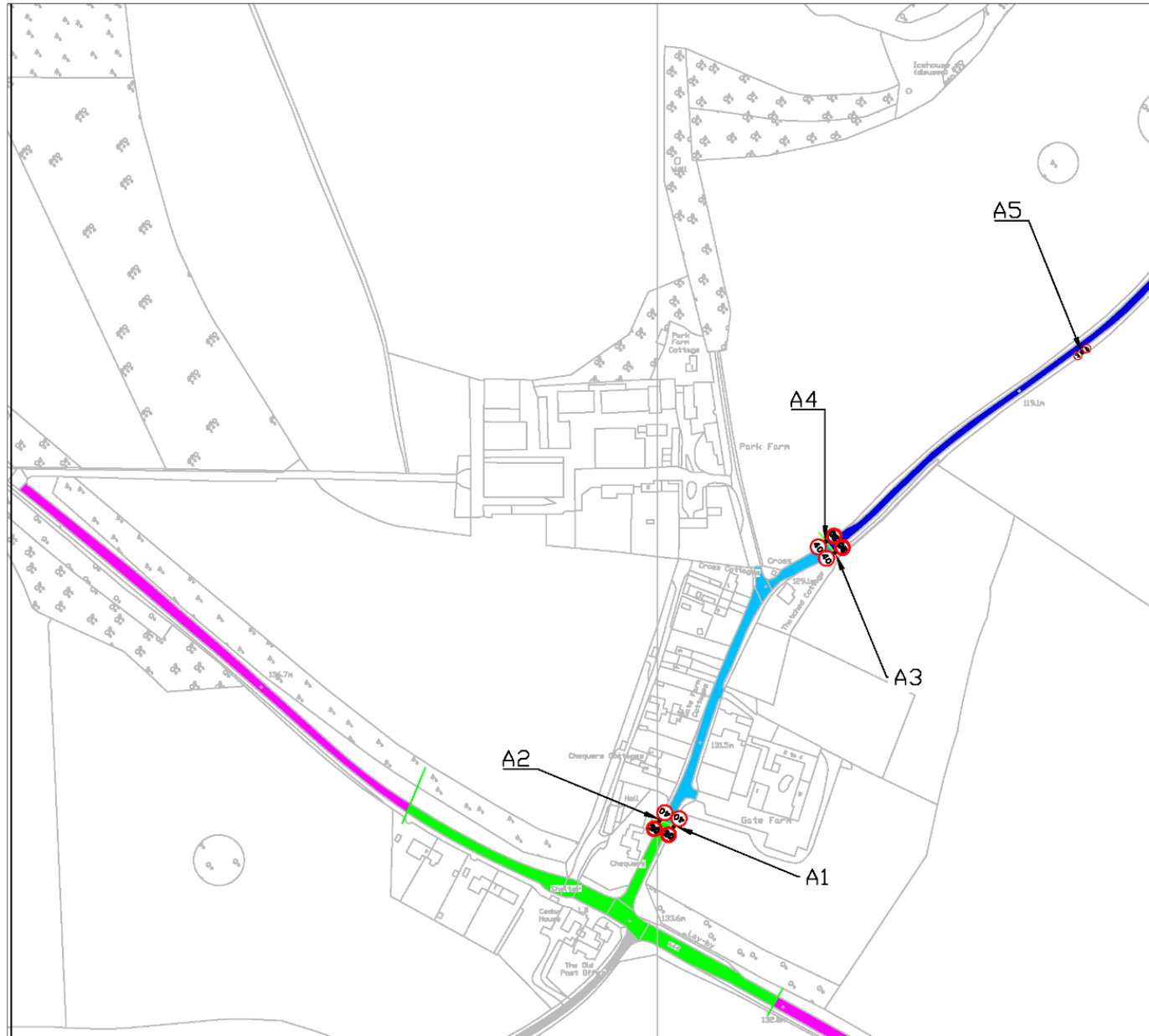
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

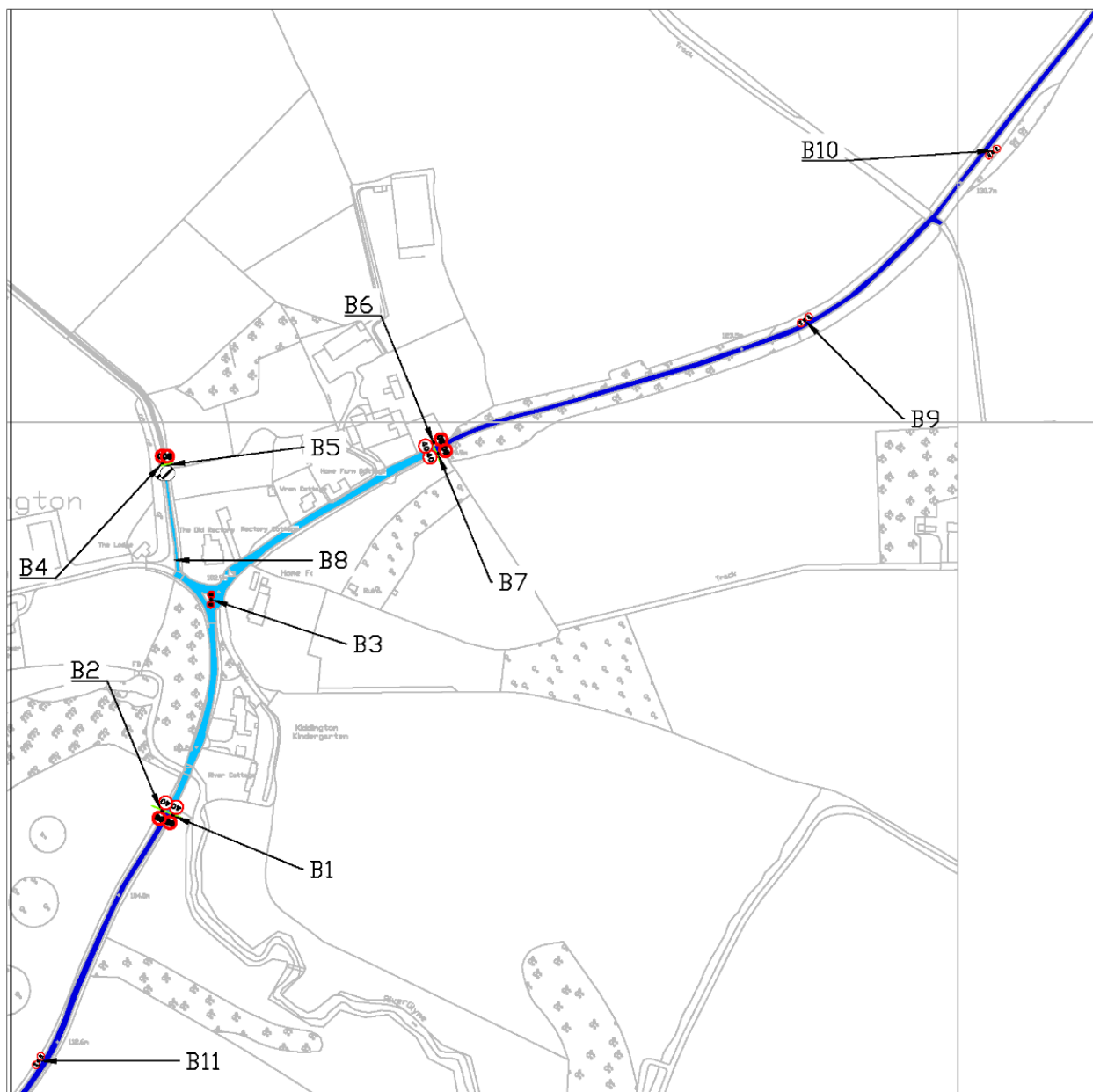
Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	Roger Plater (Senior Officer – Vision Zero) Matt Archer (Portfolio Manager - Programme Delivery)
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July 2024



Sheet A		Revision 1.0			
Legend Proposed 20 Proposed 40 Existing 50 Existing 40 Existing NSL Not Public Highway					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	22.11.23	First draft	C.W		
OXFORDSHIRE COUNTY COUNCIL Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1UD Tel: 01865 310 1111					
Project title: Kiddington 20mph Scheme					
Drawing title: Kiddington 20mph Scheme Sheet A					
Drawing Status					
Scale @ A3	Drawn by: C.W	Checked by: GJB	Approved by: GJB		
	Date drawn: 22.11.23	Date checked: 18.01.24	Date approved: 18.01.24		
Oxfordshire Project No. & File Ref					
Drawing No. 1.0				Revision 1.0	



Sheet B

Revision 1.0

Legend	
Proposed 20	
Proposed 40	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	22.11.23	First draft	C.W		



Oxfordshire
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Project title: Kiddington 20mph Scheme

