



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

***Thursday, 27 March 2025 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 and the related reports are attached. Decisions taken will become effective at the end of the working day on Thursday 3 April 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

March 2025

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

Note: Date of next meeting: 24 April 2025

**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](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

### 4. Minutes of the Previous Meeting (Pages 1 - 8)

To confirm the minutes of the meeting held on 27 February 2025 to be signed by the Chair as a correct record.

### 5. Bus Service Improvement Plan - Delivery Plan (Pages 9 - 50)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2025/062

*Contact:* Dave Harrison, Senior Transport Planner  
([Dave.Harrison@oxfordshire.gov.uk](mailto:Dave.Harrison@oxfordshire.gov.uk))

**Report by Director of Environment and Highways (CMDTMT)**

**The Cabinet Member is RECOMMENDED to:**

- (a) Approve the Oxfordshire Bus Service Improvement Plan (BSIP) Delivery Plan for 2025/26 and its submission to the Department for Transport; and**
- (b) Delegate authority to the Director of Environment & Highways to approve the implementation of individual projects contained in the BSIP Delivery Plan for 2025/26 and to make any changes to the programme in consultation with the Cabinet Member for Transport Management.**

**6. Bicester: 20 mph Speed Limit Proposals (Pages 51 - 224)**

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/013

*Contact:* Anthony Kirkwood, Vision Zero Team Leader

([Anthony.Kirkwood@oxfordshire.gov.uk](mailto:Anthony.Kirkwood@oxfordshire.gov.uk))

**Report by Director of Environment and Highways (CMDTMT)**

**The Cabinet Member is RECOMMENDED to:**

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

**7. Adderbury & Bloxham Proposed Parking Restrictions (2025)**  
(Pages 225 - 360)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2025/021

*Contact:* James Wright, Senior Officer – Traffic and Road Safety

([James.Wright@oxfordshire.gov.uk](mailto:James.Wright@oxfordshire.gov.uk))

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

**The Cabinet Member is RECOMMENDED to:**

**Approve the following as advertised:**

- a) 'No Waiting at Any Time' (double yellow lines) on High Street & Croft Lane, Adderbury,**
- b) 'No Waiting at Any Time' (double yellow lines) on Courtington Lane & Workhouse Lane, Bloxham,**
- c) 'No Waiting, Monday to Saturday 8am to 4pm' (single yellow lines) on Courtington Lane, Bloxham.**

**The Cabinet Member is RECOMMENDED to:**

**NOT approve the following as advertised:**

- d) 'Two-hour permitted parking, Monday to Saturday 8am to 6pm, No return within one-hour' bays on High Street & Lake Walk, Adderbury,
- e) '30-minute permitted parking, Monday to Saturday 8am to 6pm, No return within one-hour' bay on High Street, Adderbury,
- f) 'No Waiting at Any Time' (double yellow lines) on High Street & Lake Walk, Adderbury. (High Street & The Green).

**8. Cherwell & West Oxfordshire Districts, Various Locations - Proposed New and Deleted Disabled Persons Parking Places (March 2025)** (Pages 361 - 426)

*Cabinet Member:* Transport Management

*Forward Plan Ref:* 2024/352

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

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

**The Cabinet Member is RECOMMENDED to:**

**Approve the following:**

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Station Road, Alvescot; Abbey Road, Banbury; Crouch Hill Road, Banbury; Foscothe Rise, Banbury; Kings Road, Banbury; Mold Crescent, Banbury; Withycombe Drive, Banbury; Woodgreen Avenue, Banbury; Blake Road, Bicester; Hertford Close, Bicester; Leach Road, Bicester; Wear Road, Bicester; Little Green, Bloxham; Orchard Rise, Chesterton; Cornish Road, Chipping Norton; Walterbush Road, Chipping Norton; Cleveley Court, Enstone; Merton Close, Eynsham; Saywell Crescent, Eynsham; Marlborough Avenue, Kidlington; North Green, Kirtlington; Troy Lane, Kirtlington,
- b) The proposed removal of Disabled Persons Parking Places (DPPP) at: Cromwell Road, Banbury; Hailey Road, Chipping Norton,
- c) To not approve the provision of a DPPP at the following location: Church Street, Deddington; The Village Close, Upper Arncott; Mill Farm Lane, Witney,
- d) To not approve the removal of a DPPP at the following location: Honor Close, Kidlington.

**9. Thame - Proposed Introduction of Zonal Car Club Permits** (Pages 427 - 440)

*Cabinet Member:* Transport Management



*Forward Plan Ref: 2025/004*

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

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

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the introduction of hybrid Car Club vehicles in the central area of Thame for use within bays displaying a 'TH' prefix.**

**10. Boswell Road, Oxford - Proposed Traffic Calming and Waiting Restrictions** (Pages 441 - 466)

*Cabinet Member: Transport Management*

*Forward Plan Ref: 2025/001*

*Contact: Julian Richardson, Road Agreements Officer  
([Julian.Richardson@oxfordshire.gov.uk](mailto:Julian.Richardson@oxfordshire.gov.uk))*

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

**The Cabinet Member is RECOMMENDED to:**

- a) **Approve the following features in Boswell Road, in Oxford as advertised:**
- b) **'Buildout' feature to be located on the eastern side, adjacent to the footpath linking to John Smith Drive,**
- c) **'No Waiting at Any Time' (double yellow lines) parking restrictions on both the east & west sides.**

**11. Drayton Village - Proposed Traffic Calming and New Pedestrian Crossings** (Pages 467 - 502)

*Cabinet Member: Transport Management*

*Forward Plan Ref: 2024/350*

*Contact: Lee Turner, Team Leader – Traffic and Road Safety  
([Lee.Turner@oxfordshire.gov.uk](mailto:Lee.Turner@oxfordshire.gov.uk))*

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

**The Cabinet Member is RECOMMENDED to:**

**Approve the following features in Drayton (nr Abingdon) as advertised:**

- a) **Raised Zebra crossing on the B4016 High Street,**
- b) **Raised table traffic calming feature incorporating a Zebra crossing on the B4017 Abingdon Road.**

## **Councillors declaring interests**

### **General duty**

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

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

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

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

### **Declaring an interest**

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

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

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

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

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

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

Other registrable interests include:

- a) Any unpaid directorships

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

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

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

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

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

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

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

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

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# Agenda Item 4

## DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

**MINUTES** of the meeting held on Thursday, 27 February 2025 commencing at 10.00 am and finishing at 11.55 am

**Present:**

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

**Other Members in Attendance:** Councillor Donna Ford (Agenda Item 5)  
Councillor Liam Walker (Agenda Item 5)

**Officers:** Jack Ahier (Democratic Services Officer), Cathy Champion (Operations Manager – Civil Enforcement), Michael Deadman (Team Leader – TDM - South), Paul Fermer (Director of Environment and Highways), Lauren Jones (Team Leader – ANPR Enforcement), Daron Mizen (Operational Manager – Highways Schemes) Jason Sherwood (Head of Regulatory Planning Enforcement), Lee Turner (Team Leader – Traffic and Road Safety), James Whiting (Team Leader – TRO's and Traffic Schemes), James Wright (Senior Officer – Traffic and Road Safety).

Agenda Item	Officer Attending
5	Lauren Jones (Team Leader – ANPR Enforcement)
6	Michael Deadman (Team Leader – TDM – South), Jason Sherwood (Head of Regulatory Planning Enforcement).
7	James Whiting (Team Leader – TRO's and Traffic Schemes), James Wright (Senior Officer – Traffic and Road Safety).
8	James Whiting (Team Leader – TRO's and Traffic Schemes)
9	James Whiting (Team Leader – TRO's and Traffic Schemes)

*The Cabinet Member considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.*

**1/25 DECLARATIONS OF INTEREST**

(Agenda No. 1)

There were none.

**2/25 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

There were two questions asked. The questions and responses can be seen in an Addendum on the meeting page on the Council's website. There were no supplementary questions.

**3/25 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3)

There were 10 requests to address the meeting with some speakers speaking on multiple items. A list of speakers can be seen below:

5. Proposed ANPR Enforcement of Moving Traffic Sites:

Cllr Donna Ford

Cllr Liam Walker

David Edward-Hughes

Paul Ardern

Dawn McGiveron

Robin Tucker

Danny Yee

6. Standing Advice – Transport Development Minor Planning Applications:

Robin Tucker

Danny Yee

7. Burford – Proposed Coach Access Restrictions, Waiting Restrictions and New Pedestrian Crossings

Peter Higgs

Luke Marion

James Barwise

**4/25 MINUTES OF THE PREVIOUS MEETING**

(Agenda No. 4)

The minutes of the meeting held on 23 January 2025 were approved and signed by the Chair as a correct record.

**5/25 PROPOSED ANPR ENFORCEMENT OF MOVING TRAFFIC SITES**

(Agenda No. 5)

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

The Chair, following a question by one of the speakers, raised the issue of the Friday Market in Sheep Street, Bicester. Officers confirmed that consultation would be undertaken with the market, along with businesses in other areas within the scheme, and that some form of exemption database was planned, should the recommendations be approved.

The Chair stated that there was no change for any kind of vehicle proposed in this report and that it would be a change of enforcement methods.

Following a question from the Chair, officers noted that it was for blue badge holders to nominate the vehicles they use.

The Chair noted the point about demographics of users of the scheme. Officers reflected upon the use of drop-ins in similar schemes and stated it would be looked at to support residents.

Following a question from the Chair, officers confirmed that fines were ring-fenced by law.

In regards to paragraph 3 of the report, officers confirmed that there were options for members of the public to report areas which, in their view, would benefit from ANPR enforcement, on the website.

The Chair welcomed the level of consultation responses and referred to several of them.

The Chair referenced several consultation responses regarding 'powered two-wheelers' without number plates and noted the difficulty of enforcing regulations with ANPR with these type of vehicles.

The Chair referred to the main points raised in the report, including signage, privacy concerns, exemptions, charity shop concerns and timings.

The Chair noted several local details, such as if the ANPR enforcement would apply to residents in the Baldons accessing properties rather than cutting through, which officers confirmed would not be.

The Chair re-iterated that consultations are opportunities to make comments on the proposals, but that they were not referendums.

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

## **RESOLVED:**

**Approve the following sites for ANPR camera enforcement, as advertised:**

- Abingdon: Bath Street – Right Turn,
- Abingdon: Stratton Way – Right Turn,
- Banbury: Rother Road – No Entry,

- Bicester: Sheep Street – No Entry,
- Bicester: Sheep Street – Pedestrian Zone,
- Didcot: Lydalls Road – No Entry,
- Didcot: Lydalls Road – One Way,
- Didcot: Station Road – Bus Gate,
- Faringdon: Market Place – No Motor Vehicles,
- Kidlington: A44 – U-Turn,
- Kidlington: High Street – Pedestrian Zone,
- Marsh Baldon: Baldon Lane – No Motor Vehicles,
- Oxford: A420 (into St Clements) – Bus Lane,
- Oxford: Barracks Lane – No Motor Vehicles,
- Oxford: North Way – U-Turn,
- Oxford: North Way – Left Turn,
- Oxford: Rectory Road – No Entry,
- Oxford: St Clements – Bus Lane,
- Oxford: West Way/Botley Road – Bus Lane,
- Witney: Market Square/High Street – No Motor Vehicles

## **6/25     STANDING ADVICE - TRANSPORT DEVELOPMENT MINOR PLANNING APPLICATIONS**

(Agenda No. 6)

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

Officers confirmed that the intention of the document, which was technical in nature rather than strategic, was to steer officers in the planning authorities in the right direction.

The Chair raised the question regarding adding car parking spaces to the recommendations alongside dwellings. Officers confirmed that they would take this point away and would form part of the drafting process.

Officers noted that the process would help the Council, as highways authority, and local planning authorities to quicken development processes.

The Chair asked to be sighted on this document through its development and officers agreed to this.

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

### **RESOLVED to:**

- a) **Approve the decision for the Highway Authority to provide Standing Advice for use by Oxfordshire's local planning authorities when determining Minor Planning Applications with five or fewer residential dwellings / units.**



- b) Delegate the approval of the Standing Advice document to the Director of Economy and Place in consultation with the Cabinet Member.**

**7/25 BURFORD - PROPOSED COACH ACCESS RESTRICTIONS, WAITING RESTRICTIONS AND NEW PEDESTRIAN CROSSINGS**  
(Agenda No. 7)

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

The Chair pointed out that the Priory Lane issue was not the only one outlined in the report and noted that there were two admirable objectives pulling in opposite directions.

The Chair referred to several of the consultation responses, regarding business trade.

Officers confirmed what the existing Traffic Regulation Order covering Priory Lane was and stated that it was not a long-term solution.

Issues were raised around the bus school services and it was stated by the bus companies that recommendations a) & d) would affect these services, in terms of school trips.

The Chair confirmed that the Local Transport Connectivity Plan (LTCP) has a governing hierarchy of: pedestrians, active travel, public transport, trade vehicles and private cars, in that order.

The Chair agreed to recommendations b), c), e), f) & g), whilst deferring recommendations a) & d) to allow for further discussion with the explicit intention of finding a suitable solution. The Chair asked for officers to start discussions now with the Town Council, local representatives and all other stakeholders.

The Chair re-iterated that if it came down to it, then the safety of children would be prioritised over tourism.

The Chair thanked officers for their work, speakers for their contributions and agreed to recommendations b), c), e), f) & g), whilst deferring recommendations a) & d).

**RESOLVED to:**

**Approve the following recommendations:**

**b) 'No Waiting at Any Time' (Double Yellow Lines) extended on the northern side adjacent to 'The Rectory'**

**c) 'No Loading at Any Time' – will be introduced alongside the extended DYLS for 22 metres adjacent to the gated access to the 'Burford Priory',**

**e) Extend the existing 'No Waiting at Any Time' (Double Yellow Lines)**

restrictions on the eastern side of Barns Lane, northwards to the southern property boundary of No.12 Barns Lane,

f) Introduce new 'No Waiting at Any Time' (Double Yellow Lines) restrictions on the eastern side of High Street, leading northwards from the northern end of the bridge over the River Windrush,

g) 'Humped' Zebra crossing on the A361 The Hill, approximately 75 metres north of the junction with Windrush Court.

Defer the following recommendations:

a) Bus & Coach restriction along the entire length of Priory Lane, (with an exemption for 'Permit Holders'),

d) Formalisation of existing 'School Keep Clear' markings on the northern side adjacent to the Burford Primary School, with 'No Stopping 8am to 5.00pm Monday to Friday' restriction,

**8/25 GREAT CLARENDON STREET, OXFORD - PROPOSED PARKING RESTRICTION AMENDMENTS**  
(Agenda No. 8)

The Chair introduced the item to the meeting.

Officers confirmed that since the report was drafted, a car club in Oxford had shown interest in re-utilising the bay as a car club bay. Officers noted the support for this approach by the local County Councillor.

Officers noted that their recommendation would therefore change to recommend a deferral to allow further discussion with the car club.

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

**RESOLVED:**

**To defer the recommendations:**

a) Approve the extension of the existing 'Pay & Display' parking bay (8.00am - 10.00pm Monday to Saturday all day Sunday) on Great Clarendon Street in Oxford, as advertised.

**9/25 OXFORD CITY, VARIOUS LOCATIONS - PROPOSED NEW AND DELETED DISABLED PERSONS PARKING PLACES (FEBRUARY 2025)**  
(Agenda No. 9)

The Chair introduced the item to the meeting.

The Chair noted how these recommendations were responses to individual circumstances.

The Chair asked if disabled people parking places were allowed both at work and at home? Officers noted that this was generally residential, but that having parking places at work and home was not uncommon.

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

**RESOLVED to:**

**Approve the following:**

**a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Oxford – Allin Close, Danvers Road, Glebelands, Goslyn Close, First Turn, Lake Street,**

**b) The proposed removal of Disabled Persons Parking Places (DPPP) at: Fane Road, Park Town.**

**c) To not approve the removal of DPPP's at the following location: Leckford Road (2 x bays).**

**10/25 PROPOSED 20MPH SPEED LIMIT - LAND EAST OF RADLEY RD, KENNINGTON**  
(Agenda No. 10)

The Chair introduced the item to the meeting.

The Chair read out a written statement submitted to the meeting.

The Chair stated this scheme was a clear application of County Council policy and guidance.

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

**RESOLVED to:**

**a) Approve the introduction of a new 20mph speed limit on all roads within 'The Lawns' residential development in Radley, as advertised.**

..... in the Chair

Date of signing .....