Drawing title:
Kiddington 20mph Scheme Sheet B

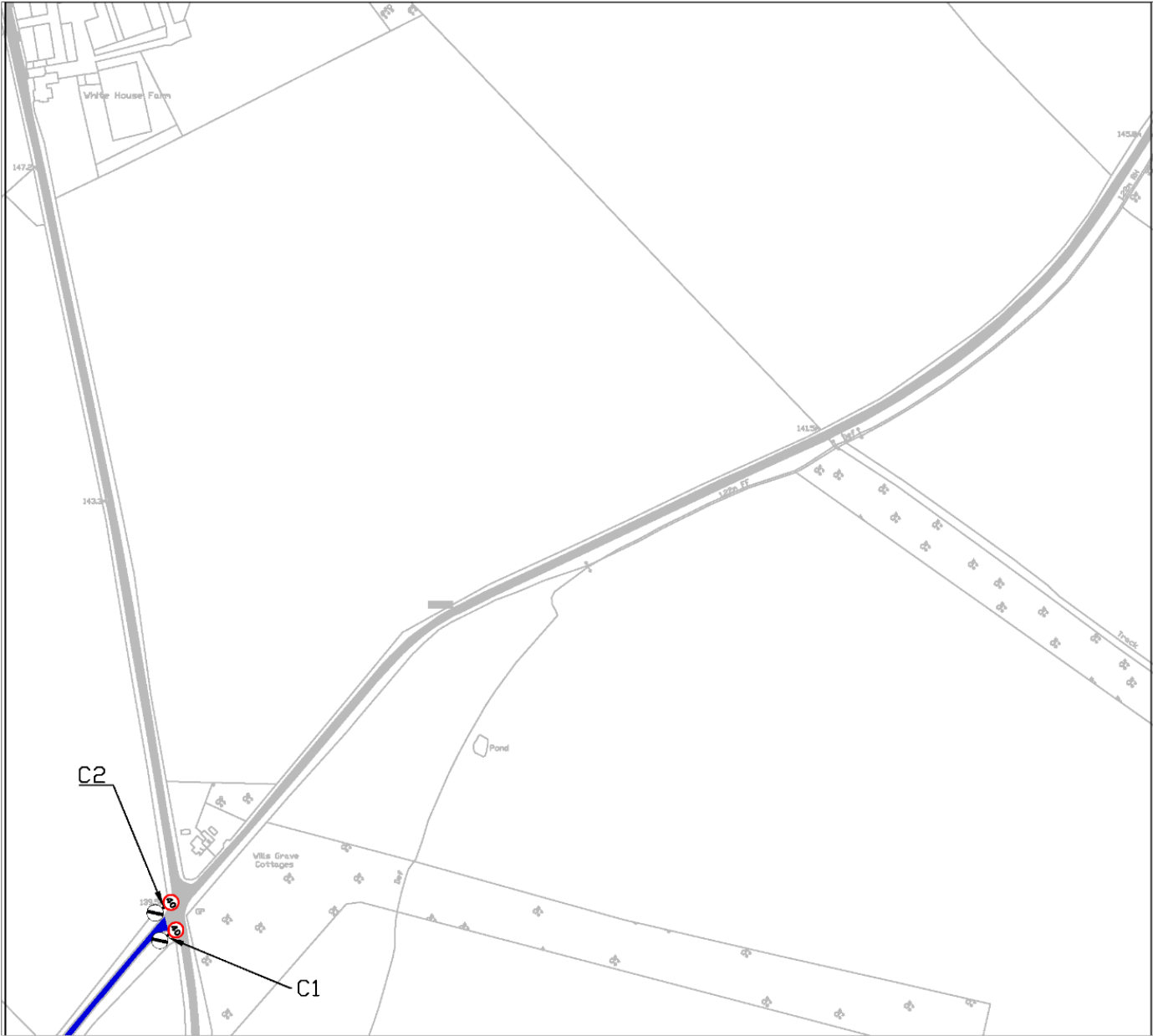
Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: GJB	Approved by: GJB
	Date drawn: 22.11.23	Date checked: 18.01.24	Date approved: 18.01.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0



Sheet C

Revision 1.0

Legend

Proposed 40	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	22.11.23	First draft	C.W		

OXFORDSHIRE COUNTY COUNCIL

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Project title: Kiddington 20mph Scheme

Drawing title:
Kiddington 20mph Scheme Sheet C

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: GJB	Approved by: GJB
	Date drawn: 22.11.23	Date checked: 18.01.24	Date approved: 18.01.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - This includes the 40 limits</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 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

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Oxford Bus & Thames Travel)	<p>No objection – Thank you for consulting us as always.</p> <p>The proposals present no change where scheduled bus operations through the parish are concerned.</p> <p>We can thus confirm that we offer no objection.</p>
(3) Local resident, (Oxford, Elms Drive)	<p>20mph – Object Not needed and not enforced</p> <p>40mph – Object Not needed</p>
(4) Local resident, (Kiddington)	<p>20mph – Object You are a bunch of nazis, and i will proudly ignore this 20mph bull****, just as i have done with every single one of these pathetic zones.</p>

	40mph – Object Pathetic bull****
(5) Local resident, (Kiddington, A44)	20mph – Support Drivers tend to speed on that road. Making it too dangerous and unpleasant to walk with our dog. 40mph – Support Any safety measures can only be a good thing

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Divisions affected: *Thame & Chinnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

MORETON (THAME): PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the proposed introduction of 20mph speed limits at Moreton.

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Moreton 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 Moreton by making the roads safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 23 May and 14 June 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, South Oxfordshire District Council, the local District Cllrs, Thame Town Council, and the local County Councillor representing the Thame & Chinnor division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Thame Town Council submitted their support for the proposals.
9. Oxford Bus Company offered no objection, citing that there would be no impact on their local bus services.

Other Responses:

10. Eight further responses were received, with seven in support, and one non-objection.
11. The responses are shown in full at **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 will also 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 concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Moreton.
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.

Paul Fermer
Director of Environment and Highways




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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July 2024

Moreton 20mph Overview

Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	18.01.24	Proposal 1	C.R		



OXFORDSHIRE COUNTY COUNCIL
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 Director for
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 Oxfordshire County Council
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Project title: Moreton 20mph Scheme

Drawing title:
 Moreton 20mph Scheme 20mph Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 16.01.24	Date checked: 17.01.24	Date approved: 17.01.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Oxford Bus & Thames Travel)	No objection – I have reviewed the consultation material briefly and can confirm that there are no impacts on bus services. Accordingly, we offer no objection.
(3) Thame Town Council	Support – At our Full Council meeting yesterday [18/06/24], Thame Town Council agreed to support the proposals for 20mph in Moreton.
(4) Local resident, (Moreton, Judds Lane)	No objection - Safer for pedestrians as no footpaths in the village
(5) Local resident, (Moreton, The Furlongs)	Support - Moreton is a popular route from Thame, and within the village, for cyclists, walkers & runners so it would be much safer for all of those groups, plus residents if people drove no more than 20mph. Luckily we are a no through village but we still often get drivers coming off the Main Road into the village at speed
(6) Local resident, (Moreton)	Support - We live in the centre of the village so the speed of cars has a big impact

(7) Local resident, (Moreton)	Support - There are children in the village who use the road to cycle and walk to thame. I'm often surprised by the speed of vehicles down the quiet lanes. I fully support a 20 mph speed limit right through the village, to increase the safety for young kids.
(8) Local resident, (Moreton, Judd's Lane)	Support - Moreton is on a popular walking route from Thame and the speed limit would reduce danger to the walking public as the road is quite narrow with no pavement. There is also no placement through the village itself and walkers share the road with a high load of often large vehicles travelling too quickly. Again, a legal reduction on the spotted limit would help, especially when the silage contractors are charging through with large tractors and trailers, although some policing would be required too.
(9) Local resident, (Moreton, Judd's Lane)	Support - There are a significant number of walkers, cyclists and horse riders using the roads through Moreton. Children walk to and from the bus stop to use the school bus. There are no pavements, and as vehicles speed past quickly, it does not feel safe. The large farm vehicles of today(especially at harvest time), and lorries delivering building materials create hazards for other road users
(10) Local resident, (Moreton, School Lane)	Support - We have no footpaths in Moreton and narrow roads Moreton used as part of the phoenix way by walkers , dog walkers, runners and cyclists . The current situation is really just waiting for the worst to happen as we have alot of traffic driving in the village at speeds that are far too fast . Whilst I realise that it will be hard to “ police” a reduced speed limit I feel it would encourage drivers to slow down .
(11) Local resident, (Moreton Thame, Moreton)	Support - Road safety in the village can be precarious. The roads in Moreton have cars, pedestrians, cyclists, horses, farm equipment etc.all sharing the same roadway. There are no kerbs or footpaths. Many hedges obscure vision at junctions. There should have been a 20mph limit imposed at the time it was made 30mph. Delivery vans and visitors to the village can be inconsiderate with their speed because they do not realise the vulnerability of other road users.

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Divisions affected: *Kingston & Cumnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

PUSEY: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

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

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Pusey 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 Pusey by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 05 and 28 June 2024. A notice was published in the Oxford Herald Series newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Pusey Parish Council, and the local County Councillor representing the Kingston & Cumnor division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection, citing that there would be no impact on their local bus services.

Other Responses:

9. No further responses were received during the course of the consultation.
10. The responses are shown in full at **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 will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Pusey.
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.

Paul Fermer
Director of Environment and Highways




Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Roger Plater (Senior Officer – Vision Zero)
 Matt Archer (Portfolio Manager - Programme Delivery)

July 2024

Pusey 20mph Scheme

REVISION 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	04.01.24	Proposal 1	C.R		



**OXFORDSHIRE
COUNTY COUNCIL**

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Project title: Pusey 20mph Scheme

Drawing title:
Pusey 20mph Scheme Overview

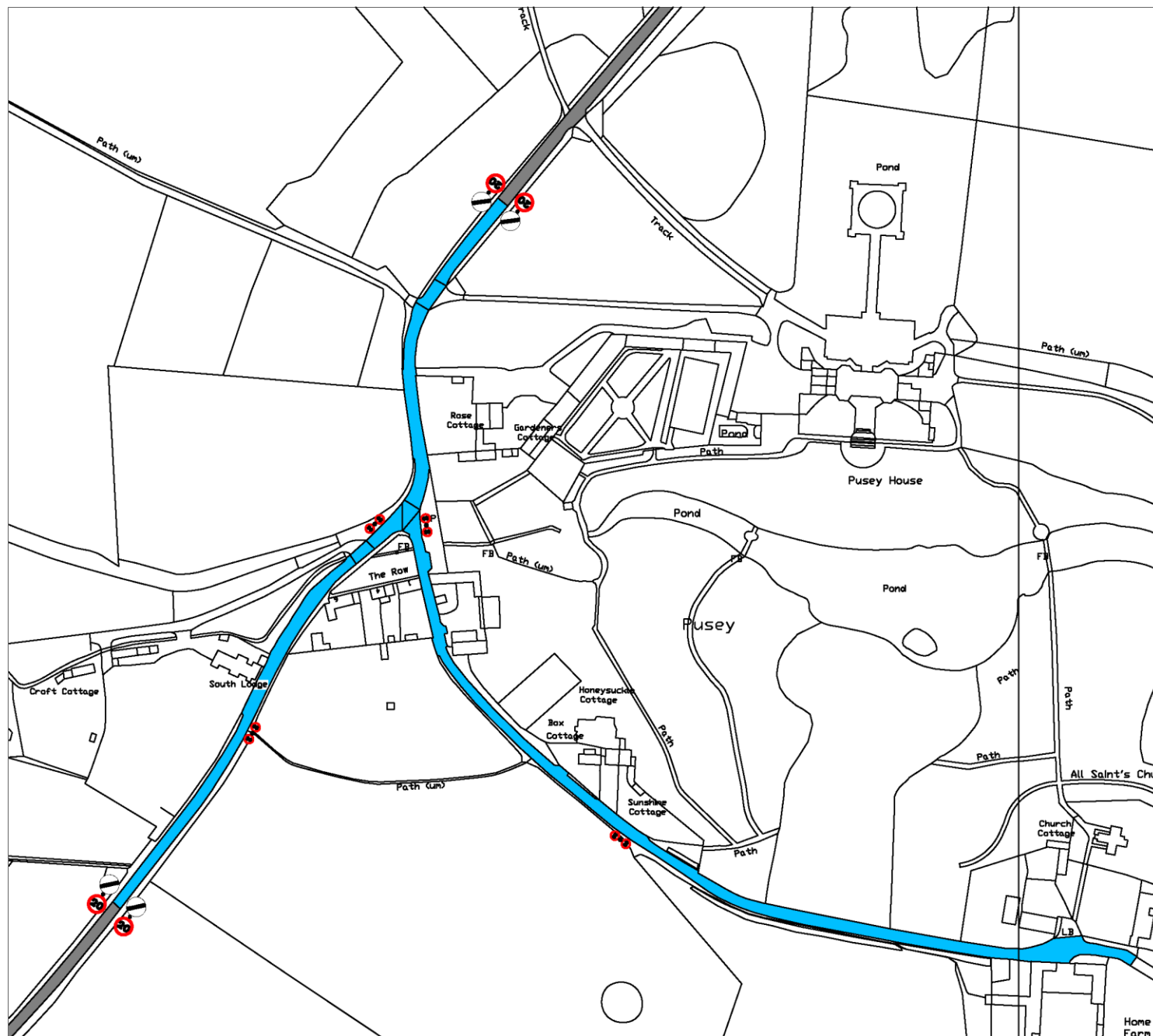
Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 04.01.24	Date checked: 26.01.24	Date approved: 26.01.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0

Revision 1.0



RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Oxford Bus & Thames Travel)	No objection – I can confirm that this affects no scheduled bus services. We thus offer no objection.

Divisions affected: *Sonning Common*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

ROTHERFIELD GREYS: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Rotherfield Greys on the unnamed road from Henley to Greys Green, Satwell, Satwell Close, and the unnamed road from Satwell to the B481, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits on various roads within Rotherfield Greys as shown in **Annexes 1 & 2**.

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 Rotherfield Greys by making the roads safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 24 May and 14 June 2024. A notice was published in the Henley Standard newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Rotherfield Greys, Highmoor, and Rotherfield Peppard Parish Councils, and the local County Councillor representing the Sonning Common division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.

Other Responses:

8. Three further responses were received, with two partially supporting, and one supporting.
9. The responses are shown in full at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Rotherfield Greys.
12. The two responses from members of the public expressing partial support both requested the consideration of physical calming measures as a more effective

option either in place of or complementing a 20mph speed limit. While accepting that such measures could in principle be very helpful, there is no current budget to design and implement them. They would however remain an option should in the future there be both considered a need and funding is available.

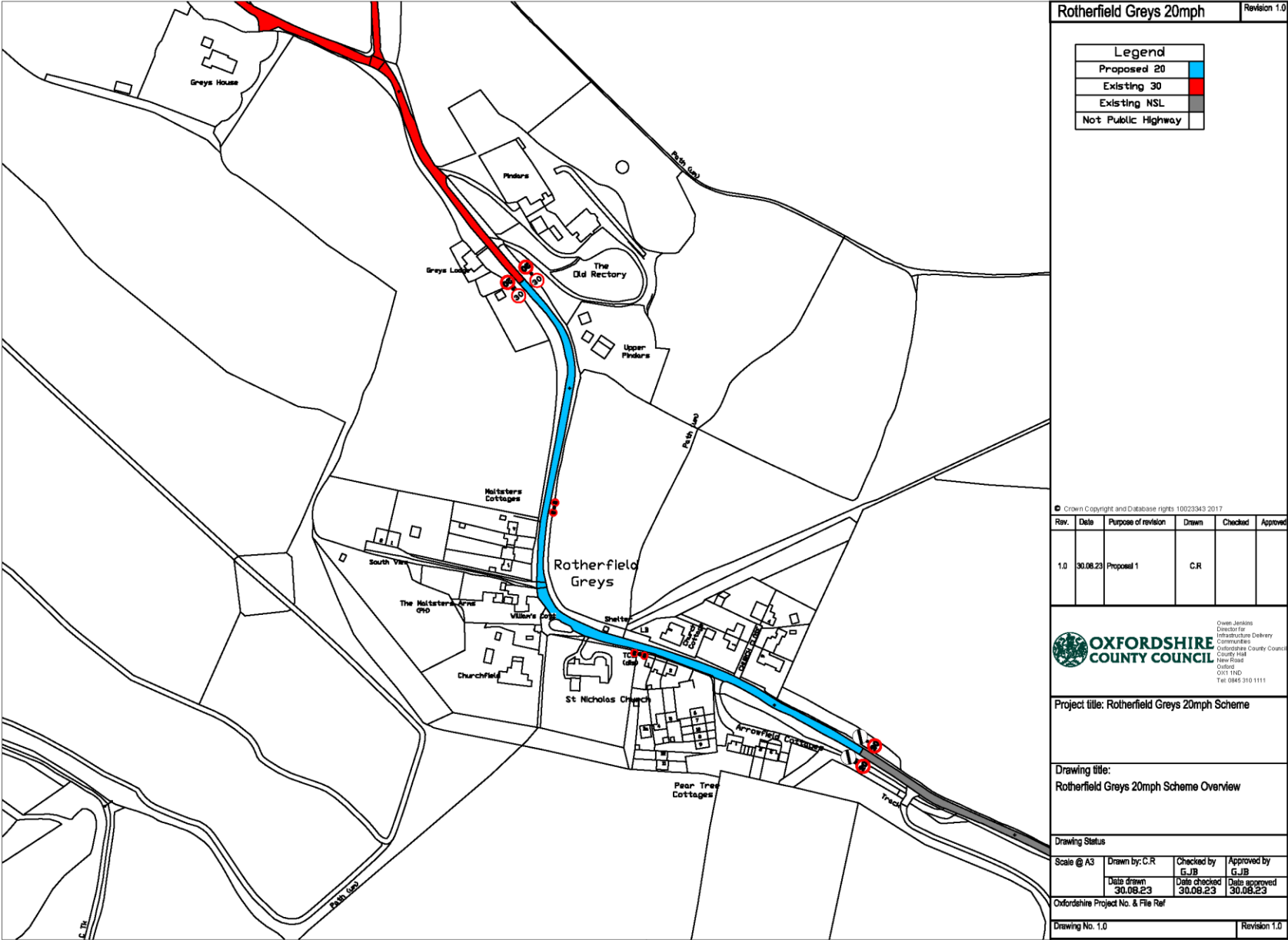
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