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Divisions Affected – All

## DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

27 MARCH 2025

### Bus Service Improvement Plan (BSIP) Delivery Plan for 2025/26

#### Report by Director for Environment & Highways

## RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- (a) **Approve the Oxfordshire Bus Service Improvement Plan (BSIP) Delivery Plan for 2025/26 and its submission to the Department for Transport; and**
- (b) **Delegate authority to the Director of Environment & Highways to approve the implementation of individual projects contained in the BSIP Delivery Plan for 2025/26 and to make any changes to the programme in consultation with the Cabinet Member for Transport Management.**

## Executive Summary

2. The Department for Transport (DfT) has allocated total bus funding of **£10,146,513** to Oxfordshire County Council for the financial year 2025/26. This is known as the **Bus Grant** and comprises both Capital and Revenue BSIP funding together with the Local Authority element of Bus Service Operators Grant (LA-BSOG).
3. The breakdown of the Bus Grant allocation for 2025/26 is as follows:
  - BSIP funding of £9,226,780 (comprised of £5,441,810 capital and £3,784,971 revenue);
  - LA-BSOG funding of £794,733; and
  - Capacity and capability grant of £125,000.
4. In addition to the above, the County Council has an estimated £2,091,324 of unspent revenue grant and £3,143,549 unspent capital grant from 2024/25 that is to be carried forward and spent in future years in line with the grant conditions.

5. The County Council is required by the DfT to produce and publish a BSIP Delivery Plan for 2025/26 by 31 March 2025. This is a condition for release of the Bus Grant funding by DfT.
6. The BSIP Delivery Plan for 2025/26 outlines how the County Council intends to spend the Oxfordshire Bus Grant and its carry over underspend from 2024/25.

## **Purpose of the Bus Grant**

7. The Bus Grant is provided to make a real difference for people across the county by improving bus services and keeping fares down. The DfT expects all Local Transport Authorities (LTAs) to provide a Delivery Plan consistent with an up-to-date BSIP, which could include but is not limited to:
  - introducing new or more frequent services, getting more people to more places;
  - creating safer and more accessible bus stops, stations and interchanges;
  - ensuring bus services are punctual and reliable for passengers;
  - improvements to the bus fleet, including introducing zero emission buses;
  - improving bus service information so people know when their bus will turn up;
  - ensuring that socially necessary services are preserved or created; and
  - local fares simplification and fares reductions.
8. The Bus Grant includes an element for capacity and capability. There is an expectation by the DfT that this will be used to ensure the Authority has the necessary skills to deliver the schemes and measures in its Delivery Plan.
9. The proposed BSIP Delivery Plan for 2025/26 has been produced in accordance with the DfT terms and conditions of the funding. The full conditions can be found in Annex 2.

## **Development and content of the Oxfordshire BSIP Delivery Plan 2025/26**

10. The BSIP Delivery Plan for 2025/26, which has been approved by Oxfordshire's Bus Enhanced Partnership Board, aligns with the ambitions of the Oxfordshire BSIP and is based on the following key objectives:
  - maintain the existing bus network;
  - make incremental improvements to core services;
  - make significant enhancements to bus stop infrastructure;
  - provide for improvements to the bus fleet; and
  - undertake design work for further bus priority enhancements.
11. Schemes were selected based on their perceived importance in improving the bus offer, as well as their deliverability within the time and budgets allowed.

12. The majority of the proposed revenue schemes are for continuation of services and fares projects which are already in operation. Should funding not be agreed for these schemes, these existing services and projects would need to be removed resulting in poorer outcomes for other communities.
13. **Summary of Revenue schemes included within the Delivery Plan:**
- Support for bus services, primarily focused on maintaining existing funded services while introducing some enhancements and a small number of new services;
  - Continuation of three existing fare schemes, including the successful countywide multi-operator tickets known as MyBus Oxfordshire;
  - Allocation of staff resources to facilitate, deliver, and administer the programme of work;
  - Provision of a countywide bus stop audit and creation of a bus stop design guide;
  - Targeted marketing and promotion initiatives; and
  - Implementation of a travel education and support scheme for school children.
14. **Summary of Capital schemes included within the Delivery Plan:**
- Installation of further traffic signal bus priority at various junctions;
  - Delivery of three bus priority schemes plus the feasibility and design work for a further two locations;
  - Countywide bus stop improvement works including new and upgraded Real Time Passenger Information (RTPI) screens;
  - Small scale improvements to Gloucester Green bus station; and
  - Establishment of a vehicle improvement fund for bus operators.
15. Other schemes from the BSIP (not included in the Delivery Plan) were considered but rejected on the basis that they were not a priority and/or not deliverable within the time and budgets allowed. They remain an aspiration for the future.
16. Suggestions received for new schemes (not included within the BSIP) were considered on the same basis as above. Such schemes may be included within a future iteration of the BSIP.
17. The full BSIP Delivery Plan is contained in Annex 1. Schemes not proposed for inclusion are contained in Annex 3.

## **Corporate Policies and Priorities**

18. The proposals are fully compliant with a range of Council policies, primarily the County Council Strategic Plan, the Local Transport & Connectivity Plan and the Oxfordshire Bus Service Improvement Plan.

19. Priority 5 of the Council's strategic priorities is to "*invest in an inclusive, integrated and sustainable transport network*". The proposals also support other strategic priorities including tackling the climate emergency and inequalities.
20. The Delivery Plan has been developed in accordance with Oxfordshire's BSIP and aligns with its primary objectives of enhancing and expanding the local bus network. This involves addressing both real and perceived barriers to bus usage, promoting sustainable travel choices, and facilitating access to essential services such as healthcare, shopping, education, employment, and training.
21. Consequently, the BSIP Delivery Plan is aligned with and directly supports the County Council's priorities for fostering an inclusive, integrated, and sustainable transportation network, contributing to making Oxfordshire a greener, fairer, and healthier county.

## **Financial Implications**

22. As a condition for release of the 2025/26 Bus Grant funding, the County Council is required by the DfT to produce and publish a BSIP Delivery Plan by 31 March 2025.
23. Total funding to be received in 2025/26 is £10,146,513, of which £5,441,810 is capital and £4,704,703 is revenue. This is accompanied by an estimated £2,091,324 of unspent revenue grant and £3,143,549 unspent capital grant that is to be carried forward and spent in future years in line with the grant conditions.
24. The BSIP Delivery Plan in Annex 1 shows how this funding is proposed to be spent. Figures provided for each scheme are best estimate budgets at this stage, however the overall spending for the programme will be managed so as not to exceed available funds.
25. Should the Delivery Plan not be submitted by 31 March 2025 as required, the DfT may withhold or withdraw the funding. This would lead to a reduction in existing bus services, withdrawal of current fares schemes and delay or cancellation of proposed capital projects.

Comments checked by:

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## **Legal Implications**

26. It is anticipated that there are no direct legal implications as a result of adopting the BSIP delivery plan for 2025/26 and submission to DfT (recommendation 1 (a)).
27. The delegation at recommendation 1 (b) for the use of the BSIP funding allocation for 2025/26 and implementation of individual projects within the BSIP



is likely to require a need for funding agreements to be drafted to both satisfy our legal requirements, as well as any terms and conditions associated with the funding which will require legal input at that time.

28. There is an intention that individual projects within the Delivery Plan which may require legal support will be considered on a case-by-case basis. Bus service contracts will be awarded in line with the Council's current procurement process via the Dynamic Purchasing System (DPS) and use of the direct award provisions available to local authorities through legislation.
29. The Bus Services Act 2017 introduced amendments to the Transport Act 2000 giving new powers to local authorities to facilitate improvements to bus services in their areas.
30. Following publication of the National Bus Strategy for England in March 2021, delivery of the strategy to transform the quality of bus services in England (outside London) is set out at a local level in the Bus Service Improvement Plan (BSIP).
31. Department for Transport guidance published in January 2024 sets out requirements for updating BSIPs.

Comments checked by: Gareth Hale

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## **Staff Implications**

32. Implementing the BSIP Delivery Plan 2025/26 will require significant staff resource.
33. There are three internal council staff roles currently fully- or part-funded through existing BSIP funding to manage and/or deliver existing bus improvement projects. The BSIP Delivery Plan for 2025/26 proposes to allocate funding to maintain these positions for a further year.
34. Funding is also proposed for an additional bus infrastructure staff resource and for supplementary administrative support.
35. If no further funding is agreed for staff resources, delivery of the measures contained within the BSIP Delivery Plan may not proceed or may be delayed.

## **Equality & Inclusion Implications**

36. An EQIA was completed in developing the BSIP Delivery Plan and concluded that this would have a positive impact on individuals and communities more broadly. The following groups would benefit in particular: younger and older people, women, those with protected characteristics of disability, race, pregnancy and maternity, people in rural locations, and those on lower incomes.
37. An EQIA for the Delivery Plan is contained in Annex 4.

## **Sustainability Implications**

38. A Climate Impact Assessment (CIA) was completed in developing the BSIP Delivery Plan and concluded that there is a positive impact. This is due to encouraging modal shift away from private car use to more sustainable means, and in the potential for further decarbonisation of the bus network.
39. A CIA for the Delivery Plan is contained in Annex 5.

## **Risk Management**

40. The principal risks associated with the BSIP Delivery Plan are:
- delayed approval of the Delivery Plan may place the identified funding at risk, and prevent the award of associated bus service contracts in August 2025;
  - there may be insufficient interest in the services to be tendered to be able to provide the required level of coverage, or prices may be unaffordable;
  - complex capital projects could be delayed and/or not completed, due to lack of design resource, increase in costs;
  - legal and procurement issues could result in delays;
  - consultation into capital projects could result in objections;
  - recruitment to posts may not be successful; and
  - costs of tendered services and/or other projects such as the MyBus scheme could be higher than expected.
41. These risks can be mitigated by:
- approval of the recommendations in this report;
  - taking the proposed approach of prioritising the continuation of existing revenue and capital projects, which have already been established;

- providing a sufficient mobilisation period both for tender returns and for the period between award and contract start date, to maximise the level of potential interest;
  - offering contracts for two years instead of one, to maximise value for money to the Council;
  - working with colleagues across the Council to ensure that sufficient resources are available to pursue the proposed projects in a timely manner;
  - early engagement with legal and procurement teams to identify any potential issues at the start of the project;
  - providing sufficient communications support to effectively convey the benefits of the proposals to the public, including co-production where appropriate;
  - an effective and timely approach to recruitment; and
  - robustly monitoring costs throughout the life of the Delivery Plan and making adjustments to projects if required.
42. Individual project managers will be responsible for identifying and mitigating against any risks for their schemes. In addition to this, the Oxfordshire Enhanced Partnership Board (consisting of representatives from County Council, bus operators and other partners) maintains a Risk Register for all schemes and activities associated with the partnership.

## **Consultations**

43. Consultation and stakeholder engagement was undertaken during March and April 2024 in developing the latest version of the Oxfordshire BSIP. This was used to shape the aspirations and proposals contained within from which the Delivery Plan 2025/26 has been prepared.
44. Council officers, bus operators, bus user group representatives and other parties have been involved in putting together and reviewing the Delivery Plan and have indicated their support.
45. Some schemes will need to undergo the standard processes for scheme development and public consultations, particularly larger bus priority schemes. This will provide opportunities for further stakeholder and public review and input.
46. The Council uses best endeavours to consult on new bus service contracts when possible within available timescales, where substantial changes may be made or where there is more than one option available.

**Paul Fermer**  
**Director for Environment & Highways**

Annex 1: Oxfordshire BSIP Delivery Plan 2025/26  
Annex 2: Funding terms of the 2025/26 Bus Grant  
Annex 3: Schemes not proposed for inclusion  
Annex 4: Equalities Impact Assessment (EQIA)  
Annex 5: Climate Impact Assessment (CIA)

Background papers: [Oxfordshire Bus Service Improvement Plan](#) (Published June 2024)

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March 2025

Oxfordshire County Council Bus Service Improvement Delivery Plan 2025-26																
Category of scheme/measure	Name of scheme/measure	Additional description of scheme/measure (including intended beneficial outcomes)	Target delivery date	Budget/estimated cost (£k)			(of which) 2025-26 Bus Grant (£k)			(of which) previous years' DfT BSIP funding (£k)			(of which) Other funding (£k)			Notes on other funding sources (identifying non-BSIP funding)
				Capital	Revenue	Total	Capital	Revenue	Total	Capital	Revenue	Total	Capital	Revenue	Total	
Bus priority infrastructure	(OXF01BCB) Banbury - Cherwell Street Bus Lane	Continuation of existing BSIP funded scheme. This scheme constitutes measures to improve bus journey times from the current George Street / Cherwell Street Junction, into the town center, to the Cherwell Street / Bridge Street junction.	31/03/2026	1,681	0	1,681	0	0	0	1,681	0	1,681	0	0	0	
Bus priority infrastructure	(OXF01COT) Connecting Oxfordshire - Traffic Filters with bus priority	Continuation of existing BSIP funded scheme. The installation of 6 'Traffic Filters' at strategic points across Oxford to limit through-traffic when travelling by certain modes of transport. The traffic reductions from these filters will make bus journeys faster, more reliable and allow for new and improved bus routes.	Delivery expected after August 2026 (subject to re-opening of Botley Road by Network Rail)	689	0	689	0	0	0	689	0	689	0	0	0	
Bus priority infrastructure	(OXF01CSU) Countywide Traffic Signals Upgrade	Continuation of existing BSIP funded scheme. Delivery of smart traffic signals which detect the approach of buses to key junctions and change the signaling sequence to provide approaching buses with priority, enabling buses to run faster and more reliably.	31/03/2026	773	0	773	0	0	0	773	0	773	0	0	0	
Other infrastructure	(OXF02RTI) Real time information	Continuation of existing BSIP funded scheme. A targeted programme of new and upgraded RTPI displays at bus stops and key public transport hubs and interchanges across Oxfordshire.	30/09/2025	0	0	0	0	0	0	0	0	0	0	0	0	No further funds required. Remaining units have already been purchased they only require installation.
Bus priority infrastructure	Traffic signal priority for buses 2025/26 programme	Delivery of smart traffic signals which detect the approach of buses to key junctions and change the signaling sequence to provide approaching buses with priority, enabling buses to run faster and more reliably. Sites in scope expected to include: 1 X site refurb (F202 - Rose Hill Roundabout); 4 X site upgrades (F393, F401, F014, F058) and possible site removals (F318, F270). It also includes a Fusion upgrade to the UTC/SCOOT backend for 4 x regions.	31/03/2026	935	0	935	935	0	935	0	0	0	0	0	0	
Bus priority infrastructure	Churchill Dr/Old St Junction Improvements	Develop proposals and implement an ANPR enforced left turn ban onto Old Road from Churchill Drive. Expected to lead to a 20% traffic reduction (between 3pm & 6pm) reducing bus delays and improving bus journey times and reliability.	31/03/2026	60	0	60	60	0	60	0	0	0	0	0	0	
Bus priority infrastructure	John Radcliffe Hospital bus priority	Develop and implement (where able within budget and timescales) proposals to improve bus priority within the John Radcliffe hospital site. This could include exploring opportunities for the creation of an integrated interchange/mobility hub on-site and improvements to the passenger waiting environment. Scheme aims to speed up journey times, increase reliability and generally improve the bus offer to/from the JR Hospital.	31/03/2026	400	0	400	400	0	400	0	0	0	0	0	0	
Bus priority infrastructure	Steventon Lights Scheme - implementation	To enable completion of the existing A4130 Steventon Lights scheme which faces a shortfall as a result of finalisation for detailed designs and inflationary cost increases. Scheme aims to provide improved bus journey time savings and reliability and includes the provision of an eastbound bus lane.	01/06/2026	5,188	0	5,188	500	0	500	0	0	0	4,688	0	4,688	Remainder of the cost for this scheme is being funded from s106 and City Deal
Other infrastructure	RTI upgrades and improvements 2025/26 programme	A targeted programme of new and upgraded RTPI displays at bus stops and key public transport hubs and interchanges across Oxfordshire. Expected to include: Improvements to display signage; full roll-out of REACT enabled 'talking bus stop' facilities; new displays at 70 sites; and incorporation of smaller local bus and community transport services within scope of the core RTPI system. Together these will increase the percentage of RTPI enabled bus stops in Oxford to over 50% of the shelter total and support patronage growth and enhancements to service frequencies.	31/03/2026	1,004	0	1,004	1,004	0	1,004	0	0	0	0	0	0	
Development of future proposals	Benson Lane Crowmarsh bus only right turn to A4074 - scheme development	Develop proposals for a signalised right-turn for buses off the southbound A4074, into Benson Lane. Scheme aims to provide faster and more reliable services, better bus access to employment site at Howbery Park and enable easier to understand services, with consistent routing in both directions. It is anticipated that these plans will enable implementation in 2026/27 under a future BSIP allocation.	31/03/2026	100	0	100	100	0	100	0	0	0	0	0	0	
Development of future proposals	Horspath Driftway queue relocation - scheme development	Develop proposals to relocate northbound AM peak queues in the Slade to a "stacking lane" on the Eastern Bypass and Horspath Driftway. Also investigate potential for outbound capacity improvements Horspath Driftway > Eastern Bypass, to reduce southbound PM peak queuing in the Slade. Scheme aims to speed up bus journey times and increase reliability in the Slade. It is anticipated that these plans will enable implementation in 2026/27 under a future BSIP allocation.	31/03/2026	100	0	100	100	0	100	0	0	0	0	0	0	

Bus stops/stations/interchanges	Gloucester Green bus station small scale improvements	Small scale improvements to Gloucester Green Bus Station. This is likely to include: decluttering, new signage, paving repairs, seating, lighting, refresh street furniture, improve cycle parking, redecorate the public waiting area, and install new RTP1 departure screens. Combined, these improvements will significantly improve the passenger experience at the bus station.	31/03/2026	250	0	250	250	0	250	0	0	0	0	0	0	
Bus stops/stations/interchanges	Bus stop installation and upgrades 2025/26 programme	Improve bus stops to a Premium Route standard between Wallingford and the county border near Reading, in Bicester, Science Vale, the Banbury to Stratford routes, Wantage/Grove, and revinyling of S6 & S9 route flags to include Cumnor Hill. Scheme aims to improve the passenger waiting experience at specified bus stops.	31/03/2026	575	0	575	575	0	575	0	0	0	0	0	0	
Bus stops/stations/interchanges	Great Bourton bus laybys	The creation of new bus laybys on A423 to enable buses to serve the new development. To be match funded by the developer.	31/03/2026	150	0	75	75	0	75	0	0	0	75	0	75	From the Developer (match funded).
Vehicles	Vehicle Improvement Fund	Provision of a Vehicle Improvement Fund that operators can apply for a funding contribution towards vehicle improvements that will either improve the passenger experience or contribute towards decarbonisation of the bus network. For example new vehicles, retrofits, installing or upgrading on board technology such as tap on/tap off readers.	31/03/2026	1,443	0	1,443	1,443	0	1,443	0	0	0	0	0	0	
Simpler/more affordable fares	MyBus Oxfordshire ticketing scheme	To continue provision of the successful MyBus Oxfordshire countywide multi operator day and week tickets for up to a further year as budgets allow. The scheme offers passengers simpler and better value fares, particularly for young people.	01/04/2025	0	700	700	0	700	700	0	0	0	0	0	0	
Simpler/more affordable fares	Reduced Sunday fares in December	To offer reduced price single fares on Sundays in December 2025 across the County. This builds on the previous £1 Sundays offer in 2023 and 2024. This scheme provides passengers with better value fares, boosts the Sunday economy and reduces congestion during the busy festive season.	07/12/2025	0	110	110	0	110	110	0	0	0	0	0	0	
Simpler/more affordable fares	Asylum seekers bus pass scheme	12 month extension of an existing pilot scheme to provide free bus travel for asylum seekers living in Oxford. The scheme helps to break down mobility barriers that limit asylum seekers' access to essential services and community life.	01/04/2025	0	100	100	0	100	100	0	0	0	0	0	0	
Bus stops/stations/interchanges	Countywide bus stop audit	To undertake a countywide bus stop audit in order to build an up to date and complete database listing the facilities and accessibility standards of all bus stops. This will identify where improvements are needed to bring bus stops up to a consistent standard, ultimately leading to an improved passenger waiting experience and better access for all.	31/03/2026	0	150	150	0	150	150	0	0	0	0	0	0	
Bus stops/stations/interchanges	Oxfordshire Bus Stop Design Guide	To produce an Oxfordshire Bus Stop Design Guide outlining new standards for bus stops across the County in accordance with usage levels. This combined with the results of the bus stop audit, will enable development of a programme of future upgrade works, ultimately leading to an improved passenger waiting experience and better access for all.	31/03/2026	0	15	15	0	15	15	0	0	0	0	0	0	
Other	Countywide pinch point analysis	The pinch point analysis assesses the impact of hot spot junctions on bus reliability and speed which enables prioritisation of sites for further bus priority improvements. In addition the results will be compared with the previous pinch point analysis to measure the impact of interventions made within the last two years.	31/03/2026	0	75	75	0	75	75	0	0	0	0	0	0	
Other	Using the bus support & education scheme pilot	A pilot education and support scheme for school children to increase their confidence in using the bus. The scheme aims to encourage greater bus use by those children both for now and for the future.	31/03/2026	0	20	20	0	20	20	0	0	0	0	0	0	
Improved information, marketing	Targeted marketing and promotion initiatives	Targeted marketing and promotion initiatives to raise awareness of and to provide better bus passenger information. This is likely to include but not be limited to: marketing of a new improved passenger charter, the partnership website, new bus maps, provision of better signage and marketing materials in specific locations.	31/03/2026	0	10	10	0	10	10	0	0	0	0	0	0	
LTA delivery/admin costs	Staff resources to support BSIP Delivery Plan and EP activities	To maintain existing BSIP funded positions and bring in additional staff support for bus stop infrastructure, administration, and maintenance of the partnership website.	01/04/2025	0	192	192	0	192	192	0	0	0	0	0	0	
Bus service support/network development	Fleet Support	Continuation of existing BSOG support for internal fleet service including provision of community transport services and local bus routes.	01/04/2025	0	419	419	0	419	419	0	0	0	0	0	0	
Bus service support/network development	46 Wheatley - Cowley	Continuation of existing BSIP funded scheme. Hourly service Monday to Friday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	150	150	0	48	48	0	103	103	0	0	0	

Bus service support/network development	63 Southmoor - Appleton - Oxford	Continuation of existing BSIP funded scheme. Peak and off peak service Monday to Friday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	449	449	0	231	231	0	219	219	0	0	0	
Bus service support/network development	24 Bicester - Kirtlington - Oxford	Continuation of existing BSIP funded scheme. Peak and off peak service Monday to Saturday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	302	302	0	122	122	0	181	181	0	0	0	
Bus service support/network development	94/94A Harwell Campus/Blewbury - Didcot	Continuation of existing BSIP funded scheme. Hourly service Monday to Saturday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	369	369	0	189	189	0	179	179	0	0	0	
Bus service support/network development	500 Bicester - Brackley	Continuation of existing BSIP funded scheme. Hourly service Monday to Saturday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	576	576	0	294	294	0	282	282	0	0	0	
Bus service support/network development	X34 Harwell Campus - Newbury	Continuation of existing BSIP funded scheme. Hourly service Monday to Saturday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	293	293	0	129	129	0	124	124	0	40	40	From West Berkshire Council
Bus service support/network development	64 Witney - Carterton - Swindon	Continuation of existing BSIP funded scheme. Peak and off peak service Monday to Saturday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	143	143	0	21	21	0	121	121	0	0	0	
Bus service support/network development	25 Sonning Common - Reading	Continuation of existing BSIP funded scheme. Improvement to half hourly Monday to Saturday plus additional evening and Sunday journeys. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	177	177	0	0	0	0	177	177	0	0	0	
Bus service support/network development	700 Kidlington - Headington - Thornhill	Continuation of existing BSIP funded scheme. Various elements inc. de-minimis. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	434	434	0	0	0	0	199	199	0	235	235	Part funded from held BSOG.
Bus service support/network development	S2X Carterton - Oxford	Continuation of existing BSIP funded scheme. Peak express service Monday to Friday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	87	87	0	13	13	0	74	74	0	0	0	
Bus service support/network development	X4 Banbury - Kidlington - Oxford	Continuation of existing BSIP funded scheme. Peak express service Monday to Friday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	143	143	0	0	0	0	143	143	0	0	0	
Bus service support/network development	Oxford Botley Road/Oxford support	Continuation of existing BSIP funded scheme. Various services in/around Oxford. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	412	412	0	122	122	0	290	290	0	0	0	
Bus service support/network development	21 Bicester town service	Continuation of half hourly service Monday to Saturday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	131	131	0	131	131	0	0	0	0	0	0	
Bus service support/network development	S3 Chipping Norton - (Charlbury) - Woodstock	Continuation of hourly service Monday to Saturday from Chipping Norton / Charlbury, hourly service Sunday from Chipping Norton. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	256	256	0	256	256	0	0	0	0	0	0	
Bus service support/network development	S4 Banbury - Oxford	Continuation of hourly service Monday to Saturday, 90 mins on Sunday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	94	94	0	94	94	0	0	0	0	0	0	
Bus service support/network development	14 Risinghurst - Headington - Oxford	Continuation of half hourly service Headington-Oxford daily, hourly from Risinghurst. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	185	185	0	185	185	0	0	0	0	0	0	
Bus service support/network development	X9 Chipping Norton - Witney	Continuation of hourly service Monday to Saturday, two hourly Sunday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	170	170	0	170	170	0	0	0	0	0	0	
Bus service support/network development	200 Daventry - Banbury	Continuation of hourly service Monday to Saturday. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	172	172	0	86	86	0	0	0	0	86	86	50% funded by West Northamptonshire Council
Bus service support/network development	29/H5 Bicester - Arncott/Headington	Continuation of half hourly service Monday to Saturday to Ambrosden, then hourly to Arncott/JR Hospital. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	330	330	0	165	165	0	0	0	0	165	165	50% funded by S106
Bus service support/network development	ST1 Oxford - Harwell Campus	Continuation of hourly service Monday to Friday, with additional peak journeys. Enables an improved bus offer to passengers and encourages greater bus use.	01/04/2025	0	180	180	0	90	90	0	0	0	0	90	90	50% funded by Harwell Campus
Bus service support/network development	X40 Oxford - Wallingford - Reading	New half hourly service on Sundays and improved night service. Enables an improved bus offer to passengers and encourages greater bus use.	31/07/2025	0	85	85	0	85	85	0	0	0	0	0	0	
Bus service support/network development	44 Oxford - Cumnor - Abingdon	New Saturday evening service. Enables an improved bus offer to passengers and encourages greater bus use.	18/05/2025	0	30	30	0	30	30	0	0	0	0	0	0	
Bus service support/network development	X32 Didcot - Oxford - JR Hospital	Improvement to 20 mins Monday to Saturday. Enables an improved bus offer to passengers and encourages greater bus use.	30/08/2025	0	280	280	0	140	140	0	0	0	0	140	140	50% funded by MEPC (Milton Park)

Bus service support/network development	Cotswolds/West Oxfordshire - various services	Improvements to and/or introduction of Sunday services in the Cotswolds/West Oxfordshire region in partnership with neighbouring local transport authorities. Improvements will include the 801 Chipping Norton - Cheltenham and the S2 Cheltenham - Witney - Oxford. Enables an improved bus offer to passengers and encourages greater bus use.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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## **Annex A: The use of 2025/2026 Bus Grant for LAs**

### Purpose of the Grant

1. This new Bus Grant is provided to make a real difference for people across the country by improving bus services and keeping fares down. The Department for Transport expects all LTAs to provide a Delivery Plan consistent with an up-to-date BSIP. This could include but is not limited to:
  - introducing new or more frequent services, getting more people to more places;
  - creating safer and more accessible bus stops, stations and interchanges;
  - ensuring bus services are punctual and reliable for passengers;
  - improvements to the bus fleet, including introducing zero emission buses;
  - improving bus service information so people know when their bus will turn up;
  - ensuring that socially necessary services are preserved or created; and
  - local fares simplification and fares reductions.

### Development of a Delivery Plan

2. The allocation of the 2025/26 Bus Grant will enable an Authority to identify which of its schemes it can afford to deliver. This could include the continuation or completion of schemes and measures in its existing BSIP delivery programme, and/or the commencement of new schemes and measures.
3. Authorities are asked to start work on their 2025/26 Delivery Plan for submission to the Department by 31 March 2025 using a template (a copy is enclosed).
4. Authorities are encouraged and welcome to produce and publish a Bus Service Improvement Plan (BSIP) in 2025-26 (if they wish to do so). However, we expect all Authorities to have published a 2024 BSIP. Updated BSIP Guidance will be issued, which will reflect the Government's policy priorities including wider transport integration.
5. The release of 2025/26 BSIP funding will be conditional on submitting to the Department a Delivery Plan and a weblink to a published BSIP (which may be the 2024 BSIP). The BSIP should be a public document for anyone to read and must be published on the LTA's own website in an easy-to-find web location which is notified to the Department.

### Capital investment

6. The purpose of the capital element of the Bus Grant is to fund investment in capital assets which support delivery of the vision set out in the Authority's BSIP. All spending using this funding must meet the definition of the allowable use of capital

funding as determined by the Authority's own Chief Finance Officer (sometimes known as the 's151 officer').

7. As is established practice within the sector, and subject to the caveat above, the development costs of capital schemes can be 'capitalised' into the overall scheme cost and are an allowable use of capital funding.
8. The scope of capital investment should typically include schemes which deliver the Authority's ambitions as set out in its published Bus Service Improvement Plan produced following engagement with local bus operators and any lower-tier local authorities, as well as maintain and enhance the financial sustainability of its bus network, including but not limited to:
  - bus priority infrastructure that delivers faster and more reliable services on key bus routes and corridors;
  - new improved and safer bus stops and shelters, stations and interchanges;
  - equipment that improves bus ticketing, information and network identity, and vehicles;
  - support the purchase of Zero Emission Buses and/or infrastructure.

#### *Wider highways, public realm and safer streets schemes*

9. We encourage the use of capital funding as a contribution to wider funding packages for improvement schemes for safer streets, road corridors, road junctions, neighbourhood or town centre public realm that deliver a holistic design solution to the needs of all users of the street space, but it is important that all capital investment should benefit bus services and bus passengers in some demonstrable way. It is up to LTAs to strike this balance and take the necessary decisions accordingly.

#### *Purchase of vehicles and on-board equipment, including Zero Emission Buses*

10. Capital investment using the Bus Grant for LAs may be used to:
  - (a) support bus operators to purchase zero emission buses and/or infrastructure
  - (b) fund new Zero Emission Bus projects in an Authority that has previously received bus funding, but not to top up an existing DfT-subsidised ZEBRA project.

Please note that Zero Emission Bus Grants should not replace commercial investment that is the usual responsibility of bus operators.

#### Revenue expenditure

11. The purpose of the revenue elements of the Bus Grant is to fund expenditure that supports delivery of the vision set out in the Authority's BSIP but does not result in the purchase or delivery of capital assets.

12. This should typically include schemes and measures such as:

- Network development: enhanced bus service levels and network coverage, including frequency, hours of operation (times of day, days of the week), bus service support, new and restored routes and simplification of the fixed route network.
- Simpler and more affordable fares, including local fares promotions and schemes, as set out in the section below.
- Safety and security: investment in programmes to address anti-social behaviour, through the Transport Security Officers, and deliver buses and bus waiting facilities which are safe and are seen as safe.
- Bus information and network identity.
- Accessibility and inclusion.
- Delivery of Bus Passenger Charters.
- Development of future proposals, including for long-term network transformation.

13. The Bus Grant for LAs includes an element for capacity & capability. Authorities have the flexibility to use all or part of this fund; or to supplement it from the BSIP or LA-BSOG elements. However, there is an expectation that it will be used to ensure the Authority has the necessary skills to deliver the schemes and measures in its Delivery Plan, either through the Bus Centre of Excellence, recruitment campaigns or external contractors.

14. The Bus Grant for LAs may be used for feasibility and preparatory work for considering any move towards bus franchising, the establishment of local authority-owned bus companies or the strengthening of bus Enhanced Partnerships, in line with Government policy on empowering LTAs to take control of their bus networks and in anticipation of forthcoming legislation to make franchising easier and cheaper to accomplish and to facilitate the creation of new local authority bus companies.

15. With the Bus Grant for LAs now allocated, there is an opportunity for Authorities to consider all the priority ambitions and proposals in their BSIP and determine which are the priorities for 2025/26 in terms of being affordable, deliverable, and offering attractive value for money, and will therefore form part of its Delivery Plan.

#### *Use of 2025/26 BSIP funding for network development*

16. Every LTA's 2024 BSIP should have:

- mapped and categorised the existing bus route network by type of service, including defining the areas where non-fixed route provision is to be sought;

- set out credible short and long term ambitions for service level standards for each category of route, including for frequency and hours of operation by time of day/day of week;
- set out prioritised ambitions for network simplification and enhanced network coverage, including both for new/restored fixed routes and for other innovative forms of provision where fixed routes are unlikely to ever to be good value for money.

17. As has been the established practice in the BSIP programme, it is acceptable to use the 2025/26 Bus Grant to safeguard service provision in circumstances where services formerly being operated commercially are at risk of being deregistered, where this is a priority and offers value for money.

18. The Department strongly encourages the use of Bus Grant funding by March 2026 in order to deliver benefits to passengers and communities as quickly as possible. It is recognised that it will not always be fully possible to do so, or to do so in a value for money manner, given the lead times on capital projects and usual lengths of tendered bus service contracts. Where absolutely necessary funding can therefore be carried forward into 2026/27. As the Department cannot provide funding in advance of need this is only appropriate where you are satisfied that without having received the payment in 2025/26 your Authority would not have been able to progress Delivery Plans or enter into contracts (either in absolute terms or at an appropriate cost and value for money). In all cases we would expect a contractual or other significant commitment to have been entered into for the full use of the funding by March 2026. You should maintain a clear record of the rationale for, and where relevant VfM or cost benefits achieved by, and decisions to use this funding beyond 2025/26 – which should be signed off by your s151 officer. A copy of any such record should be submitted with your next quarterly return when it is created or amended. A Project Adjustment Request would need to be submitted to the Department for any delivery beyond March 2027.