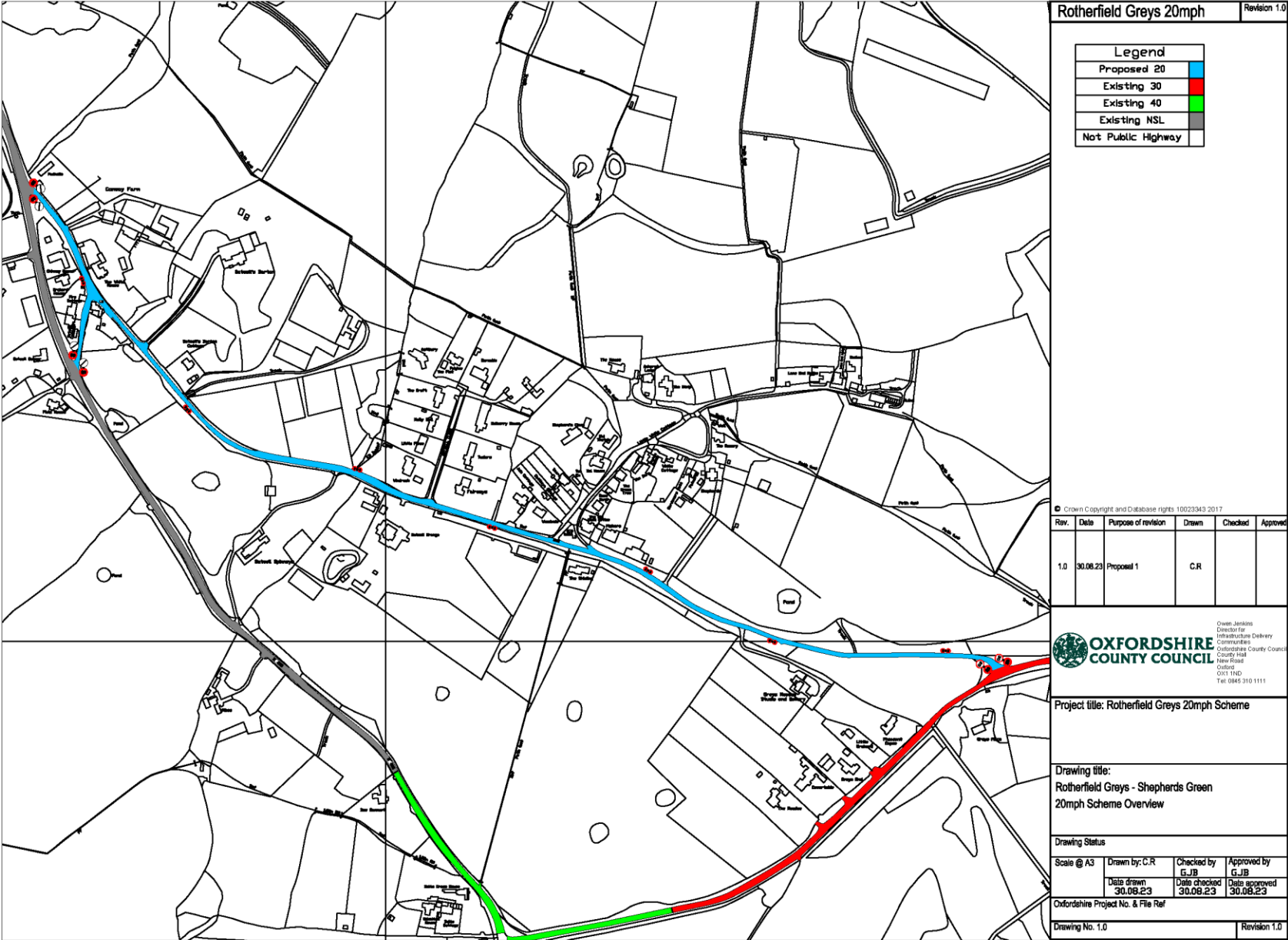
Paul Fermer
Director of Environment and Highways

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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July 2024





RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring, future engineering and self-enforcement through Community Speed Watch.</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Local resident, (Rotherfield Greys, Unnamed road)	<p>Partially support – Yes traffic needs to slow down but I cannot see that 20mph will make much difference as there is a sharp right-hand bend just past the church so you are limited to speed anyway combine humps in the road and 20mph would be better</p>
(3) Local resident, (Rotherfield Greys, Unnamed road)	<p>Partially support – unless speed cameras accompany the 20mph signs there will be no evidence of cars reducing their speed unless the restriction is regularly monitored (and we know that will not happen) so, this exercise is a complete waste of money and clutters the rural verges with unnecessary road furniture making it difficult to trim the verges without damaging road furniture and there are no lamp posts where reminder signs can be displayed.</p> <p>BUT Far more effective would be to build chicanes; in the village, position one just before the entrance to the Woodland Burial Ground and the other past Maltsters Cottages on the east side of the road; and on the road to the Satwell turn off (just past the cricket green up to the B481) positioned in appropriate places similar to the ones on the Gillotts Hill Lane just outside Gillotts School</p>

(4) Local resident,
(Rotherfield Greys,
Unnamed road)

Support – I've lived on said road for just over a year and have had to help with 2 road accidents and witness countless near misses. Road bumps would be better as people won't go 20mph just because a sign has been put up but it's a start

Divisions affected: *Thame & Chinnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

TETSWORTH: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits at Tetsworth – subject to further engagement with Carousel Buses Limited, Tetsworth Parish Council and the local County Council member.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Tetsworth 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 Tetsworth by making the roads safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 23 May and 14 June 2024. A notice was published in the Oxford Times, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Tetsworth Parish Council, and the local County Councillor representing the Thame & Chinnor division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Carousel Buses outlined strong concerns regarding the proposals, citing the fragility of the 275 bus service & the potential impacts in particular, the full response can be seen in **Annex 3**.

Other Responses:

9. 21 responses were received via the online survey during the course of the formal consultation, comprising of four objections (19%), one partially supporting, and 16 in support (76%).
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	5 (24%)
Yes - cycle more	1 (5%)
No	15 (71%)

* note – all percentages rounded up/down to nearest whole number.