#### *Use of 2025/26 BSIP funding for fares schemes*

19. The delivery of simpler and more affordable bus fares is a core objective of both the existing phases of BSIP funding and the new Bus Grant. Authorities are encouraged to consider local objectives for bus fares and to determine what is affordable, deliverable and offers value for money. This includes looking at not just single fares but also the overall structure and range of fares products across all operators in their area including one day, weekly, monthly and annual season tickets, carnet or multi-buy discounts. In particular, Authorities are encouraged to consider the fares discounts on offer to young people.

20. Authorities may use their Bus Grant funding to enter into local agreements with operators to set a single fare cap below that set by the £3 National Bus Fare Cap

scheme (NBFC), if LTAs deem this to be their priority and it is affordable and value for money. To protect bus passengers, no single bus fare on routes included in the £3 NBFC in 2025 will exceed £3, and fares less than £3 will only be allowed to increase by inflation. The £3 NBFC is expected to end in December 2025. LTAs should collaborate with DfT to ensure there is no conflict with the £3 NBFC nor any double funding as a result of any local agreements with operators.

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## Annex 3: Schemes not included

1. This Annex lists schemes not included in the 2025/26 BSIP Delivery Plan, and which are not specifically listed elsewhere (such as in the BSIP document itself).
2. It is not intended to be exhaustive but provides an indication to the Cabinet Member for Transport Management of some of the alternative proposals made during the development of the Plan.
3. Table 1 below details the proposers of the scheme, brief details and costs (where available) and explains the reasons why the scheme is not proposed for inclusion.

Table 1: Schemes not included

Proposer	Scheme	Reason for rejection
Go Ahead Group	Enhancement of service 45 (Cowley – Abingdon), extension to Oxford	Existing service S106 funded and continuation not guaranteed Considerable duplication with other services
	X15 (Witney – Abingdon) evening and Sunday services	Existing service S106 funded and significant improvements already made recently Cost of £160k p.a. prohibitive for level of service received
	Continuation of service to Harcourt Hill/Westminster Way, Botley	Once Oxford Brookes University has vacated site, difficult to identify demand Part of Westminster Way served by route 4A, which would be made more commercial
	Enhancement of service 64 (Witney – Swindon) to up to 8 journeys per day	Service intended to be merged with service S2X in 2026
	Improvement of service 44 (Oxford – Abingdon) to every 30 mins	Cost of £300k per annum is prohibitive Not considered to be viable during Botley Road closure
	Abingdon – Harwell Campus off-peak direct service	Cost of £280k p.a. prohibitive Peak service exists, experience elsewhere suggests caters for majority of demand Connections available

	Next stop audio-visual (AV) equipment	Legal requirement for operators to fit AV by October 2026 in any event
Stagecoach	Enhancement to service S3 between Yarnton and Oxford to every 15 mins	Cost of £402k p.a. prohibitive, already reasonable service level Developer funding available in medium future for service improvements
	Enhancement to service S2 (Oxford – Cheltenham) to every 60 mins	Cost of £700k p.a. prohibitive
	Reinstatement of service 7A (Yarnton – Oxford)	Demand considered to be insufficient at present time Developer funding available in medium future for service improvements
	Next stop audio-visual (AV) equipment	Legal requirement for operators to fit AV by October 2026 in any event
Sustainable Southmoor Road Group	Provision of a bus service between Cutteslowe, Jericho, City Centre and Botley <i>(subject of petition)</i>	Almost all residences within 800m of alternative frequent bus corridors Cost of >£300k p.a. for reasonable service level prohibitive Sets precedent for unaffordable 'neighbourhood' services Potential for consideration as part of WPL/ZEZ/traffic filter-related funding
Oxford & District Labour Party	Provision of a minibus service around Cowley <i>(subject of petition)</i>	Almost all residences within 800m of alternative frequent bus corridors Cost of >£300k p.a. prohibitive Sets precedent for unaffordable 'neighbourhood' services Potential for consideration as part of WPL/ZEZ/traffic filter-related funding
Oxford & District Labour Party	Extension of service 3/3A to Oxford railway station <i>(subject of petition)</i>	Frequent services already operate between Oxford city centre and station Cost of >£200k p.a. prohibitive in this context



		Potential for consideration as part of WPL/ZEZ/traffic filter-related funding
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4. The Cabinet Member for Transport Management may wish to consider inclusion of any of the above schemes in the BSIP Delivery Plan. If that is the case, then currently included projects of equivalent value will no longer be able to go ahead.
5. **Should the Cabinet Member decide to include any of the schemes indicated above, approval is sought to delegate decisions on which schemes of equivalent value should be deleted to the Director of Environment & Highways.**

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# **Oxfordshire County Council**

## **Equalities Impact Assessment**

Oxfordshire Bus Service Improvement Plan (BSIP) Delivery Plan for 2025/26

12/03/2025

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment and Place, Transport Policy.
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	The proposed Oxfordshire Bus Service Improvement Plan (BSIP) Delivery Plan for 2025/26
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b>  Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The BSIP vision, aims and Delivery Plan all share the central aims of improving and growing the local bus network.</p> <p>The Delivery Plan includes schemes to break down the barriers (real or perceived) to bus use, encouraging people to travel in a more sustainable way and enabling people to access important services (healthcare, shopping, education, employment, training).</p> <p>The BSIP Delivery Plan is therefore considered to have a positive impact on individuals and communities more broadly. Some of the expected benefits are reduced congestion, improved accessibility, improved air quality and a stronger commercial bus network for Oxfordshire.</p> <p>There are considered to be no negative impacts from an EIA standpoint.</p>
<b>Completed By</b>	Katharine Broomfield
<b>Authorised By</b>	Melissa Goodacre
<b>Date of Assessment</b>	12/03/2025

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Department for Transport (DfT) has allocated total bus funding of £10,146,513 to Oxfordshire County Council for the financial year 2025/26. This is known as the Bus Grant and comprises both Capital and Revenue BSIP funding together with the Local Authority element of Bus Service Operators Grant (LA-BSOG).</p> <p>The County Council is required by the DfT to produce and publish a BSIP Delivery Plan for 2025/26 by 31 March 2025. This is a condition for release of the Bus Grant funding by DfT.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Delivery Plan aligns with the ambitions of the Oxfordshire BSIP and is based on the following key objectives:</p> <ul style="list-style-type: none"> <li>* maintain the existing bus network;</li> <li>* make incremental improvements to core services;</li> <li>* make significant enhancements to bus stop infrastructure;</li> <li>* provide for improvements to the bus fleet; and</li> <li>* undertake design work for further bus priority enhancements.</li> </ul> <p>The Delivery Plan has been approved by Oxfordshire's Bus Enhanced Partnership Board and aligns with the ambitions of the Oxfordshire BSIP. Schemes were selected based on their perceived urgency and importance in improving the bus offer, as well as their deliverability within the time and budgets allowed.</p>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>Consultation and stakeholder engagement was undertaken during March and April 2024 in developing the latest version of the Oxfordshire BSIP. This was used to shape the aspirations and proposals contained within from which the Delivery Plan 2025/26 has been prepared.</p>

<p>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>Council officers, bus operators, bus user group representatives and other parties have been involved in putting together and reviewing the Delivery Plan and have indicated their support.</p> <p>There is research that indicates certain groups are statistically more reliant on bus and are therefore more frequent bus users. These include younger and older people, women, those with protected characteristics of disability, race, pregnancy and maternity, people in rural locations, and those on lower incomes. All these groups will therefore benefit from improvements proposed in the updated BSIP.</p> <p>Buses can help reduce congestion, improve air quality, and enhance road safety, which are all factors that affect the quality of life and well-being of residents and visitors.</p> <p>As evidenced in numerous texts, reducing car journeys is fundamental in enabling us to achieve global climate targets of limiting the global temperature increase to 1.5 degrees. A fully loaded double decker bus can take 75 cars off the road. In this sense all buses can be viewed as 'green' regardless of how they are fuelled or emissions levels.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Producing a Delivery Plan is a condition for receipt of the 25/26 Bus Grant funding. Not receiving this funding would result in the inability to deliver on proposed bus improvement schemes this year and therefore was rejected as an option.</p> <p>Schemes were selected based on their perceived urgency and importance in improving the bus offer, as well as their deliverability within the time and budgets allowed.</p>

**Section 3: Impact Assessment - Protected Characteristics**



Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Age</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Younger and older people are statistically more likely to rely on buses. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People with disabilities are statistically more likely to rely on buses. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.

<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Women are statistically more likely to rely on buses. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Race</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Black, Asian, and minority ethnic (BAME) households tend to have the highest rates of poverty and are therefore statistically more likely to rely on buses. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Sex</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Women are statistically more likely to rely on buses. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.

<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Religion or Belief</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could be impacted positively through improved services supporting access to religious events or places of worship.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.

### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
<b>Rural communities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The impacts of transport poverty are worst for poor people in rural areas. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Carers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers are likely to be unpaid or on low income and therefore would benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Areas of deprivation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Those on lower incomes are statistically more likely to rely on buses. In addition, access	To consider this group when developing the	Technical Lead for Bus Service	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs

<b>Additional community impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner</b> (* Job Title, Organisation)	<b>Timescale and monitoring arrangements</b>
				to work is greatly improved by more accessible and affordable public transport opportunities. Therefore this group will benefit from improvements to bus services and access.	details of schemes within the Delivery Plan.	Improvement (OCC)	including satisfaction both for bus users and non users.

### Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Staff</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Access to work is greatly improved by more accessible and affordable public transport opportunities. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Buses provide affordable, accessible, and reliable transportation, especially for those who may not have other options. They connect people to jobs and customers to businesses, facilitate access to education and essential services, promote social inclusion, and contribute to environmental improvements by encouraging a shift from private to public transport.	None	Technical Lead for Bus Service Improvement (OCC)	N/A

## 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.

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

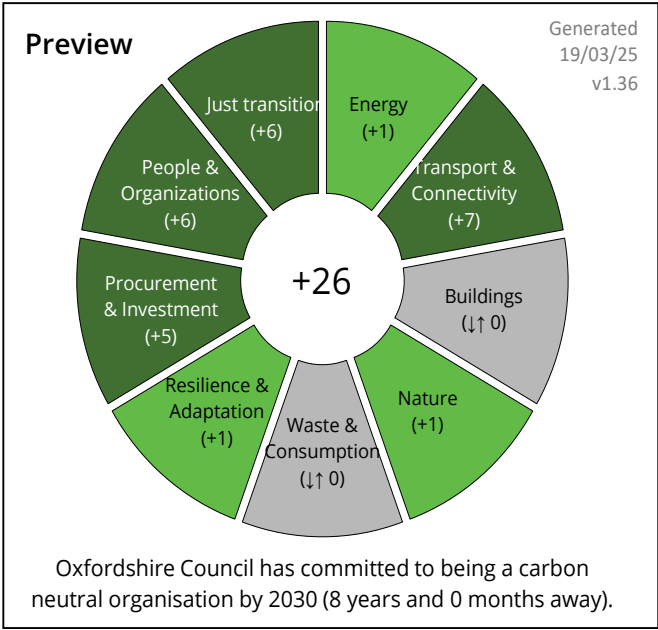
<b>Review Date</b>	Overall there are not thought to be any negative impacts on the above groups, so therefore this will be monitored on an on-going basis as schemes develop. In some cases, a scheme specific EIA may be completed.
<b>Person Responsible for Review</b>	Technical Lead Bus Service Improvement
<b>Authorised By</b>	Melissa Goodacre, Sustainable Transport Manager



# Climate Impact Assessment

## Summary

Directorate and Service Area	Environment and Place, Transport Policy.
What is being assessed	Oxfordshire Bus Service Improvement Plan (BSIP) Delivery Plan for 2025/26
Is this a new or existing function or policy?	Existing
Summary of assessment	The Delivery Plan aligns with the ambitions of the Oxfordshire BSIP and is based on the following key objectives: maintain the existing bus network; make incremental improvements to core services; make significant enhancements to bus stop infrastructure; provide for improvements to the bus fleet; and undertake design work for further bus priority enhancements.
Completed by	Katharine Broomfield
Climate action sign off by	TBC
Director sign off by	TBC
Assessment date	11.03.2025



Detail of proposal

Context / Background	<p>The Department for Transport (DfT) has allocated total bus funding of £10,146,513 to Oxfordshire County Council for the financial year 2025/26. This is known as the Bus Grant and comprises both Capital and Revenue BSIP funding together with the Local Authority element of Bus Service Operators Grant (LA-BSOG). The County Council is required by the DfT to produce and publish a BSIP Delivery Plan for 2025/26 by 31 March 2025. This is a condition for release of the Bus Grant funding by DfT.</p>
Proposal	<p>The Delivery Plan aligns with the ambitions of the Oxfordshire BSIP and is based on the following key objectives:</p> <ul style="list-style-type: none"><li>* maintain the existing bus network;</li><li>* make incremental improvements to core services;</li><li>* make significant enhancements to bus stop infrastructure;</li><li>* provide for improvements to the bus fleet; and</li><li>* undertake design work for further bus priority enhancements.</li></ul> <p>The Delivery Plan has been approved by Oxfordshire’s Bus Enhanced Partnership Board and aligns with the ambitions of the Oxfordshire BSIP. Schemes were selected based on their perceived urgency and importance in improving the bus offer, as well as their deliverability within the time and budgets allowed.</p>
Evidence / Intelligence	<p>Consultation and stakeholder engagement was undertaken during March and April 2024 in developing the latest version of the Oxfordshire BSIP. This was used to shape the aspirations and proposals contained within from which the Delivery Plan 2025/26 has been prepared.</p> <p>Council officers, bus operators, bus user group representatives and other parties have been involved in putting together and reviewing the Delivery Plan and have indicated their support.</p> <p>Buses can help reduce congestion, improve air quality, and enhance road safety, which are all factors that affect the quality of life and well-being of residents and visitors.</p> <p>As evidenced in numerous texts, reducing car journeys is fundamental in enabling us to achieve global climate targets of limiting the global temperature increase to 1.5 degrees. A fully loaded double decker bus can take 75 cars off the road. In this sense all buses can be viewed as ‘green’ regardless of how they are fuelled or emissions levels.</p>
Alternatives considered / rejected	<p>Producing a Delivery Plan is a condition for receipt of the 25/26 Bus Grant funding. Not receiving this funding would result in the inability to deliver on proposed bus improvement schemes this year and therefore was rejected as an option.</p> <p>Schemes were selected based on their perceived urgency and importance in improving the bus offer, as well as their deliverability within the time and budgets allowed.</p>

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	Covered in Transport section			
Energy	Promotes a switch to low-carbon or renewable energy	N/A	Covered in Transport section			
Energy	Promotes resilient, local, smart energy systems		Upgrades to bus shelters might include more solar powered RTP1 displays.	Unconfirmed detail, however it may be the only way to power an RTP1 in some locations and so likely to be used anyway.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		Better public transport services will reduce the need for private car ownership		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Transport & Connectivity	Supports active travel		Research shows that individuals who use public transport benefit from increased physical activity over those who don't, by walking to stops and final destinations. Any new bus infrastructure schemes will include consideration of those accessing them by walking and cycling.		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Transport & Connectivity	Increases use of public transport		The proposals make public transport faster and more reliable, more accessible, and more affordable		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Transport & Connectivity	Accelerates electrification of transport		Proposals include a vehicle improvement fund which can be used for further decarbonisation of the bus network, either new vehicles or retrofits, (or for on-board technology to improve the passenger experience.)	We cannot guarantee bids would be received nor accepted for the purposes of decarbonising the network although it will be strongly encouraged.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Buildings	Promotes net zero new builds and developments	N/A	No or very limited impact			
Buildings	Accelerates retrofitting of existing buildings	N/A	No or very limited impact			
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		New bus lanes for example could have the potential to encroach on grass verges and hedgerows but this would be considered in working up the details of such as scheme and is thought to be fairly minimal.	The CI benefits of reduced carbon emissions through reduced private car use are thought to outweigh the negative impacts felt here.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.

Nature	Develops blue and green infrastructure		<sup>1</sup> Upgrades to bus shelters might include more green/living roofs	Unconfirmed detail however it will be looked on favourably.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Nature	Improves access to nature and green spaces		<sup>1</sup> Improves routes and access to green spaces in a sustainable and more equitable way		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Waste & Consumption	Reduces overall consumption	N/A	No or very limited impact			
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A	No or very limited impact			
Resilience & Adaptation	Increases resilience to flooding	N/A	No or very limited impact			
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A	No or very limited impact			
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains		<sup>1</sup> Increased bus route provision and frequency of service could result in providing greater resilience of council services		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A	No or very limited impact			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		<sup>3</sup> Capital investment supports transition to net zero, both in terms of decarbonising the bus network and in supporting modal shift away from the private car		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
People & Organizations	Drives behavioural change to address the climate and ecological emergency		<sup>3</sup> The central aims of the programme is to grow bus patronage and the bus network and in doing so supports and encourages behaviour change		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		<sup>1</sup> Delivery of schemes will enable organisations to make such policy changes by providing their staff with better sustainable travel options for example		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Just transition	Promotes green innovation and job creation		<sup>2</sup> Further decarbonising the bus network will create more green jobs for example in electric vehicle maintenance	We cannot guarantee bids would be received nor accepted for the purposes of decarbonising the network although it will be strongly encouraged.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.