11. Additionally, a local resident submitted an email in support of the proposals, however they felt that reinstating the centre-line road markings would be imperative to help improve safety.
12. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

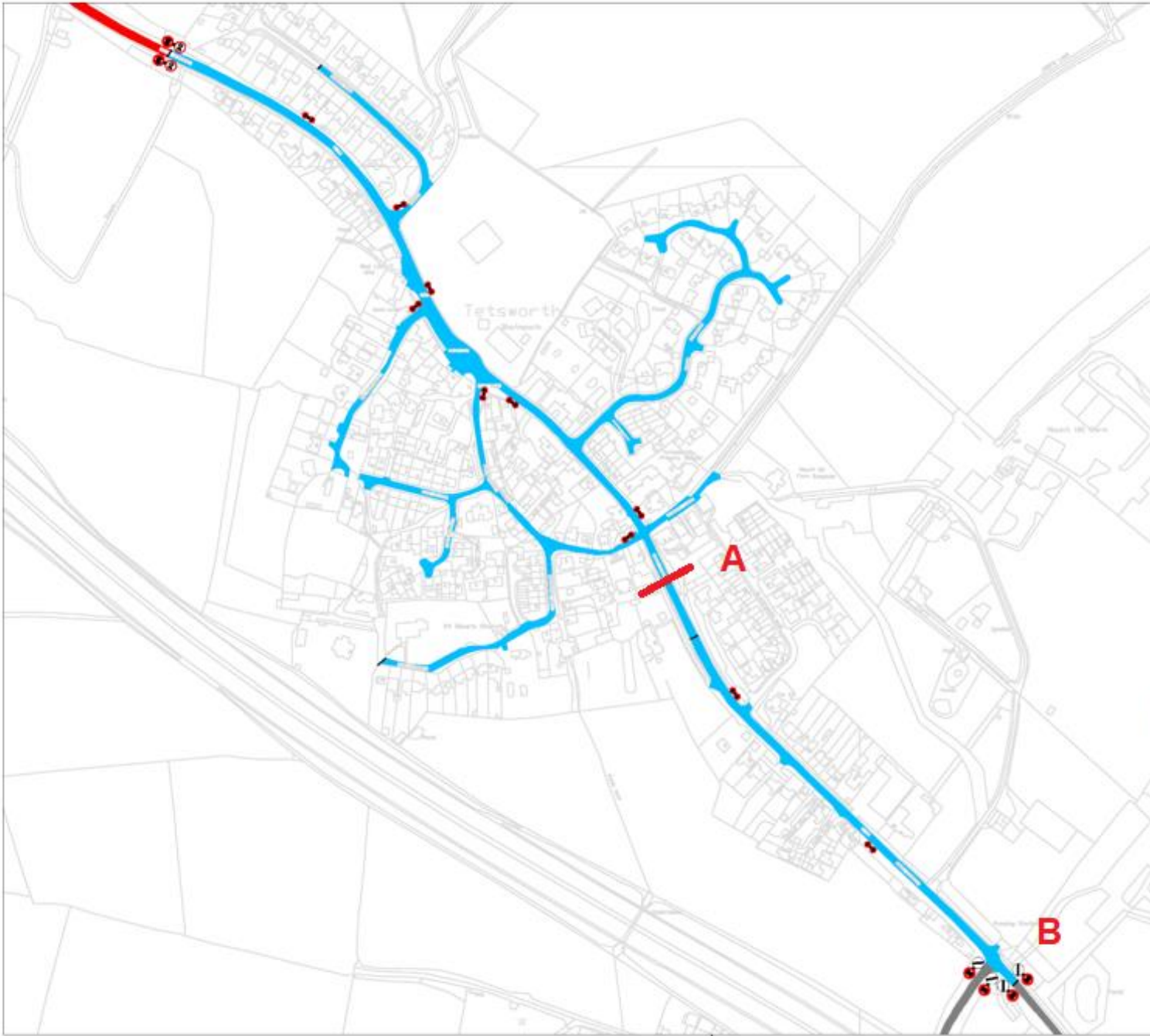
13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking 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'.
14. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Tetsworth.
15. Carousel Buses Limited provided a very detailed response (**Annex 3**) objecting to the current proposals and their potential impact on the viability of the existing bus service and also that of the longer term development of public transport in the area, citing the County Councils wider stated ambitions, expressed in the Local Transport and Connectivity Plan, to replace 25% of all carborne movements in the County by 2030.
16. Acknowledging the above objection, it is recommended that officers meet with representatives of the parish council and Carousel Buses Limited to review the concerns in more detail and to explore if consensus can be found by for example proceeding with a reduced length of 20mph limit as indicated indicatively in **Annex 1**, with the current 30mph being retained between point A (the site of an existing 20mph school time advisory 20mph speed limit) and the south easterly terminal of the current 30mph speed limit at point B.
17. 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.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses Annex 3: 'Carousel Buses' full consultation response
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Contact Officers:	Anthony Kirkwood (Team Leader – Vision Zero) Matt Archer (Portfolio Manager - Programme Delivery)
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July 2024



Tetsworth 20mph

Legend	
Proposed 20	Blue
Existing 30	Red
Existing NSL	Grey
Not Public Highway	White

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	30.08.23	Proposal 1	C.R		

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Project title: Tetsworth 20mph Scheme

Drawing title:
Tetsworth 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 30.08.23	Date checked: 18.09.23	Date approved: 18.09.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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)

	<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) Managing Director, (Carousel Buses Limited)	<p>Concerns – Carousel Buses Limited (CBL) has reviewed the draft orders. We are the County Council's contractor for service 275, which operates through the village.</p> <p>The Company feels it must raise very strong concerns about this proposal. We believe that, especially given the circumstances surrounding bus operation in this part of Oxfordshire and in this village in particular, the proposals are likely to directly and materially further undermine the ability for public transport to be provided on an effective and economically sustainable basis.</p> <p><i>[Full response available at Annex 3]</i></p>
(3) Local resident, (Tetsworth, high street)	<p>Object – the A40 through Tetsworth is a regularly used relief road for the m40, used due to road works or when accidents occur. As such this stretch of road is part of the major road network. Reducing the speed limit will cause increased congestion and resulting increased pollution to the area.</p> <p>Travel change: No</p>

<p>(4) Local resident, (Tetsworth, High Street)</p>	<p>Object – The A40 through Tetsworth acts as a relief road when the M40 is closed. The volume of traffic, including the high number HGVs that travel through the village at these times is substantial, as is the amount of exhaust fumes. Making such traffic travel at the much slower rate of 20mph would significantly increase the amount of exhaust fumes emitted within the 20mph zone and significantly increase the health risk to those inside the zone, especially those with lung conditions such as asthma.</p> <p>Tetsworth already has a 20mph zone in the vicinity of the school, activated during school hours, therefore any argument that a village-wide 20mph zone is needed for schoolchildren is null and void.</p> <p>The parish council put Tetsworth forward as a candidate for 20mph on the basis of a handful of likes to a Facebook post and did not do a proper consultation of the village at all. Objections were swept under the carpet as irrelevant. There is no basis whatsoever for a 20mph in Tetsworth. There are no accidents and little speeding in the village. This quest for a 20mph zone does not benefit anyone and actually harms those with respiratory conditions when the M40 is closed. People's health is far more important than the egos of those who wish to push this through with as little consultation as possible.</p> <p>I strongly object to the 20mph zone in Tetsworth</p> <p>Travel change: No</p>
<p>(5) Local resident, (Tetsworth, Silver Street)</p>	<p>Object – I strongly object to 20MPH limit as in our Village if you drive at that speed, my car has to drop down to third gear. The Village is on the A40 and would cause even more traffic as when there is a problem on the M40, all the vehicles are diverted through Tetsworth. We don't have a regular Bus service so have no choice other than to use the private car.</p> <p>Travel change: No</p>
<p>(6) Local resident, (Tetsworth, Swan Gardens)</p>	<p>Object – There have been no accidents in the 30 MPH zone through the village. There is no reason to reduce the speed limit now.</p> <p>Travel change: No</p>
<p>(7) Local resident, (Tetsworth, Silver Street)</p>	<p>Partially support – The A40 that goes through Tetsworth is a diversionary road when the M40 is closed due to Accidents/Roadworks etc. The stretch of road from the Marsh End junction to Milton Common is open countryside and</p>

	<p>does not require a 20 MPH speed limit. I agree with the 20 MPH speed limit between Stoke Talmage junction and Marsh End as cars speed very fast through the Village and there is no crossing for the children to cross for the Primary School.</p> <p>Travel change: No</p>
(8) Local Cllr, (Lewknor, representing Tetsworth as District Councillor,)	<p>Support – There isn't a safe crossing between the bus stops in the village centre (made worse at school pick-up and drop-off times), and also to and from the village green. Also, the primary school entrance is just over the brow of a hill which means crossing there can be hazardous.</p> <p>Travel change: Yes – walk/wheel more</p>
(9) Local Cllr, (Tetsworth, Elm Close)	<p>Support – Tetsworth straddles the A40 and has no pedestrian crossing. Families have to cross the road to access the village green and play area and children have to cross to their school buses. A number of public footpaths also cross the road, which also has blind spots due to either corners or a hill. A 20 mph limit would significantly reduce the chance of incidents.</p> <p>Travel change: No</p>
(10) Local resident, (Tetsworth, High Street)	<p>Support – The proposal will make Tetsworth safer and reduce the road noise.... it's a 'no-brainer'</p> <p>Travel change: Yes – walk/wheel more</p>
(11) Local resident, (Tetsworth, High Street)	<p>Support – I am concerned by the speed with which motorists drive through Tetsworth. It is dangerous for children walking to school and crossing to use the green/park. There are a couple of blind spots within the proposed 20mph area that would be much safer at lower speeds, such as after the corner near the entrance to Marsh End, and the brow of the hill by the school. However, any new speed limit would need measures to enforce it as many vehicles already do in excess of the current speed limit. The current signs showing your speed have not deterred people from speeding.</p>