Just transition	Promotes health and wellbeing	There are numerous health benefits for bus users and residents for example, increased physical activity, reduced congestion and improved air quality.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Just transition	Reduces poverty and inequality	Creates accessible, zero-carbon transport options	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.

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Divisions affected: *Bicester North; Bicester Town; Bicester West; Otmoor*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**27 MARCH 2025**

### **BICESTER – PROPOSED 20MPH SPEED LIMITS**

Report by Director of Environment & Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

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

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Bicester 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. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1984, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

#### **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 Bicester by making them safer and more attractive.

## **Formal Consultation**

7. Formal consultation was carried out between 16 January and 14 February 2025. A notice was published in the Bicester Advertiser and Garth Gazette 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, Cherwell District Council, the local District Cllrs, Bicester Town Council, and the local County Councillors representing the Bicester North, Bicester Town, Bicester West and Otmoor divisions.

### **Statutory Consultee Responses:**

8. Thames Valley Police re-iterated views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection.

### **Other Responses:**

8. 704 online responses were received via the online survey, comprising of 485 objections (69%), 96 partially supporting (14%), 97 supporting (14%), and 26 non-objections (4%).
9. Those who responded online were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes – walk/wheel more	28 (4%)
Yes – cycle more	29 (4%)
Yes – scoot more	2 (0.5%)
No	601 (85%)
Other	44 (6%)

10. Additionally, a further 13 emails were received directly, with five objections, two partially supporting, and three in support from local residents or those who had responded to the previous informal consultation, whilst three local groups



(‘Coalition for Healthy Streets and Active Travel’, ‘Oxfordshire Liveable Streets’, and ‘Bicester Bike Users’ Group’) submitted responses partially supporting, offering suggestions for further amendments to the proposed extents of the scheme.

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

## **Officer Response to Objections/Concerns**

12. Due to the large number of responses received, the majority of comments can be summarised under the following headings rather than being individually evaluated:

13. Support:

- a) Safety concerns – Will enhance safety, particularly near schools and areas with high pedestrian use, and will reduce severity of accidents.
- b) Environmental benefits – Will reduce emissions and noise pollution.
- c) Active travel – Will encourage walking and cycling.

14. Objection:

- a) Traffic congestion – Longer journey times and detrimental impact on emergency services.
- b) Enforcement – Lack of enforcement will mean that new limits are ignored.
- c) Economic impact – Shoppers and visitors will be deterred, affecting local businesses. Deliveries and public transport will be less efficient.
- d) Environmental concerns – Increased emissions and pollution.
- e) No need – Current 30mph limit is adequate and the money could be better spent elsewhere.

15. Partial Support:

- a) Extent of limits – Agree on some streets but not on others.
- b) Driver behaviour – May lead to dangerous driving due to frustration.

16. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. 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 to 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’.

17. The proposals reflect the Town Council’s strong concern around unduly low limits on major routes adversely affecting traffic flows, with accordingly all such routes currently proposed to remain 30mph.

18. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Bicester.

19. The responses from Coalition for Healthy Streets and Active Travel, Oxfordshire Liveable Streets and Bicester Bike Users' Group are noted and their suggestions for additional lengths of 20mph limit and have been recorded for consideration in the context of the planned monitoring and evaluation of the scheme, subject also to funding and further consultation.
20. 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 (*separate document*): Consultation responses

Contact Officers: Anthony Kirkwood (Team Leader - Vision Zero)  
Daron Mizen (Operational Manager – Highway Schemes)

March 2025

Sheet A


REVISION 1.01

Legend

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE  
COUNTY COUNCIL**

Project title: Bicester 20mph Scheme

Drawing title:

Drawing Status

Scale @ A3	Drawn by:	Checked by	Approved by
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision
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## A. Email responses

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> </ul>

	<ul style="list-style-type: none"> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds (No data provided)</li> <li>• road environment</li> </ul> <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.</p>
(e2) Coalition for Healthy Streets and Active Travel	<p><b>Partially support</b> – The Coalition for Healthy Streets and Active Travel (CoHSAT) is a group of 25 voluntary and campaigning organisations working across Oxfordshire to create attractive, accessible and people-friendly streets. We do this by encouraging efficient, active, low carbon and sustainable travel, which will reduce traffic, air pollution and noise, and enable healthy and thriving communities.</p> <p>We are pleased to see proposals coming forward for 20mph speed limits in Bicester.</p> <p>CoHSAT supports the overall plan for 20mph streets in Bicester as in other towns, as it will reduce vehicle speeds and reduce casualties, ad create more attractive environment for people to walk, wheel and cycle. By doing this it makes contributions to the private car journey reduction, cycling journey increase and Vision Zero targets of LTCP.</p> <p>It is not simply not ethical to ignore the additional injuries and deaths caused by higher speeds on our roads. As study after study has demonstrated, 20mph speed limits save lives, and reduce fatalities and serious injuries by 20-30%, with co-benefits in reduced emissions and reduced congestion - as demonstrated in the most thorough meta-analysis that we are aware of, an analysis of 70 studies across 40 city-wide 20mph and 30kph schemes  <a href="https://www.mdpi.com/2071-1050/16/11/4382">https://www.mdpi.com/2071-1050/16/11/4382</a></p>

For Bicester, in addition to the streets marked on the consultation plan, we see a need to designate the following streets as 20mph.

- London Road from the centre to at least the Mallards Way roundabout, as London Road is a key access route to Bicester Village station, workplaces and housing, and has no cycling infrastructure. Ideally, this should extend to the ring road for connectivity as this covers the housing and employment sites, and cycling and pedestrian infrastructure is poor.
- Talisman Road – a short access route into employment sites.
- Launton Road – certainly from Bicester Children and Family Services, past Courtyard Pre-School and Child First Nursery to cover the entrance of Aldi, as this will cover many popular routes for families, and the limited 'share a pavement' facilities are not good for either people walking or cycling. Ideally, this should extend to the ring road for connectivity as this covers the housing and employment sites, and cycling and pedestrian infrastructure is poor.
- Lambourne Crescent. A residential cul-de-sac that seems clearly more suited to 20mph than 30mph.
- Churchill Drive off Launton Road should be 20mph throughout, as it remains an important route for walking and cycling.
- Buckingham Road should be 20mph until it is re-engineered with cycle tracks, for which there is space on much of its length. A reasonable compromise would be to extend 20mph limits from the centre to the extent of residential frontages on both sides – 133 Buckingham Road. This would also cover Bicester North station and 'Town Walk' walk/cycle route.
- On Banbury Road, 20mph speed limits should cover to where the separated walking/cycling path begins, just north of the railway bridge.
- On Bucknell Road, the 20mph limit should extend at the least to the junction with George Street, as it is residential, with frontages, and has no cycling provision in this area. Even north of this 30mph is marginal as the provision is sub-standard painted lanes. (The cycle lanes are less than a metre wide, but there is a hatched area in the middle of the carriageway – this could be reallocated for the benefit of slowing traffic and giving cyclists slightly more space.)
- Queens Avenue/Kings End/Oxford Road, is a busy route for pedestrian and cycle crossings and some cycle journeys. It should be 20mph for safety of users. It is close to the centre, so speeds will (and should) rarely exceed



	<p>this. This is exactly the type of central road that a person was killed on in Banbury in 2023, when the speed limit was 30mph: <a href="https://www.bbc.co.uk/news/articles/c77rjp2l6j3o">https://www.bbc.co.uk/news/articles/c77rjp2l6j3o</a> .</p> <ul style="list-style-type: none"> <li>• St John Street should be included as 20mph for the same reasons.</li> <li>• Middleton Stoney Road has no frontages, and some cycling infrastructure, although this gets poor fairly quickly as you move away from the centre of Bicester. 20mph should cover at least the toucan crossing that serves Pingle Brook Play Area, 150 metres from Kings End.</li> <li>• Shakespeare Drive, a residential distributor linking to Middleton Stoney road should be 20mph throughout to form a consistent experience and enable safe walking and cycling trips to schools.</li> </ul> <p>We note that these proposals all put 20mph limits 'where the people are'. Most people are happy to have 20mph 'near schools' – we consider a 15 minute walk to be a reasonable definition of 'near a school' – about 1100 metres at average pace. The map below shows 1000 metre circles around some of the schools in Bicester. All of the town is covered. All of the town is 'near a school'. There is a good case that all of the town should be 20mph.</p>
(e3) Oxfordshire Liveable Streets	<p><b>Partially support</b> – We support the changes to 20mph, but object to key routes being excluded: we ask that all of the roads within Bicester be made 20mph, with no exceptions.</p> <p>If the county is serious about its Vision Zero and cycling trip share targets, it needs to take those into account when setting speed limits. The excluded routes include those with the highest densities of injuries and those that are most important for cycling connectivity. Lower speed limits on these routes would also be consistent with Local Transport and Connectivity Plan policies 1 (the user hierarchy), 2 (cycling and walking networks), and 8 (healthy streets).</p> <p>The omitted routes effectively cut Bicester into segments, inhibiting movement both into the centre and around the town. These routes have people crossing them at locations all along their lengths but few formal crossings, and almost no cycling infrastructure at all. Lower speed limits will make walking across them safer and more accessible (one of the major gains from the 20mph speed limits on the A4158 and B480 in East Oxford has been in better driver compliance with both signal and zebra crossings). And making these routes 20mph will not make cycling inclusively accessible or obviate the need for cycling infrastructure -- traffic volumes will remain too high for most people to be willing to cycle mixed with motor traffic -- but lower speed limits would improve safety for those people who do cycle, and make these routes accessible to more people.</p>



	<p>If making the whole of Bicester 20mph is not possible, we urge that the scheme be expanded to include at least London Rd and the B4100 between its junctions with the A41 and Buckingham Rd. These sections of road have the highest density of injuries and, being so central, do the most damage to community connectivity.</p>
(e4) Bicester Bike Users' Group	<p><b>Partially support</b> – We strongly support the measures in Bicester, but are disappointed that they do not go further. Detailed comments on individual roads are set out below.</p> <p>1. London Road by station to Talisman We strongly advise that the 20mph zone on the London Road be extended from Bicester Village station to south of the Talisman junction. We understand that the OCC officers responsible for delivering the new pedestrian and cycle paths along the London Road (@Bentley, Owen - Oxfordshire County Council and @Stewart, Duncan - Oxfordshire County Council) also support this and will be writing separately.</p> <p>The rationale is that this stretch is a crucial one for pedestrians and cyclists crossing to and from the station and town centre and New and Old Langford which they do at numerous points, both where there are formal crossing points and where there are not. However, drivers driving in vehicles travelling at 30mph pose a far higher danger to pedestrians and cyclists than vehicles travelling at 20mph. This risk discourages walking and cycling significantly, particularly for vulnerable users.</p> <p>In addition, drivers travelling at 20mph are much more likely to stop and give way than drivers travelling at 30mph. This is particularly relevant for the Talisman junction, which is the key access for New and Old Langford. OCC are planning to deliver a new controlled (parallel) crossing over the entrance to the Talisman estate, but there are insufficient funds to deliver controlled crossings over the two busiest arms, the north and south of the London Road which will only have uncontrolled crossings. To encourage drivers to give way, the uncontrolled crossings will be set back 5m to allow a gap between queueing vehicles. However, this would work optimally if the 20mph zone was extended to just south of the Talisman junction.</p> <p>From the perspective of drivers, there is little benefit to this area remaining a 30mph zone as average speeds here are well below 20mph. Extending the zone would simply reduce the risk of the occasional driver who travels at a much higher speed.</p> <p>2. Churchill Road and Shakespeare Drive We recommend that the Churchill Road and Shakespeare Drives be consistently 20mph. While the rest of these roads have been recommended to be 20mph on the basis that these are outside schools, it is important to bear in mind that</p>

	<p>children cycle to school from all over Bicester. These roads are crucial links in the network that will be used by vulnerable children, so ought to be 20mph.</p> <p>We also consider that it is confusing for drivers to have roads of a similar nature having different speeds at different points. It would be preferable for a consistent 20mph speed along the whole length of these roads.</p> <p>3. Peregrine Way, Langford We strongly support the proposal for Peregrine Way to be 20mph. There is a primary school there and children and parents access the school via a number of pedestrian and cycle paths that cross Peregrine Way at numerous uncontrolled crossing points. It is essential that these crossing points are made safe for vulnerable road users.</p> <p>4. St John Street St John Street is an extremely busy road with high traffic levels. Average speeds are very slow, but with the occasional driver driving at excessive speeds. For consistency, we would strongly recommend that this also be encompassed within the 20mph zone.</p> <p>5. Arterial Roads Most of the arterial roads are key cycling routes, but do not have consistent protected cycle paths (Middleton Stoney Road, Bucknell Road, Banbury Road, Bucknell Road, Launton Road, Gavray Drive, London Road, A41). Average speeds are generally below 20mph for almost all of their length other than very close to the ring road. It would be sensible for these to be 20mph zones, particularly in the very centre of town where routes are heavily used by vulnerable cyclists.</p>
(e5) Local resident, (Bicester)	<p><b>Object</b> – I strongly object to this totally unnecessary 20mph proposal. I have lived in Bicester nearly 25 years and have never felt unsafe due to the current 30mph limit. Improved environment arguments are complete nonsense, the "pollution" difference between 20mph and 30mph is small and Electric vehicles will still have to do 20mph and they don't pollute at all. Where are the accident statistics in Bicester that show the 30mph limit was the direct cause of the accident. I have worked as an automotive engineer specialising in vehicle safety for over 20years and the advances in active safety (the ability for the car to stop before it hits a car, pedestrian or cyclist) have improved incredibly over the last decade. Vehicle manufacturers have spent millions over the years to reduce the possibility of a collision at 30mph. I suggest looking at the Euro NCAP website for proof of accident avoidance. Do you ever consult with experts in other fields (that don't have an agenda) about this subject?</p>

	<p>Have councils not learned anything from the public uproar at the Welsh governments blanket 20mph limit. 20mph is not required, a better use of the Council Budget would be safety initiatives at all the local schools teaching pupils about road safety, how to look before crossing the road and not be distracted by mobile phone use. I would also prefer the council spend the money on fixing the pothole strewn roads in and around Bicester.</p> <p>A crack down on the illegal use of electric scooters and e bikes would be more appropriate than a blanket 20mph limit.</p> <p>There is a complete lack of transparency from the Council.</p> <p>What are the results of the consultation ?? Where are the accident statics for Bicester ?? Where are the accident "hot spots" ??</p> <p>If an area that is currently 30mph has no accidents there is no need to reduce the speed to 20mph.</p> <p>Bicester has grown and become more prosperous because of the car and the roads that link it to the M40, A34 etc. Residents (we moved here because of the excellent link roads) and visitors to Bicester (to spend money) shouldn't have to crawl their way in and out of the area because of an unnecessary council vanity project.</p> <p>The council is penalising the majority to keep the noisy minority happy and are using tenuous arguments about improving the environment and safety (where is the data) on already safe roads to push it through.</p>
(e6) Email response, (unknown)	<p><b>Object</b> – Your case centres around removing cars. All I see is extra pollution from slower vehicles . 20 mph limits should be placed in which could be deemed dangerous area's, to make safer . Cutting speed on straight road from 30 to 20 is not safer , cycleist have more power than a car and overstep the line. The pedestrian too give way not clear, as now pedestrians work their phone thinking have right of way and step into road. A motorist we are spending more time looking for signs than looking at the road, you are making conditions more dangerous.</p> <p>You are closing roads down causing grid lock . You are causing heavy expense by slowing all and sundries down. Limit white vans , who also drive private roads think their right.</p> <p>You have done enough , we are driving on edge looking what the next enforcement ,so many a shambles. Your gain is to remove vehicles , and seek more revenue from fines.</p>

	<p>It's not pollution., if so attack mentioned area's, Cruise Ships with Cargo Ships , Trucking Coaches, areoplanes,Industrial heavy machines . you introduce blue lines etc you expect people to walk ,we can remove Council employees car parking , cut back on Council vans trucking two trucks to empty bins, no mistakes save van use. Cater think old. people who started work with HR departmens the advent of health safety yes more mobile . War Babies and up to 50s no . Bodies fatigued worn ,most joints, lungs , etc. No consideration at all just 20 mph , your think tank is too narrow minded , think world not just Bicester.</p>
(e7) Email response, (unknown)	<p><b>Object</b> – As a direct result of the newly imposed 20mph speed limits, inconvenience accurately describes my driving experience, and I know this is a reality for many others. With my car registering these limits as parking speed, it has become apparent to me that our vehicles are not designed to operate optimally at these slow speeds for elongated periods.</p> <p>It's not just a personal inconvenience, but a concern from an engineering standpoint. Cars, especially those with automatic transmission, are designed to shift to higher gears as speed increases, working within optimal performance parameters typically at speeds over 30mph. Insisting on traveling in low gears for extended periods puts stress on the engine, leading to increased fuel consumption and potential long-term damage (Automobile Association, 2016).</p> <p>There are plenty of recreational areas in Bicester for the residents to enjoy without reducing speed limits.</p>
(e8) Email response, (unknown)	<p><b>Object</b> – I will say that I do not support the proposal. I do feel there is a good argument in town centres and near schools, but my arguments against are below:-</p> <ol style="list-style-type: none"> <li>1. 20 mph areas do definitely create frustration for drivers.</li> <li>2. The implementation of 20 mph areas is pretty much never enforced. (Take Wales as an example, the police will only prosecute if a speed is in excess of 26 mph)</li> <li>3. Because of the lack of enforcement, many drivers ignore the limit. This leaves law abiding drivers to be hassled by those who have no regard.</li> <li>4. I will cite Witney as an example of " over the top " restriction. Taking the 20mph limit right out to the town limits is pretty stupid. This only leads to frustration, so many drivers just ignore it once out of the town centre and bus drivers pay no heed anyway. ( I go to Witney regularly).</li> <li>5. I go through Launton every day. The road surface is so bad, that for me 20 mph works well. However, that doesn't put off many drivers from ignoring the limit. ( In the Summer, I was overtaken by an impatient driver who wanted to do</li> </ol>