	Travel change: Yes – walk/wheel more
(12) Local resident, (Tetsworth, Silver Street)	<p>Support – My son has to cross the road at least 4 times a day on his way to and from school and the speed at which vehicles thunder through the village is quite scary. I believe that reducing the speed limit to 20mph should help and make these drivers think about their speed more and the hurt it could cause should they not be able to stop in time to prevent a collision.</p> <p>Travel change: No</p>
(13) Local resident, (Tetsworth, Silver Street)	<p>Support – People drive far too fast through the village. It's very dangerous for all pedestrians, particularly children. I'm particularly worried when my own children walk to and from school, and also when they are playing on the village green (which they do frequently). My oldest child also rides his bike around the village, frequently crossing the A40 main road. The village is very busy with pedestrians. I'd also like to see the 20mph enforced (eg speed cameras). If a car doing 20mph hits someone, the outcome will be significantly better than if a car doing 30mph (or more) hits someone. Therefore, 20mph in a busy village is a no brainer?!</p> <p>Travel change: No</p>
(14) Local resident, (tetsworth, silver street)	<p>Support – support</p> <p>Travel change: No</p>
(15) Local resident, (Tetsworth, Swan Gardens)	<p>Support – Tetsworth village is divided by the A40 that runs through the middle of built up area. Residents must cross the A40 to access recreational facilities, pubs and social club, the village shop, church, school, public footpaths and children's play area. In particular children cross without supervision or a formal crossing to access the school, play area and shop. The A40 also suffers from a number of blind spots due to corners and hills. A 20mph limit will reduce the risk or injury or death to all members of the community.</p> <p>Travel change: No</p>

(16) Local Cllr (i.e. Town/Parish/District), (Tetsworth, High Street)	<p>Support – Tetsworth is bisected by the A40 and has no pedestrian crossing. Many families must cross the road to access the village green and play area and children must cross to access the school bus service. A number of public footpaths also cross the road, which also has blind spots due to either corners or a hill. A 20 mph limit would greatly reduce the chance of injury or death due to any collision.</p> <p>Travel change: Yes – walk/wheel more</p>
(17) Local resident, (Tetsworth, High street)	<p>Support – I believe slowing traffic through the village can only be positive. Although I feel there needs to be some sort of enforcement as many drivers currently ignores the 30 speed limit</p> <p>Travel change: No</p>
(18) Local resident, (Tetsworth, High Street)	<p>Support – The A40 through Tetsworth is an accident waiting to happen, especially when traffic is redirected through and at night.</p> <p>Hopefully the 20mph will bring speed down through the village. I just hope it is policed properly. And this includes tractors, highway maintenance trucks, concrete Lorries and vans who are some of the worse offenders.</p> <p>Travel change: Yes - cycle more</p>
(19) Local resident, (Tetsworth, Marsh End)	<p>Support – The speed which cars come through particularly when the M40 is closed really concerns me. I have to walk my boys to and from school along the main road in a narrow path.</p> <p>Travel change: No</p>
(20) Local resident, (Tetsworth, Silver Street)	<p>Support – I believe a majority of drivers are speeding while driving through the village. I feel our children are not safe in the vicinity of the main road. We need the speed down at all times, and we also need crossings and better protect the side walks in the school area.</p> <p>Travel change: No</p>

(21) Local resident, (Tetsworth, Silver Street)	<p>Support – Speeding traffic through the village</p> <p>Travel change: No</p>
(22) Local resident, (Tetsworth, Tetsworth High Street A40)	<p>Support – I live on the high street, many cars and agricultural vehicles fail to adhere to the existing 30mph. It's dangerous for my young family. My hope is that the 20mph limit would force drivers to slow down. The proximity of the school to the road as well as very narrow pavements in places, plus cars parking poorly over pavements marks this lower limit essential. Frequent offenders are the Oxford Tube and The Airline coaches who have no regard for the 30mph. It's dangerous.</p> <p>Travel change: No</p>
(23) Local resident, (Tetsworth, High Street)	<p>Support – I live on the main road and walking along it with my two children daily for school is hugely concerning. Everyday cars fly past without care or attention to the speed limit. I live opposite one of the current 30mph flashing warning signs that are triggered if you are above the limit and everything I am waiting to cross the road, the cars passing are above the limit. We are a village full of your families and children and as such need to have drivers and vehicles at a slower pace. This is also exacerbated if there are any issues on the M40.</p> <p>Travel change: Yes – walk/wheel more</p>
(24) Local resident, (Tetsworth, Parkers Hill)	<p>Support – I would be very pleased to see a 20mph introduced, in conjunction with repainting the road markings in the centre of the High St/A40. They were removed a few years ago, I believe the reason may be that it can make the road seem narrower to motorists, however I feel it allows vehicles to overtake without restrictions where there is limited visibility. My experience of driving in 20 zones is that some impatient drivers overtake, and that 20 on the High Street could increase the number of cars trying to overtake vehicles adhering to the new proposed limit. Also, removing the double white lines removed the restriction of not parking at the side of the road (Rule 240), which can be an issue on parts of the High St, in particular opposite Marsh End (Google street view shows vehicles parked on a bend where double white lines used to be painted https://maps.app.goo.gl/71stPM549jpNxD1DA?g_st=ic)</p> <p>In order to improve safety on the A40 with a 20 limit, I feel reinstating the centre road markings would be imperative.</p>



Please reply to:
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23rd May 2024

By e-mail only: christian.mauz@oxfordshire.gov.uk

Christian Mauz
Senior Officer (TRO and Schemes) Network Management
Directorate of Environment & Place
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

Dear Mr Mauz,

STATUTORY CONSULTATION – Ref: CM/12.6.382 - Tetsworth proposed 20mph Speed Limits

I refer to the proposed Traffic Regulation Order changes referenced above. Carousel Buses Limited (CBL) has reviewed the draft orders. We are the County Council's contractor for service 275, which operates through the village.

The Company feels it must raise very strong concerns about this proposal. We believe that, especially given the circumstances surrounding bus operation in this part of Oxfordshire and in this village in particular, the proposals are likely to directly and materially further undermine the ability for public transport to be provided on an effective and economically sustainable basis.

This will allow the Council – including the Parish Council – to be properly informed at the point these proposals are formally considered for implementation, and expectations properly managed. We set out some important background below, to explain why we believe that the Council would do well, in the light of its own transport policy agenda and recently-reissued national policy guidance, to reconsider how 20mph limits should be applied within Tetsworth.

Since we are a County Council Contractor, on what is effectively its bus service, this response falls short of being a statutory objection. Were this a commercially operated bus service, we would formally object to the proposed Order.

We are again surprised and increasingly dismayed to be faced with this kind of proposal when, following previous concerns raised about the indiscriminate and arbitrary nature of a wide variety of similar schemes, we had submitted a list to the Council's officers at their request, highlighting those villages where simple substitution of an existing 30mph limit for a 20 mph limit would be likely to pose significant issue for bus operation, either when considered "solus" on its own terms, or, more likely, when the cumulative impacts of multiple such measures were looked at more broadly on a given bus route. It is notable that each of these proposals is being worked up and consulted on based on a single village with no clear systematic regard, through the process, for the impacts on the reliability, operability or effectiveness of bus services.

To date, notwithstanding many very welcome stated goals to improve public transport, this Council administration has not succeeded in conceiving or bringing forward a single intervention on Oxfordshire's public highway, that serves to advantage buses, or more broadly assist in making bus services faster and more reliable.

The National Bus Strategy for England, "Bus Back Better" makes plain the Government's expectation of this, applicable to all transport and highways authorities. The Oxfordshire Bus Service Improvement Plan (BSIP) and its supporting Statutory Enhanced Partnership (EP) has these objectives front and centre.

The Council also has an ambitious policy agenda that seeks to radically reduce carborne trips by 2030, with improved and more attractive bus services being the key to securing the headline policy objective.

Thus far, all the Council's actions delivered to date have consistently served to make bus services slower, less attractive, less reliable, and less punctual. It is still more concerning that in the rural areas where bus services are most marginal, and where they most need to be positively transformed to secure any material reduction in current exceptionally high levels of car dependency, the ill-considered and simplistic implementation of 20mph speed limit substitutions is progressing at speed, without any apparent clear or consistent regard to the impact on rural bus services.

Nor, apparently, is there any clear evidence, nor any monitoring programme in place, that offers evidence as to how consistently effective the policy is being, where it has been implemented, or if it could be, having regard to the local context and nature of the roads concerned. In particular - in the absence of these new limits being consistently enforceable – it remains more or less questionable what significant benefits will accrue to vulnerable road users, where the nature of the highway does not itself support consistently lower speeds by self-enforcement.