	<p>at least 40 mph. Of course he got held up by a stream of vehicles sticking to 20 mph ). But again, bus drivers have no regard for the limit.</p> <p>I feel that the only way to reduce speeds is with traffic calming measures. There is no doubt that speed humps do work. I accept that the only problem with humps is the effect on emergency vehicles. Unless speed limits are enforced, a 20 mph blanket is pointless.</p>
(e9) Email response, (unknown)	<p><b>Object</b> – I am curious were the council is finding the money for all these 20mph signs,when it doesnt have the money to mend the pot holes in the roads which i find to be more dangerous.</p> <p>Also will the council be imposing a speed limit of 5mph for cyclist in Bicester sheep street pedestrian area to protect pedestrians,now that they have gone ahead with allowing cycling through there,even though the majority of people objected to it.</p>
(e10) Local resident, (Bicester, Queens Avenue)	<p><b>Partially support</b> – IMO All roads from ring road, ie Bucknell rd, Banbury Rd, Buckingham Rd and Queens Ave should all be 20mph, this may deter some of the Bicester Village traffic. Also would it help if every junction around the ring road towards town said Local Traffic Only?</p> <p>Living on Queens Ave I know how bad the air quality is!</p>
(e11) Local resident, (Bicester, Bure Park)	<p><b>Partially support</b> – As a resident on Bure Park who uses the Banbury Rd, Field Street, London Road etc. daily for my journey across to the A41 towards Aylesbury this proposal impacts on me directly.</p> <p>To be honest the issue is not the many responsible drivers who currently do 30mph, but those who drive at ridiculous speeds with zero regard for the speed limit. I cannot see their behaviour changing. What is needed is more active enforcement of existing limits. Doing 20mph for quite significant distances is not practical or necessary e.g at quiet periods.</p> <p>These 20mph limits would be far more effective if used only in key places e.g. outside all schools. Where they are already in place they are rarely adhered to and attempting to do 20mph myself usually means I am either tailgated or overtaken! Both of these are more dangerous than observing a 30mph limit.</p>

	<p>This proposal comes at a time when residents have been massively inconvenienced by the Banbury Road junction works (which we all said at consultation was a total waste of money!!) and are facing the closure of the London Road. It is just yet another kick in the teeth for motorists.</p> <p>Travelling to my place of work by public transport is impossible because it is not on a bus or train route. I rely on my car and now, yet again, I am to be penalised and inconvenienced.</p> <p>To be honest I am rapidly losing patience with Oxfordshire County Council and their ability to manage traffic. It seems that cyclists are always given priority, at huge expense, whether in Oxford or elsewhere in the county. Many cyclists are inept and have very poor road awareness and escooters are a total menace.</p> <p>I am unable to find anything positive to say about this proposal, except for suggesting targeted 20mph zones in essential, high risk areas.</p> <p>Having reread the document (which is a little confusing and very lengthy) I think that the Banbury Rd and Field Street are not affected? Queens Avenue is also unaffected and yet is heavily used by pedestrians as there are several schools placed along or very close to the road. Logic would dictate that 20mph along here would be sensible, especially near the appallingly badly lit zebra crossing near the police station.</p> <p>I can only hope that common sense will prevail, but given the recent history of residents being totally ignored, despite consultations making their opinions very clear, I doubt it!</p> <p>Money needs to go into maintenance of roads and cycle paths, not on yet another unnecessary scheme.</p>
(e12) Email response, (unknown)	<p><b>Support</b> – I agree with all of the proposals to reduce the speed limit within Bicester to 20mph.</p> <p>I would also add the following : Middleton Stoney Road. How can speed bumps be compatible with a 30 mph limit ? If I do 20mph, to avoid damaging my car - I have had to have two new springs, quite expensive - I get tailgated. So either remove the speed bumps ( which themselves frequently contain potholes) or reduce the speed limit to 20mph.</p> <p>Secondly, the Kingsmere estate should be 20 mph. Has the council no powers to enforce this ? My biggest annoyance is that the main dual carriageway with trees in the middle - very scenic - is unsuitable for cyclists as white van drivers, under time constraints, try to squeeze past - ouch !</p>

(e13) Email response, (unknown)	<p><b>Support</b> – I would confirm that I am very much in favour of 20mph limits on all estate and residential roads and near schools.</p> <p>My biggest safety worry is the increase in e-scooter and e-bikes which are becoming a real danger on pavements and along Town walk. Additionally the exit of town walk onto Balliol Road between nos 43and 41 is not protected by a chicane type barrier as it is on the Buckingham Road end. i have seen several very near misses with these shooting out onto the road and almost coliding with pedestrians and vehicles. Can something please be done about this?</p>
(e14) Email response, (unknown)	<p><b>Support</b> – The proposed plans seem ok to me.</p>

## B. Online responses

RESPONDENT	COMMENTS
(o1) Local resident, (Bicester)	<b>Object</b> – there are more important road improvements that could be done to reduce accidents and improve peoples use of the areas  Travel change: <b>No</b>
(o2) Local resident, (Bicester, A4421)	<b>Object</b> – Not enforceable.  Travel change: <b>No</b>
(o3) Local resident, (Bicester, All roads the drawing is un clear for every road)	<b>Object</b> – The drawing you have submitted is not clear and needs to be re submitted allowing all people to review it that have previously commented, how can the see what roads are effect with hundreds of small black squares over the PDF.  Travel change: <b>No</b>
(o4) Local resident, (Bicester, All roads, as someone who uses all of these roads)	<b>Object</b> – No recorded accidents on these roads, no gov or DT report to prove it will be safer at lower speeds, no enforcement will be provided on housing estates or other roads. It is just an attempt to absolve the authorities of its obligation to maintain these roads. Add more road crossings to make roads safer. It is a waste of money, who actually asked for this and why?  Travel change: <b>No</b>
(o5) Member of public, (Bicester, Almond Road)	<b>Object</b> – My responses are hardest on having dealt with road traffic in a professional capacity in the past combined with many years of motoring in all weathers, Road types and areas. Firstly a blanket limit of 20 mph especially on long straight sections of road are extremely difficult for motorists to maintain even with limiters applied because most



	<p>motorists have never used limiters. It adds up to the travel time needed to get from point A to B with the consequence of motorists becoming frustrated and exceeding the limit anyway. What information concludes this will add to road safety ie. What areas in the location have incidents involving car/pedestrian collisions involving injury. Who's to police this low speed limit which will be viewed as nothing more than a cash cow against motorists in general, Police already have other more serious issues to investigate and such low speed would not be considered priority, Speed cameras are soon known and people adjust to that limit for short duration, they are costly to install and subject to vandalism, mobile cameras are also a short term measure..The roads in and around Bicester are in a third world state many with potholes or road surfaces that are rough uneven and subject to extremely poor repairs having been carried out making travel at or above 20 mph now extremely uncomfortable. The one method of keeping to 20 mph is for 2nd gear to be engaged and for the engine revs to rise, the consequence is that noise pollution and engine pollutants will rise as a result therefore become self defeating. It is a poor idea that OCC have forwarded as it is virtually unenforceable, will largely be ignored cannot adequately be policed either by police or speed cameras unless at considerable cost weighed up against injury collisions, their locations and frequency. It was always instilled upon me that a speed limit only works if it is in keeping with the type of road it is set for. Whatever is forwarded regarding limits on roads will always be viewed with derision when the limit is lowered for no really good reason other than to appease anti motoring groups. Lastly 20 mph can easily be exceeded by bicycles so what is there in place to limit them and or fine for exceeding such a limit, it must apply to them as much as vehicular traffic or it falls into disrepute straight away.</p> <p>Travel change: <b>No</b></p>
(o6) Local resident, (Bicester, Ashdene Road)	<p><b>Object</b> – I understand 20mph at schools and shopping areas but they cause more problems than there worth elsewhere as vehicles produce more pollution as they have to engage a lower gear. Most people ignore the limit and pressure those who do to go faster and often road-rage occurs and dangerous driving thus making the areas less safe. One's attention is taken off the road trying to keep the vehicle under 20mph and modern cars struggle to maintain this and many car limiters don't work under 30mph. There are longer tailbacks and journey times are increased. Bicester needs more roads to cope with the growing number of vehicles not stupid 20mph restrictions which help no one.</p> <p>Travel change: <b>No</b></p>
(o7) Local resident, (Bicester, Aunt ems)	<p><b>Object</b> – Speed limit is currently fine. Money should be used to fix the roads and potholes.</p> <p>Travel change: <b>No</b></p>

(o8) Local resident, (Bicester, Avocet Way)	<p><b>Object –</b> As a direct result of the newly imposed 20mph speed limits, inconvenience accurately describes my driving experience, and I know this is a reality for many others. With my car registering these limits as parking speed, it has become apparent to me that our vehicles are not designed to operate optimally at these slow speeds for elongated periods.</p> <p>It's not just a personal inconvenience, but a concern from an engineering standpoint. Cars, especially those with automatic transmission, are designed to shift to higher gears as speed increases, working within optimal performance parameters typically at speeds over 30mph. Insisting on traveling in low gears for extended periods puts stress on the engine, leading to increased fuel consumption and potential long-term damage (Automobile Association, 2016). There are plenty of recreational areas in Bicester for the residents to enjoy without reducing speed limits.</p> <p>Travel change: <b>No</b></p>
(o9) Local resident, (Bicester, Avocet Way)	<p><b>Object –</b> Not needed</p> <p>Travel change: <b>No</b></p>
(o10) Local resident, (Bicester, Avon Crescent)	<p><b>Object –</b> enforce the present limits.</p> <p>Travel change: <b>No</b></p>
(o11) Local resident, (Bicester, Avon crescent)	<p><b>Object –</b> Will cause to much traffic and not required</p> <p>Travel change: <b>No</b></p>

(o12) Local resident, (Bicester, Banbury Road)	<p><b>Object</b> – No need to slow down the already bad traffic</p> <p>Travel change: <b>No</b></p>
(o13) Local resident, (Bicester, Banbury Road)	<p><b>Object</b> – The unnecessary so called “improvements” /destruction of the the Banbury Road roundabouts which 90% of Bicester objected to, has added a massively inconvenient and unnecessary delays to everybody. The ridiculous restriction between the M40 and the park and ride is also impractical going from 60/50/20 is ludicrous and dangerous. Please please stop destroying Bicester!!</p> <p>Travel change: <b>No</b></p>
(o14) Local resident, (Bicester, Barclay Close)	<p><b>Object</b> – 1. Cars running at 20 run in a lower gear and higher RPM thus producing more CO2. This proposed is bad for the environment. 2. How much will it cost to replace all the signage? that money would be better spent on pothole repair.</p> <p>Travel change: <b>Other</b></p> <p>Avoid the area and thus have an impact on businesses that operate in bicester.</p>
(o15) Local resident, (Bicester, Barry Avenue)	<p><b>Object</b> – The traffic and emissions from vehicles having to go at slower speeds for longer will only increase. It will stop bus companies from wanting to service areas due to time. There are also so many other issues with roads around Bicester such as pot holes and the pointless year long works turning the roundabout to a cross roads.</p> <p>Travel change: <b>No</b></p>
(o16) Local resident, (Bicester, Barry Avenue)	<p><b>Object</b> – I believe that the money that will be spent on altering the speed limits would be better suited elsewhere, such as repairs to our road network.</p> <p>Travel change: <b>No</b></p>

(o17) Local resident, (Bicester, Bartsia road)	<p><b>Object</b> – Longer journey times Increasing air pollution</p> <p>Travel change: <b>No</b></p>
(o18) Local resident, (Bicester, Beckdale Close)	<p><b>Object</b> – 20mph speed limits provide no benefit to the areas proposed. Just keeping traffic in the area for longer whilst still producing emissions. Has there been any speed related incidents to warrant the change or just another way to waste money on replacing signs around the town?</p> <p>Travel change: <b>No</b></p>
(o19) Local resident, (Bicester, Benson close)	<p><b>Object</b> – STOP WITH THIS MADNESS! Replacing the 30mph with 20 mph is utterly preposterous. It currently takes me more time to get across Bicester in the morning than it does get up the a34 to Oxford, 20 mph will create more time on the road therefore more pollution being emitted, How about spending the money fixing the roads not making things even worse</p> <p>Travel change: <b>No</b></p>
(o20) Local resident, (Bicester, Blythe Place)	<p><b>Object</b> – Who will police these 20mph zones, complete waste of our council tax money yet again, just like the roundabout on the Banbury road (in fact was supposed to be complete 3 moths ago and yet has developed some big potholes already for a new build).</p> <p>Travel change: <b>No</b></p>
(o21) Local resident, (Bicester, Bolero Gardens)	<p><b>Object</b> – I totally agree with 20 mph limits around schools, but it is absolutely unnecessary for the rest of Bicester and the speed limit should stay at 30 mph</p> <p>Travel change: <b>No</b></p>

(o22) As a business, (Bicester, Bolero gdns)	<p><b>Object</b> – Urban speed limits have been 30mph for probably 80 years so why change them to 20mph now? Why not make it 5mph with a man with a red flag in front again? 30mph is just fine!</p> <p>Travel change: <b>No</b></p>
(o23) Local resident, (Bicester, Brashfield Road)	<p><b>Object</b> – There is too much traffic already sitting outside our house going into Bicester village and beyond. Restricting the speed further might cause a 'safe environment' for cyclists etc but will cause additional pollution and traffic on roads that will take longer to clear.</p> <p>Travel change: <b>No</b></p>
(o24) Local resident, (Bicester, Bristol road)	<p><b>Object</b> – Total waste of money, changing signs, Better spent fixing damaged roads !!!!!</p> <p>Travel change: <b>No</b></p>
(o25) Local resident, (Bicester, Browning Drive)	<p><b>Object</b> – It would be a huge waste of money and resources to erect signage over the entire town to display the 20mph limit. Through most housing estates, there are already so many parked cars, that it would be very difficult to exceed the 20mph as it is.</p> <p>Travel change: <b>No</b></p>
(o26) Local resident, (Bicester, Buckingham road)	<p><b>Object</b> – 20 speed could be implemented on accident prone areas but not in the entire town area. 20 speed would literally mean vehicles go on nail pace speed which would literally halt traffic and will consume more travel time. Drivers are usually careful when driving inside town and average 20 to 25 anyways. This proposal is being opposed . Thank you</p> <p>Travel change: <b>No</b></p>

(o27) Local resident, (Bicester, Buckingham road)	<p><b>Object</b> – Increase the speed on ringroad so people who need to go in another side of town do not cut thru center.</p> <p>Travel change: <b>No</b></p>
(o28) Member of public, (Bicester, Bucknell Road)	<p><b>Object</b> – Your proposed roll out of 20mph in most of the town is inconsiderate to the residents and the commuter town that Bicester is. As with Oxford and elsewhere the scheme is largely ignored by motorists where the speed is changed without reason or qualification; regardless of your blinkered quest to using other modes of transport. Forcing the public has an opposite affect to that envisioned. Any amendment should take into account the majorities response, not the usual Cllr Gant "does what he will damn well please regardless of what anyone else thinks" mentality.</p> <p>Travel change: <b>No</b></p>
(o29) Local resident, (Bicester, Bucknell Road)	<p><b>Object</b> – I feel it is unnecessary and a waste of money on signage and (if any) enforcement. It will make travelling around more tedious and less efficient, and won't stop anyone who currently speeds from continuing to speed.</p> <p>Travel change: <b>No</b></p>
(o30) Local resident, (Bicester, Bucknell Road)	<p><b>Object</b> – I strongly disagree with the proposal. It is unnecessary and will not stop those who speed, merely inconvenience those who follow the Highway Code. It will lead to increased journey times and pollution and further stress to motorists. I wholeheartedly oppose this proposal</p> <p>Travel change: <b>No</b></p>
(o31) Local resident, (Bicester, Bucknell Road)	<p><b>Object</b> – Ridiculous spending all that money in changing speed limits when it's only the law abiding people that will follow it anyway. Spend the money on sorting potholes, road markings, lighting, parking infringements, pavements, cycleways, etc.</p> <p>Travel change: <b>No</b></p>