The proposals

The proposals involve the substitution of the existing 30mph with a 20mph limit almost in its entirety along the A40. This road has long been "detrunked" having been replaced by the M40 motorway. However, as part of the historic London-Fishguard road, and the principal route between London, High Wycombe and Oxford until 1974, it was designed to act a major highway carrying significant traffic volumes, including heavy goods vehicles.

As such it is of generally consistent width exceeding 6.5m, with a relatively straight alignment, and good forward visibility, either side of the historic village core.

The old village is situated on a pronounced rise, and from the east, east of The Mount, the A40 runs through a significant cutting, with properties elevated above the highway. It is apparent that the village core was historically "bypassed" by the coach road forming today's High Street, with the intimate form of the historic settlement expressed on The Mount and Back Street.

Continuing to the west beyond the recreation ground, the village has seen largely unplanned development forming "ribbon development" fronting the A40 on the southern side. By contrast to the north, the cul-de-sac development at Marsh End intentionally turns its back on the A40. There are limited numbers of properties and driveway crossovers.

There is also little parking on the A40, anywhere in the village, as direct surveillance from properties is limited, and there is adequate on-curtilage parking.

Over a period of 50 years, there has been no attempt **of any kind** to alter or reengineer the road to signal its much more local function. In fact, the County Council has not even implemented any protected or controlled pedestrian crossing facilities within the village, along a length covered by a current 30mph limit extending 1.4km. It is quite remarkable that not one pedestrian refuge exists in the village, despite their very modest costs and proven ability to signal and help maintain a 30mph limit. As well as demarcate and protect pedestrians at identifiable places where a desire line crosses a main road. This is pretty strong circumstantial evidence that there have been few pressing road safety

concerns, and that the degree of conflict and threat presented to pedestrians in the village has never excited a need to do so.

The proposals convert the whole village to a 20mph one, within the extent of the current 30 mph limit. The sole exception is at the very far western end of the zone, outside the village built-up area where a 250m buffer is retained at 30 mph. The result is that over 1km of the A40 through the village throughout the entire area where there is any built frontage, will be signed as a 20mph limit.

In this context, we note that the Council has departed substantially from its previous language justifying these proposals. It claims in the Statement of Reasons for this scheme that “the County Council is not introducing ‘blanket’ 20mph zones throughout Oxfordshire...”. It also claims – counter to its own practice – that the initiative is at the initiative of the Parish Councils, who “have been able to request” implementation of these limits.

In fact, the Council has been, and continues to implement 20mph limits through the full extent of villages, where they are currently subject to 30 mph restrictions, with or without the support of Parish Councils, with little or no regard for either appropriateness or effectiveness. To a considerable extent this approach reflects a desire to minimise the costs of implementation since this requires replacement of the minimum number of signs, as well as sending the strongest possible political signal.

Notwithstanding the formal statutory Statement of Reasons, the approach taken in Tettsworth can only be properly and appropriately described as just such a “blanket” approach.

However, this kind of approach is in direct contravention of revised national guidance set out in Department for Transport LTN 01/2013, issued in March 2024. This guidance makes explicit the key principle that 20mph limits need to be self-enforcing – a principle the County’s own policy acknowledges. DfT is clear that distinctions need to be drawn between through roads – especially those with an A- or B-class categorisation that perform a wider movement function, including for bus services - and residential side streets.

This is also reflected by a consistent message being made by the Thames Valley Constabulary in response to the large number of previous similar proposals, where, especially given the lack of intention to take enforcement action unless there are compelling safety reasons to do so, the Force does not support “arbitrary” extensive impositions of 20mph limits.

Justification for the proposals

The proposals have been made to address unspecified “safety issues” on the roads concerned. There is no evidence presented that there is a serious issue with safety on these roads. The principles of the Stockholm Declaration, that underpinned the original Cabinet decision to pursue the 20mph policy, makes clear reference to the presumption that this should be pursued where there is a significant amount of planned mixing between vulnerable road users and motorised traffic.

We dispute, from first principles, that significant levels of hazardous interactions take place between vulnerable road users and pedestrians on much of the High Street, especially at the eastern and western ends of the current 30mph limit, where relatively small number of properties exist, and there is no evident provision of public facilities on the far side of the road, that would attract a demand to cross.

Volumes of traffic are generally low, and forward visibility is good.

Perhaps unsurprisingly, in the light of the above, Thames Valley Police accidents database indicates that not one incident, fatal, serious or slight, occurred in the village over the 5-year period between 1/8/2018 and 31/7/2023. Thus, it is far from obvious what evidence backs the claim that “safety issues” have been identified in the village.

The position of Carousel Buses and the wider Oxford Bus Company group

The companies reiterate their consistently-expressed support in principle for the 20mph policy, subject to its proper implementation balancing properly the benefits, identifiable risks, and

likely wider negative outcomes, where these are foreseeable, for public transport. This considered approach is one that is strongly advised and expected by Government.

Obviously, we have no objection to the implementation of 20mph limits across residential side streets. In fact, in much of the village it would be both difficult as well as inappropriate to exceed this speed by much.

There might, additionally, be a case to implement a 20mph limit along the A40 in the centre of the village, where there is a much greater pedestrian hinterland to the north and south of the A40, and a cluster of key facilities and businesses, including the Primary School, local shop/pub and Village Hall on either side. There is also an area of extended carriageway pavement immediately west of Back Street that incorporates uncontrolled off-carriageway parking as well as the main westbound bus stop. This adds a small level of conflict with vehicular movements into and out of the parking areas, in a place where there are clear demands to cross the road.

We therefore suggest that a more proportionate, justifiable and effective approach would involve reducing the speed limit over a still substantial 400m length from 38a High Street, just west of the Marsh End Turn, to The Mount/Judds Lane at 76 High Street.

However, it is not clear that a simple “signed” 20mph zone along the full extent of the village will consistently achieve much material speed reduction. The character of the road and the extent of the zone proposed both strongly militate against it. The width and alignment of the road, and relatively low traffic volumes, would actually tend to facilitate overtaking of compliant traffic by offenders with these still remaining at or around the current 30 mph limit. The provision of one or two pedestrian refuge/s east and west of Back Street would have a clear and demonstrable impact on the safety of vulnerable road users (“VRUs”), both directly and in helping to slow traffic.

Where safety risks are concerned, especially for VRUs, we note that over many years, no Council has thought to consider that the main boarding bus stop in the village has no proper kerb upstand nor boarding area compliant with the statutory requirements set out in the Equalities Act 2010, binding on all public authorities. It is practically impossible to deploy a ramp for non-ambulant bus passengers at this stop. The stop has no cage clearway markings, and therefore is prone to perfectly legal, but disruptive parking. We once again invite the County Council to consider how it can be rather more ambitious, and consistent, in applying its “Vision Zero” policy to protect bus passengers, especially those who suffer from life-limiting conditions making them especially vulnerable road users.

As proposed, we consider the Orders to be ineffective in achieving the stated aim, arbitrary, unevicenced and unenforceable.

The sole practical outcome of these proposals that we consider a reasonable person can envisage, would be to directly contribute to make service 275 even harder to operate reliably, and in compliance with the Transport Act 1985, on its current timetable.

We have found it progressively more and more difficult to reconcile the slower operating speeds that have resulted from the application of several County Council policies with the need to operate this route reliably. As a result, we have already had to work with the County Council as the tendering authority on more than one occasion over the last few years, to devise a revised timetable, operating to a reduced frequency, and omitting sections of route in order to maintain as many frequencies as possible, between the main settlements. The most recent timetable, to take effect from 2nd June 2024, has truncated the route to run largely between Oxford, Tetsworth and Chinnor only. Currently-provided and long-established regular links towards High Wycombe – which the Neighbourhood Development Plan adopted in 2021 indicates is rather more highly valued as a destination – are effectively dropped. The positioning journeys from the depot in High Wycombe run counter to the direction of demand at the start and end of the day. The new arrangement succeeds in maintaining four journeys per day on the route, but only towards Oxford.

This will clearly reduce the relevance of the bus offer on the length of the 275 route, including in Tetsworth in particular. It needs no real imagination to conclude that with the loss of the Wycombe links, the change will result in significantly lower patronage and revenue, against the fixed costs of running the timetable. This is an excellent example of the kinds of highly corrosive effects on bus availability and use that arises from declining bus productivity – howsoever caused. While the County Council funds this service, ultimately the situation equally undermines the public sector business case for maintaining the facility in Tetsworth and nearby villages on the 275 route.

All this naturally runs entirely counter to the County Councils wider stated ambitions, expressed in the Local Transport and Connectivity Plan, to replace 25% of all carborne movements in the County by at least 25% by 2030.