(o32) Local resident, (Bicester, Burdock Close)	<p><b>Object</b> – Unnecessary. It's just a back door way of being able to raise money by fining motorists.</p> <p>Travel change: <b>No</b></p>
(o33) Local resident, (Bicester, Burns Crescent)	<p><b>Object</b> – Blanket 20mph limits have very little to no effect at all in my experience, if they were thoughtfully placed in areas where there is an obvious reason people would be more likely to take note and abide by them. Most people treat them all the same ie ignore them, as there is not one, even tenuous reason, for most of them, and for 99% of them their placement makes no difference at all as there is no risk difference whether it's 20mph or 30mph. All most people see is a 20mph limit and if nearly all the time there is no obvious reason then all they will ever see is the sign and probably treat them all, even the rational ones, with contempt. Use them properly and I don't object, the current system is just an absolute waste of peoples time and council money. I could go on as my day job is driver training for full licence holders, which focusses on the psychometric side of drivers behaviours and attitudes. This council has obviously never employed such a figure or researched this issue hence the absolute waste of time implementation it continues to push on everyone. The main reason I shan't continue is because not one consultation that has ever gone against the council's diktat has made any difference. I just see a load of show boating, band wagon jumping, ego massaging, self serving ignoramuses who are going to do whatever they like irrespective of the opinions of the actual people who'll be putting up with this farce. Democracy - where are you????</p> <p>Travel change: <b>No</b></p>
(o34) Local resident, (Bicester, Camp Road)	<p><b>Object</b> – 20mph is ridiculous</p> <p>Travel change: <b>No</b></p>
(o35) Local resident, (Bicester, Catterick Road)	<p><b>Object</b> – 20mph is too slow for most areas</p> <p>Travel change: <b>No</b></p>
(o36) Local resident, (Bicester, Catterick Road)	<p><b>Object</b> – The limit makes no meaningful difference to people switching mode of transport. You have law abiding citizens in a position where they are worried that they will get fined and points on their license for going over the</p>

	<p>20mph limit at 24mph, which is very easy to do given how painfully difficult it is to go at 20mph, and you also get stressed by people behind you bumper to bumper who will continue to do 30mph and expect you to do the same. Ridiculous policy idea.</p> <p>Travel change: <b>No</b></p>
(o37) Local resident, (Bicester, Celandine close)	<p><b>Object</b> – 30 mph is fine there is no need to change this.</p> <p>Travel change: <b>No</b></p>
(o38) Local resident, (Bicester, Chaffinch Road)	<p><b>Object</b> – I believe there is no need to waste tax payer money to reduce the speed limit to 20mph. If there have been no reported accidents or issues with the current speed limit then making a change is useless</p> <p>Travel change: <b>No</b></p>
(o39) Local resident, (Bicester, Charlotte Avenue)	<p><b>Object</b> – To make the streets safer for cyclists extend and improve cycle paths - I don't want to be hit by a car even doing 20mph. There are already pavements for pedestrians. 20mph just causes drivers to be impatient - not a good frame of mind to drive in.</p> <p>Travel change: <b>No</b></p>
(o40) Local resident, (Bicester, Cherwell close)	<p><b>Object</b> – 20 mph is too slow modern technology has improved vastly since speed limits were set so there is no need to reduce it further.</p> <p>Travel change: <b>No</b></p>
(o41) Local resident, (Bicester, Cherwood House Care Centre)	<p><b>Object</b> – Just not necessary as the majority of people drive carefully at 30MPH</p> <p>Travel change: <b>No</b></p>



(o42) Local resident, (Bicester, Chester Roa)	<p><b>Object</b> – It needs to be the solution to a problem. Please describe the problem first and all the solutions you consider. Otherwise, it is at best a knee jerk reaction, at worst a demagogic, political move.</p> <p>Travel change: <b>No</b></p>
(o43) Local resident, (Bicester, Churchill Road)	<p><b>Object</b> – Vehicle emissions will go up,as commercial vehicles will need to be in a lower gear to maintain a lower speed.Safety to pedestrians will not be improved by this,as modern vehicles are designed to protect them.It also damage diesel vehicles as the low speed will block DPF's.</p> <p>Travel change: <b>No</b></p>
(o44) Local resident, (Bicester, Coopers green)	<p><b>Object</b> – A blanket 20mph limit serves only to criminalise drivers. Where it has been put in place elsewhere, the majority of drivers ignore it.</p> <p>Travel change: <b>No</b></p>
(o45) Local resident, (Bicester, Coopers Green)	<p><b>Object</b> – 30mph works fine in Bicester. 20mph is ridiculous, it will cause more accidents because people won't stick to it.</p> <p>Travel change: <b>No</b></p>
(o46) Local resident, (Bicester, Corncrake Way)	<p><b>Object</b> – You're wasting money and it's not necessarily environmentally friendly with drivers needing to drive in lower gears at higher revs. The money would be better spent on improving pot holes, public transport and stopping the closure of the level crossing.</p> <p>Travel change: <b>No</b></p>
(o47) Local resident, (Bicester, Corncrake Way)	

	<p><b>Object</b> – It seems that the 20 mph limits are being proposed as a safety initiative but with no data to support these claims. The limits unfairly target motorists and increase journey times and congestion. If trying to promote other forms of transport then these options should be improved rather than causing additional inconvenience to local residents.</p> <p>Travel change: <b>No</b></p>
(o48) Local resident, (Bicester, Cranesbill)	<p><b>Object</b> – 20mph zones should be applied around schools to protect the safety of our children. You can hardly drive fast around many roads in estates anyway. Save the money for funding else where, like filling potholes, putting zebra crossings and making a bridge for London Rd when the trains start from Oxford to Cambridge.</p> <p>Travel change: <b>No</b></p>
(o49) Local resident, (Bicester, Cranesbill drive)	<p><b>Object</b> – Cost</p> <p>Travel change: <b>No</b></p>
(o50) Local resident, (Bicester, Cranesbill drive)	<p><b>Object</b> – In the 11 years I have been a Bicester resident I have never seen a problem with inappropriate use of speed, I feel we already have the balance needed with the 20mph zone in the town, I consider the proposed change to be a poor use of money, at a time that money is so restricted</p> <p>Travel change: <b>No</b></p>
(o51) Local resident, (Bicester, Danes road)	<p><b>Object</b> – There is no need to lower the speed limit within the town, it is a completely ridiculous idea</p> <p>Travel change: <b>No</b></p>
(o52) Member of public, (Bicester, Derwin Road)	<p><b>Object</b> – 20mph will never be adhered to. It does not promote people to use alternative transport as people live too far away to walk/cycle to their place of employment.</p> <p>Travel change: <b>No</b></p>

(o53) Local resident, (Bicester, Dickens Close)	<p><b>Object</b> – Whilst I appreciate we need to be mindful of speed and its consequences, I strongly object to this proposal. As a motorist we have seen change after change in and around Bicester's roads, people who think we are already at a 20 mph speed limit will now treat the no proposed limit like 10-15 mph!!</p> <p>Enough is enough.....</p> <p>I am assuming that this is for pedestrians and cyclists, come on create paths wide enough to accommodate them and leave the roads alone!!</p> <p>Travel change: <b>No</b></p>
(o54) Local resident, (Bicester, Dickens Close)	<p><b>Object</b> – It will cause traffic jams and additional pollution.</p> <p>What about the repair of the road, why are we paying our road tax's for. Cyclist should wear a helmet and pay something towards the roads as they use it.</p> <p>Travel change: <b>No</b></p>
(o55) Local resident, (Bicester, Dove Green)	<p><b>Object</b> – I would much prefer money spent on enforcement and new signage to be used to fix road surfaces and finally reposition Howes Lane</p> <p>Travel change: <b>No</b></p>
(o56) Local resident, (Bicester, Dunnock Close)	<p><b>Object</b> – 30 is fine on all roads</p> <p>Travel change: <b>No</b></p>
(o57) Local resident, (Bicester, East Circular Road)	<p><b>Object</b> – Absolute waste of time</p> <p>Travel change: <b>No</b></p>

(o58) Local resident, (Bicester, Every road in Bicester)	<p><b>Object</b> – 1. No evidence that this will have any safety benefits locally,</p> <p>2. Accident statistics do not demonstrate sufficient risk to take this draconian action.</p> <p>3. The massive expense of tax payer money should be spend on projects that actually benefit our communities, schools, road safety training, cycling proficiency.</p> <p>4. I do not agree that criminalising the motorist is the way to deal with whatever issues OCC woke councillors think there might be.</p> <p>5. I am sick and tired of local tax payers being ignored by OCC so called leadership. Is democracy now dead in favour of an authoritarian dictatorship? , I hope not.</p> <p>6. Cycling and walking is great, but it remains and should remain that we the voting public have the right to choose the mode of transportation we use and when, with the freedom to move about on the roads at appropriate speed in a timely manor without the Nanny Council dictating/enforcing their fantasy notions of 'of the greater good'. I am an individual (I sense the current woke councillors don't actually f.....g care about public opinion)</p> <p>7. Not in my name.</p> <p>8. Travelling at the ridiculously low speed of 20 mph, has a detrimental and adverse affect on many motorists vehicles such as dpf filters clogging, increased pollution of the very road users you suggest you are trying to protect, a decrease in fuel efficiency costing motorist more, creating frustration of some motorists thus increasing risks as this boils over.</p> <p>Travel change: <b>No</b></p>
(o59) Local resident, (Bicester, Fair Close)	<p><b>Object</b> – The main roads through Bicester need to remain 30mph in order to keep traffic moving. Reducing the speed on almost all the roads will have a significant negative impact. As roads get busy, the speed automatically drops, most cases even below 20mph. But during less busy times, keeping the 30mph reduce the build up of traffic. On smaller residential roads, it is a complete waste of money as those roads can only be safely done at 20mph or less on most of them.</p> <p>If safety is the reason for moving to 20mph, then there are other much more effective solutions. Repair roads, improve signage and road lighting. Enforce current restrictions, including that on cyclists and e-scooters not adhearing to current regulations (like wearing basic lighting). Instead of slower accidents, why not aim to avoid them completely. By spending money on improving the current infrastructure instead of placing more restrictions (which ion most cases can't be enforced) it will be significantly more beneficial in the reduction of accidents.</p>

	Travel change: <b>No</b>
(o60) Local resident, (Bicester, Fair Close)	<p><b>Object</b> – It is not green as slowing traffic only result in more queues with car journeys taking longer. Changing limits from 30 to 20 will not encourage people to stop using their cars. It will only make those journeys more frustrating. Providing better and more affordable public transport options will be much more effective.</p> <p>Changing from 20 to 30 does not reduce accidents (it may reduce the severity). Instead, spending the money on improving road conditions like better lighting especially around pedestrian crossings (active lights within road surface that flash whenever pedestrians come close to crossing), fixing potholes so cyclists don't have to swerve out to avoid coming off the bike or car drivers concentrating more on avoiding potholes and figuring out confusing signage that on their overall surroundings.</p> <p>The money can be much better spend, delivering much better results, than spending it on more 20mph signs where most of the areas can't be enforced or where traffic will never realistically reach that limit in any case.</p> <p>Travel change: <b>No</b></p>
(o61) Local resident, (Bicester, Fair close)	<p><b>Object</b> – Due to Bicester Village, the traffic is already bad and slowing things down is just going to increase congestion and produce more carbon emissions, countering the reason for your original reasoning. Lowering the speed limit isn't going to stop tourists and people passing through bicester for work to stop driving, it's just going to have the opposite desired effect. Think about it this way by lowering the speed limit through the centre, if there is no traffic the lowered speed limit will only increase the journey length by maximum 5 minutes, which is still faster than walking and potentially cycling. People driving is going to be inevitable and I can see why you've proposed the idea and I appreciate it I just belive there are better ways to go about it for example encourage cycling schemes, make ares more scenic to walk through, fix the current problems that people are complaining about.</p> <p>Anyways have. Great day Kind regards</p> <p>Travel change: <b>No</b></p>
(o62) Local resident, (Bicester, Fair close)	<p><b>Object</b> – I believe the speed limit should stay as it is. Decreasing to 20 mph is unnecessary and will not improve traffic, infact it could increase congestion and potential road rage</p>

	Travel change: <b>No</b>
(o63) Local resident, (Bicester, Fair close)	<p><b>Object</b> – Think there us no need to implement this on every road. Perhaps around schools would be sensible It already takes way too long to travel around town as traffic is heavier. Reducing speed limit will bring the town to an almost standstill and increase emissions from cars as its going to take even longer to get around. Many cars struggle to be driven consistently at this speed I would end up just driving in 2nd gear which will increase fuel consumption a d more queues of traffic. I feel this will impact on emergency vehicles trying to get around and also buses. I don't see what there is to gain from reducing speed limit other than accident black spots.</p> <p>Travel change: <b>No</b></p>
(o64) Local resident, (Bicester, Fair Close)	<p><b>Object</b> – What is the reason for this?? What is the problem you are trying to fix? I'm pretty certain it's not road accidents in Bicester. This feels like you are imposing a restriction to discourage driving rather than anything else (to solve the congestion issues you're creating with closing roads etc!) There is no other obvious reason for it. These 20mph restrictions are ridiculous. I'm all for 20mph outside school areas (restrictions applied during school drop off / pick up time) but other than that absolutely no. I feel that the council should justify their need for the change, rather than the public needing to justify the other way round! You come up with a 'new' idea (or bandwagon!) with no genuine explanation of the problem you're solving and we have to try and defend our existing rights against this! Absolutely bonkers!!</p> <p>Travel change: <b>No</b></p>
(o65) Rather not say, (Bicester, Fair Close)	<p><b>Object</b> – It's 2 slow and unnessesary</p> <p>Travel change: <b>No</b></p>

(o66) Member of public, (Bicester, Fair Close)	<p><b>Object</b> – Causes congestion, hard to enforce leading to lower respect for the law, eliminates fuel efficiency from constant breaking and speeding up, increases journey time which in turn causes more congestion</p> <p>Travel change: <b>No</b></p>
(o67) Local resident, (Bicester, Fairfield Close)	<p><b>Object</b> – 20mph zones make drivers more focused on looking at their speedometer rather than focusing on risks and potential accidents.</p> <p>Travel change: <b>No</b></p>
(o68) Local resident, (Bicester, Fairford Way)	<p><b>Object</b> – Absolute waste of money. There are many people using their phones, speeding in 30mph areas and even seen people go wrong way round roundabout by Hundred Acres pub on Glory Farm which aren't policed so who will enforce plus as a driver 20 means watching the speedo, not the road ahead.</p> <p>Travel change: <b>No</b></p>
(o69) Local resident, (Bicester, Field Street)	<p><b>Object</b> – The 30mph is enough. If that was followed policed more regularly then there would be no need for further reduction. I live on Field Street which is not included in the planned area. Arguably one of the roads that would actually benefit from less traffic and more restrictions/policing. I just don't understand who is proposing this, for what reason and why it seems to have been missed from any local election pledges?</p> <p>Travel change: <b>No</b></p>
(o70) Local resident, (Bicester, Flanders Close)	<p><b>Object</b> – There is absolutely no need to reduce the speed limit down to 20mph. There is more traffic than ever with Bicester Bullage and all the new shops etc. The traffic won't move and the town will grind to a halt.</p> <p>Travel change: <b>No</b></p>

(o71) Local resident, (Bicester, Gavery Drive)	<p><b>Object</b> – People don't go 30mph, so they definitely won't go 20mph.</p> <p>Travel change: <b>No</b></p>
(o72) Local resident, (Bicester, Gentian Close)	<p><b>Object</b> – I believe in slow, safe driving but 20mph is just too slow. I find it hard and painful to go that slow. Thirty mph is plenty slow and safe enough as long people abide by it. When the limit is 30, We'll be driving at about 28mph and can easily see and stop if needed. Not sure why it needs to change. Any environmental benefits to be gained by going slower would be lost by the extended length of the journey.</p> <p>Travel change: <b>No</b></p>
(o73) Local resident, (Bicester, George St)	<p><b>Object</b> – OCC have a habit of doing blanket speed limits. Many of which affect through routes. The majority of vehicles are most efficient at ~50mph... now this is of course unsafe for built up areas, so vehicles have been geared to site well at 30mph, I drive through local villages which have changed from 40/30 down to 20... and get about 30% less MPG meaning increased emissions. Adding to that a 40 -&gt; 20 doubles the journey time (therefore double the congestion and further increase to pollution)</p> <p>It is much better to do small scale 20mph routes around specific housing areas and schools where supported and appropriate.</p> <p>Travel change: <b>No</b></p>
(o74) Local resident, (Bicester, George street)	<p><b>Object</b> – It is excessively risk averse, it increases journey times by 50%, creates huge traffic jams for no reason, increases emissions as cars are not geared to run at 20, hampers economic growth due to time lost. All while cars have never been safer. I'm not aware of any instances of deaths on the 30 roads and think the people who crash will still speed anyway. It is an insane policy to pursue.</p> <p>Travel change: <b>No</b></p>
(o75) Local resident, (Bicester, Germander Way)	<p><b>Object</b> – More congestion and pollution without any benefits. Responsible drivers will always drive with care while irresponsible drivers will always ignore the regulations. From past records, there were very few accidents around</p>