Notwithstanding this, the Tetsworth NDP prepared by the Parish Council is not shy in presenting very compelling evidence that two-thirds of the adult population leaves the settlement in a car at peak times many if not most working days, and that the population chooses to live in the village as it provides an attractive rural lifestyle, facilitated by the use of personal vehicles – not walking or cycling, or, for that matter, bus use. This being the case, it may be that were the 275 bus service to be further downgraded or even entirely withdrawn – something that would be at the County Council's prerogative, we should stress, rather than our own - it would have minimal or no impact on any but a very few village residents, and as such present less than modest concern to the Parish Council.

Concluding comments

After prior correspondence with the Council earlier in 2024 and a meeting with senior officers in April arising from this, it is very regrettable that we find ourselves once again having to raise public concerns in this way. Given the particular fragility of the 275 bus service this situation is still more disappointing. It could easily have been avoided by Council officers through suitable engagement with us in advance – something that the Council has agreed that it would do on more than one occasion.

We therefore invite the Council to withdraw the current Draft Orders and engage positively with us and its own public transport officers, in the way we understood had been agreed, in order to arrive at a more nuanced, evidence-based proposal that complies with the clear expectations of national policy set out formally in DfT LTN 01/2013, the statutory Network Management Duty, while achieving the full range of Council transport policy objectives, rather than directly undermining those relating to public transport, with little or no identifiable or evidenced wider benefit.

Yours sincerely

Managing Director

Divisions affected: *Wheatley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

WOODEATON PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the proposed introduction of 20mph speed limits at Woodeaton.

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Woodeaton 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.

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 Woodeaton by making the roads safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 23 May and 14 June 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, South Oxfordshire District Council, the local District Cllrs, Woodeaton Parish Council, and the local County Councillor representing the Wheatley division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection, citing that there would be no impact on their local bus services.

Other Responses:

9. Nine further responses were received, all of which supported the proposals.
10. The responses are shown in full at **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 will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Woodeaton.
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.

Paul Fermer
Director of Environment and Highways

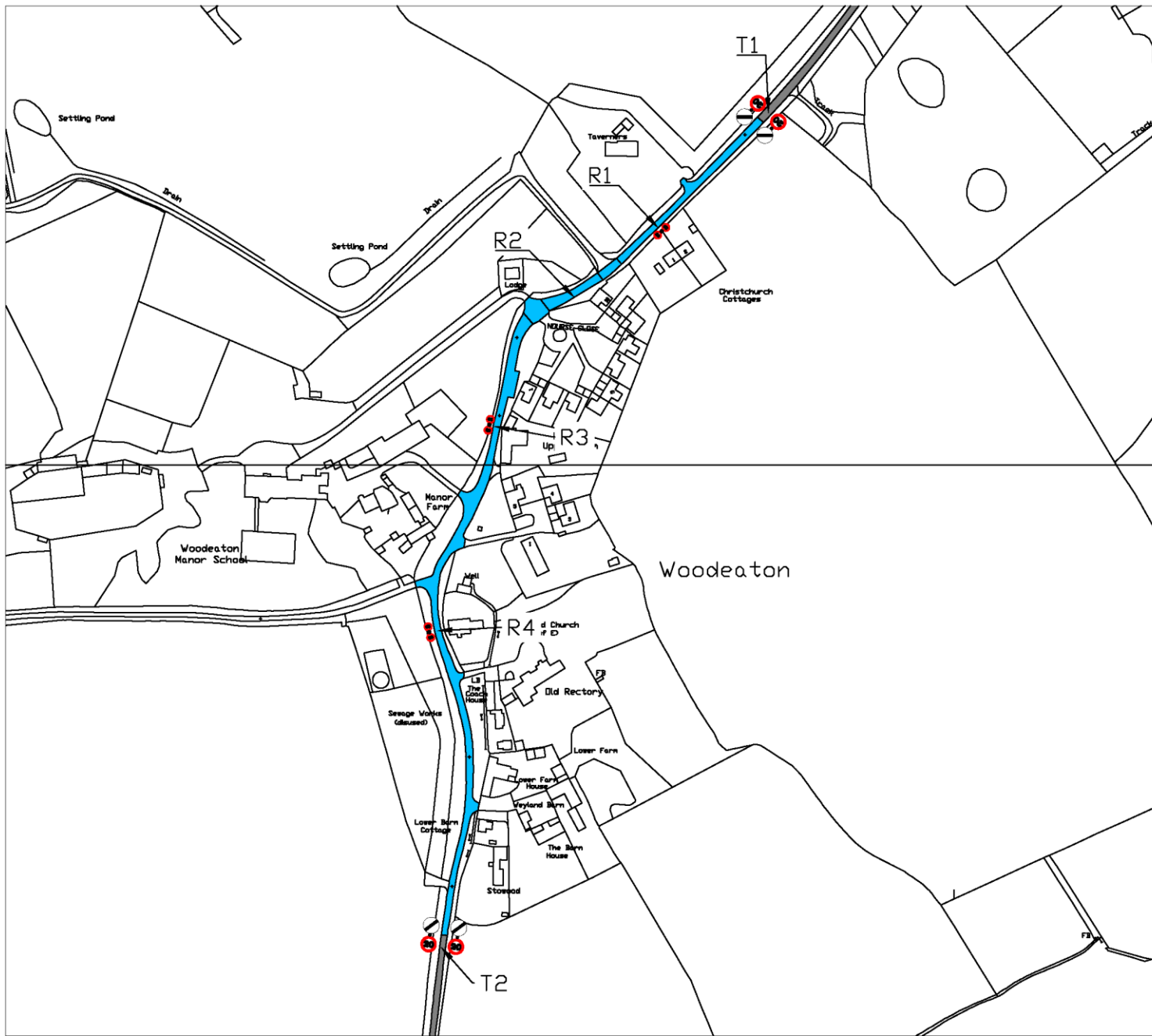
Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

Anthony Kirkwood (Team Leader – Vision Zero)
Matt Archer (Portfolio Manager - Programme Delivery)

July 2024



Woodeaton 20mph Overview

Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	18.01.24	Proposal 1	C.R		

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Project title: Woodeaton 20mph Scheme

Drawing title:
Woodeaton 20mph Scheme 20mph Overview

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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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

	<ul style="list-style-type: none"> • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Oxford Bus & Thames Travel)	No objection – I have reviewed the consultation material briefly and can confirm that there are no impacts on bus services. Accordingly we offer no objection.
(3) Local resident, (Woodeaton Oxfordshire, Nourse Close)	Support - I live in the village. We presently have a 30 mph speed limit which is rarely adhered to. Traffic speeds through in a dangerous way, at 40 or 50 mph. There is no pavement, so pedestrians have to walk on the road. It is also risky for cyclists, and of course there is a school for autistic children in the centre of the village. Perhaps a 20 limit would have some impact. If drivers do 40+ when the limit is 30, maybe if the limit is 20, it will slow them down to 30?
(4) Local Cllr, (Woodeaton, Nourse Close)	Support - Woodeaton Parish Meeting supports this proposal in the hope that Woodeaton will become a safer place in which to live.
(5) Local resident, (Woodeaton, Nourse Close)	Support - Despite being relatively narrow the road in question (locally referred to as "Woodeaton Lane") is quite heavily used during commuting hours. There are sections of the road with no verge for walking on, so reducing traffic

	speed will make the road safer for local people and both pupils and staff at Woodeaton Manor School. A reduced speed limit would also reduce noise and pollution.
(6) Local resident, (Woodeaton, Unnamed road)	Support - No pavement. Increasing numbers of young children. School in the village. Help for the environment. Road increasingly used as a "rat-run" with poor compliance with existing speed limit.
(7) Local resident, (Woodeaton, Unnamed road)	Support - Traffic goes too fast through a village that has no pavements, blind corners and a school
(8) Local resident, (Woodeaton, The Green)	Support - There are no footpaths through the village and walking along the main road through the village should become much safer with a 20mph speed limit. It should also become a safer environment for cyclists and for children playing on the grassy areas of The Green and Nourse Close near to the road
(9) Local resident, (Woodeaton, Unnamed road)	Support - Improved road safety
(10) Local resident, (Woodeaton, Unnamed road)	Support - This road can be busy especially peak times. Vehicles frequently drive faster even than the currently required 30mph limit. There are no footpaths in the village and a school is located in the centre of the village for which no local 20mins restriction has yet been put in force. The bend by the church at the southern end of the village is deceptively sharp and the driveway to my property and those adjacent is close to the apex of the bend creating a hazard both to ourselves and to road users alike.
(11) Local resident, (Woodeaton)	Support - The village is small, the road very narrow and there is no footpath through the village so when walking between properties or to the Church or school it is necessary to walk in the road and therefore a 20mph limit is appropriate for safety. The school is also an important part of the village and 20mph is appropriate for this.

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