	<p>Bicester due to speed and most were due to irresponsible or careless driving. Spending needless money on proposals is a waste and will add to the financial burden of the residents.</p> <p>Travel change: <b>No</b></p>
(o76) Local resident, (Bicester, Goldcrest way)	<p><b>Object</b> – Makes journeys slower unnecessarily. Bicester is already very safe with drivers going safely at 30mph</p> <p>Travel change: <b>No</b></p>
(o77) Local resident, (Bicester, Goldcrest Way)	<p><b>Object</b> – I strongly object to this totally unnecessary 20mph proposal. I have lived in Bicester nearly 25 years and have never felt unsafe due to the current 30mph limit. Improved environment arguments are complete nonsense, the "pollution" difference between 20mph and 30mph is small and Electric vehicles will still have to do 20mph and they don't pollute at all. Where are the accident statistics in Bicester that show the 30mph limit was the direct cause of the accident. I have worked as an automotive engineer specialising in vehicle safety for over 20years and the advances in active safety (the ability for the car to stop before it hits a car, pedestrian or cyclist) have improved incredibly over the last decade. Vehicle manufacturers have spent millions over the years to reduce the possibility of a collision at 30mph. I suggest looking at the Euro NCAP website for proof of accident avoidance. Do you ever consult with experts in other fields (that don't have an agenda) about this subject?</p> <p>Have councils not learned anything from the public uproar at the Welsh governments blanket 20mph limit. 20mph is not required, a better use of the Council Budget would be safety initiatives at all the local schools teaching pupils about road safety, how to look before crossing the road and not be distracted by mobile phone use. I would also prefer the council spend the money on fixing the pothole strewn roads in and around Bicester.</p> <p>A crack down on the illegal use of electric scooters and e bikes would be more appropriate than a blanket 20mph limit. There is a complete lack of transparency from the Council.</p> <p>What are the results of the consultation ??</p> <p>Where are the accident statistics for Bicester ??</p> <p>Where are the accident "hot spots" ??</p> <p>If an area that is currently 30mph has no accidents there is no need to reduce the speed to 20mph.</p> <p>Bicester has grown and become more prosperous because of the car and the roads that link it to the M40, A34 etc. Residents (we moved here because of the excellent link roads) and visitors to Bicester (to spend money) shouldn't have to crawl their way in and out of the area because of an unnecessary council vanity project.</p> <p>The council is penalising the majority to keep the noisy minority happy and are using tenuous arguments about improving the environment and safety (where is the data) on already safe roads to push it through.</p>

	Travel change: <b>No</b>
(o78) Local resident, (Bicester, Goldfinch Close)	<b>Object</b> – I do not accept the reduction in speed limit. It is a waste of public money to implement the signage which could be better spent elsewhere where.  Travel change: <b>No</b>
(o79) Local resident, (bicester, graham)	<b>Object</b> – not needed or wanted,it just creates congestion and fumes!  Travel change: <b>No</b>
(o80) Local resident, (Bicester, Grebe Road)	<b>Object</b> – It's unnecessary and would likely create more traffic  Travel change: <b>No</b>
(o81) Local resident, (Bicester, Grebe Road)	<b>Object</b> – Unnecessary and disruptive. Cars are not meant to drive at that speed.  Travel change: <b>No</b>
(o82) Local resident, (Bicester, Grebe Road)	<b>Object</b> – It is not needed and just adds to congestion and prolonged air pollution  Travel change: <b>No</b>
(o83) Local resident, (Bicester, Hambleside)	<b>Object</b> – I believe the only thing these changes will acheive is frustration for law abiding motorists. if this was for safety reasons outside a school during drop off and pick up times that would make sense these proposals do not. As has been shown in wales reduced speed limits do not have a positive impact in reducing emissions from vehicles passing through a particular area.

	Travel change: <b>No</b>
(o84) Local resident, (Bicester, Hamilton Close)	<p><b>Object</b> – Traffic is already problematic around Bicester. Making traffic even slower basically makes the roads unusable and traps many residents inside the town.</p> <p>Travel change: <b>No</b></p>
(o85) Local resident, (Bicester, Hampden Close)	<p><b>Object</b> – The Police cannot police 30 MPH, what chance for 20 MPH. Boston Road is a Race Track and an accident waiting to happen</p> <p>Travel change: <b>No</b></p>
(o86) Local resident, (bicester, Harebell way)	<p><b>Object</b> – Longer journey times causing more pollution and more frustrated drivers</p> <p>Travel change: <b>No</b></p>
(o87) Local resident, (Bicester, Harrier way)	<p><b>Object</b> – Building traffic around Bicester and creating more pollution,</p> <p>Travel change: <b>No</b></p>
(o88) Local resident, (Bicester, Hawksmead)	<p><b>Object</b> – I walk my dog in Bicester every day, mainly on paths next to both 30 and 20 Mph roads. The percentage of drivers currently adhering to the 20Mph limit around the town centre is well below 50%, I would guess at somewhere around 25 % if I had to. The drivers in 30Mph speed limit areas are better, but again, I would guess only 75% are sticking to the limit. What is CRUCIAL is HOW the council will enforce the new limits. It is COMPLETELY pointless spending money on this project is no one is going to monitor and enforce the limit. 20 Mph only works if people drive at 20Mph, just putting the signs up will make very little difference, and should you decide to go ahead with this, and lets face it Mr Gant wont pay any attention to what the people of Bicester want and do whatever he wants to , as per usual, I request a full and detailed breakdown from you on how this will be enforced. And I will not let this go until I have it.</p>

	<p>I am happy for the limit to be reduced to 20Mph, only if you ensure people do it.</p> <p>Travel change: <b>No</b></p>
(o89) Local resident, (Bicester, Hawksmead)	<p><b>Object</b> – Too onerous for all drivers, create frustration and more likely for distracted drivers to use phones etc</p> <p>Travel change: <b>No</b></p>
(o90) Local resident, (Bicester, haydock)	<p><b>Object</b> – we wont need a speed limit with the closing of the level crossing it will cause a gridlock and we will be lucky to overtake a snail</p> <p>Travel change: <b>No</b></p>
(o91) Local resident, (Bicester, Hemingway Drive)	<p><b>Object</b> – It's madness all because you think that reducing speed limit will get people out of their cars and walking or cycling. You are deluded</p> <p>Travel change: <b>No</b></p>
(o92) Local resident, (Bicester, Herald Way)	<p><b>Object</b> – Dear Council Members,</p> <p>The rationale behind the proposed 20 MPH speed limits is to enhance travel safety. However, I remain unconvinced until the council provides comprehensive data on accidents, injury severity, and root causes. The implementation of these speed limits should be contingent upon such data supporting the need, or a risk identified through thorough analysis, such as in school zones where it is justifiable.</p> <p>While I support the promotion of cycling and walking through the introduction of more pedestrian and cycle lanes where feasible, and acknowledge the recent updates to the highway code to improve cyclist safety, I believe reducing the speed limit to 20 MPH will only exacerbate traffic congestion and increase motorist frustration.</p> <p>The Bicester community chat on Facebook is rife with objections and widespread discontent regarding the delays and congestion caused by the new roundabout at Banbury Road. Positive feedback, including support for widened cycle paths, is vastly outnumbered by opposing views. The council might argue that the frustration caused by the Banbury Road roundabout is temporary, albeit lasting over a year, but the proposed 20 MPH speed limit is permanent, and so will be the frustration.</p>

	<p>Furthermore, I question how long it will be before speed cameras are installed and the revenue from fines begins to flow into the Government's Consolidated Fund. This raises concerns that the primary motive behind this proposal is financial gain, disguised under the guise of promoting a slower and safer pace of life.</p> <p>I urge the council to reconsider this proposal and base any decisions on transparent, data-driven evidence that genuinely supports the need for such measures.</p> <p>Travel change: <b>No</b></p>
(o93) Local resident, (Bicester, Herald Way)	<p><b>Object</b> – They are a blanket limit - not a limit for individual locations</p> <p>Travel change: <b>No</b></p>
(o94) Local resident, (Bicester, Honeysuckle close)	<p><b>Object</b> – It will cause more pollution in the town</p> <p>Travel change: <b>No</b></p>
(o95) Local resident, (Bicester, Isis Ave)	<p><b>Object</b> – It's dangerous and does not make the roads safer</p> <p>Travel change: <b>No</b></p>
(o96) Local resident, (Bicester, Isis Avenue)	<p><b>Object</b> – Unnecessary except outside schools in term time</p> <p>Travel change: <b>No</b></p>
(o97) Local resident, (Bicester, Jay close)	<p><b>Object</b> – Too widespread and expensive... 20 mph by schools and shops is fine.</p> <p>Travel change: <b>No</b></p>

(o98) Local resident, (Bicester, Kempton close)	<p><b>Object</b> – 20mph is nuts, it's people's driving skills especially the orientals , that need altering</p> <p>Travel change: <b>No</b></p>
(o99) Local resident, (Bicester, Kestrel way)	<p><b>Object</b> – Little significant evidence to prove that it's required for safety. I work on ambulances and I've been to 1 crash (put foot on accelerator and not break at a round about) &amp; heard of 3ish more (pulled off to fast &amp; knocked a cyclist, and two reversing into pedestrians) attended by colleagues in 12 years of working in this area. Langford village in particular have shown no issues related to speed for 5+ish years at all with evidence from there speed camera and reports from police etc</p> <p>Travel change: <b>No</b></p>
(o100) Local resident, (Bicester, Kingfisher Way)	<p><b>Object</b> – Reducing the speed limit from 30mph to 20mph in Bicester Village could exacerbate existing traffic congestion rather than alleviate it. The area already experiences heavy traffic, even on weekdays not to mention weekends and special events being held in Bicester, and a reduction in speed could lead to further delays as vehicles would need to travel even more slowly, increasing overall journey times. With the already extremely poor road layout around Bicester, reducing the speed limit will only encourage more dangerous driving. We do not need this speed limit change.</p> <p>Travel change: <b>No</b></p>
(o101) Local resident, (Bicester, Kingfisher Way)	<p><b>Object</b> – Keeping to 20mph means constantly checking your speed, taking uour eye off the road for a seconds. 30mph is still safe if needed to react and stop.</p> <p>Travel change: <b>No</b></p>
(o102) Member of public, (Bicester, Kings End)	<p><b>Object</b> – Bicester already has tremendous traffic problems, generating noise and pollution in the town for the majority of the day. Further bottlenecks caused by a reduced speed limit will only exacerbate this issue to the detriment of the residents' health</p>

	Travel change: <b>No</b>
(o103) Local resident, (Bicester, Kingsclere Road)	<p><b>Object</b> – I personally think that there is nothing wrong with the speed limits as they are right now. The only places where 20mph speed limits would be understandable in my opinion are by schools during hours where children will be entering and leaving school.</p> <p>Travel change: <b>No</b></p>
(o104) Local resident, (Bicester, Kingsmere)	<p><b>Object</b> – The blank proposal is a lazy way of making changes to the roads safer and usable for the residents. A more thorough survey would require to assess whether the proposal should be carried out as a blank policy, it's not necessary to reduce the speed limit in certain roads.</p> <p>Travel change: <b>No</b></p>
(o105) Local resident, (Bicester, Lancaster Close)	<p><b>Object</b> – Given the reconsideration by the Welsh parliament on reducing the number of 20 Mph zones owing to the public outcry, any further rollout of these zones should be considered in line with the health and safety benefits and environmental factors. So far, independent reviews have only shown fuel consumption to decrease in 1.3 mpg. From a safety standpoint, with all the best will in the world, drivers going at 20 mph will be overtaken by drivers becoming impatient. Not to mention that cyclists average between 15-20 mph, there will be undoubtedly more traffic collisions.</p> <p>Travel change: <b>No</b></p>
(o106) Local resident, (Bicester, Lancaster Close)	<p><b>Object</b> – One of the reasons given for the proposed change is to encourage bike riders to use the roads. This is not going to happen unless they are banned from cycling on pavements! I have observed times when the Churchill road has been devoid of cars and bikes have still barged past me on the pavements. You can't drive through Bicester at the best of times and I would have thought it would have made more sense to sort out the issue of the Level Crossing on London Road before dealing with speed limits. I question the choice of priorities.</p> <p>I also question how this is going to be enforced. Why not re activate the speed cameras that are already in place on Buckingham, Churchill and Launton Roads.</p>

	Travel change: <b>No</b>
(o107) Local resident, (Bicester, Langford)	<p><b>Object</b> – Bicester is already congested with families that have moved into the town. You are trying to prevent pollution and congestion. 20 miles per hour will only make the town polluted and congested</p> <p>Travel change: <b>No</b></p>
(o108) Local resident, (Bicester, Langford Village)	<p><b>Object</b> – There is no reason for our local area to have a 20mph limit. Also, if the ludicrous suggestion to close the level crossing to traffic goes ahead it will significantly increase the time to move through Bicester - this and a speed reduction in general is something which some will tire of quickly and speed, and overtake introducing risk.</p> <p>Travel change: <b>Other</b> I still stop buying from local businesses and move to online.</p>
(o109) Member of public, (Bicester, Langford Village)	<p><b>Object</b> – The statistics show no need for this measure. It is unenforceable and will be widely disliked by the public that the County Council serves.</p> <p>Travel change: <b>No</b></p>
(o110) Local resident, (Bicester, Lapwing Close)	<p><b>Object</b> – 20mph is too slow. 80% of residents drive at a safe speed in the 30mph areas. The remaining 20% will ignore 20mph signs.</p> <p>Travel change: <b>No</b></p>
(o111) Local resident, (Bicester, Lapwing Close)	<p><b>Object</b> – Having a 20mph speed limit is not going to solve the safety problems in Bicester, you are out of touch with what Bicester needs. You come up with statements like 'We want to make our towns and villages safer and more attractive places to walk and cycle' and yet fail to address problems like Bicester villages workers (from other countries who have a different road etiquette), cycling on the path of London Road in the rush hour when people with mobility</p>



	<p>scooters are trying to use the same paths. A 20mph speed limit is not going to solve this - improved policing is what we need. If cyclist force pedestrians into the road in the 30mph or a 20mph, an elderly person is still going to be hurt. You say you want to change to have an attractive place to walk and cycle, yet you do nothing when cyclist have arrived at their destination. If you have secure places for cyclist in the centre then people will feel safe leaving the cycles when shopping, but instead you come up with pointless ideas like painting a cycle lane thru the centre of Bicester. The cyclist clubs were against this, there is no policing of this, eg, people or market traders wandering into the cycle lane (suspending on market days adds even more confusion for the public). This idea is just another of example of you being out of touch and wasting money on bad ideas.</p> <p>In other countries I've seen, they have ideas like raised cycle lines in the road to stop traffic wandering into the cycle lanes (the car wheels are bounced off the lines pushing the car back into the road). Also, secure parking spaces for cycles. These are the things that will make cyclists want to cycle into Bicester and stop them cycling on the paths and NOT a 20mph speed limit.</p> <p>Also, more cameras or police to enforce traffic stopping at pedestrians crossings in Bicester. A number of times I've almost been hit when crossing at a pedestrian cross, and when I speak to the Police, I'm told they will not do anything unless a have a video recording of the incident on a phone. Without proper enforcement, drivers will break these laws regardless of 30mph or 20mph. The drivers were not paying attention in a 30, so why will they pay more attention on a 20?</p> <p>Lowering the speed limit will mean drivers are paying less attention to the roads and there is even more potential for accidents, eg, like drivers not paying attention to pedestrians on a crossing above.</p> <p>You need to look deeper into the problems in Bicester, like eScooters riding in the wrong direction through Sheep St. or on the path, and having a proper deterrent for escooters when caught. They should be confiscated and crushed as soon as they are caught on the road/path, and not the softly, softly smack on the wrist policy that is in place at the moment.</p> <p>In summary, changing to 20mph is an ill thought out idea that is not addressing the problems in Bicester, it's an easy thing to do and tries to give the impression that the council are addressing the problems, when this is just a sticking plaster solution and not a long term strategy. As I've mentioned above, there are many problems with safety on the roads around Bicester and as a resident I can see that you are missing the real issues and blindly following the media stories and the likes of Wales in trying to implement a policy which does not address our local issues.</p> <p>Travel change: <b>No</b></p>
(o112) Local resident, (Bicester, Launton Road)	<p><b>Object</b> – There is no reason for the speed limits to be reduced on all road in Bicester i would accept stretches of roads around schools or leisure centres but to blanket entire roads in 20mph where there are not any incident ever is unnecessary and and waste of council money for no discernible benefit</p>

	Travel change: <b>No</b>
(o113) Local resident, (Bicester, Lawrence Way)	<p><b>Object</b> – The proposal to reduce speed limits shows utter contempt for the residents. Surely the Welsh petition has made very clear how little support there is among most people for such measures. It is appalling that these measures are being pushed through on the basis of fewer than a hundred votes.</p> <p>The cost in time should be offset against the reduction in accidents. I calculated that for proposed similar measures in Scotland the cost in people's free time v the cost of time lost to being injured killed then the cost of reducing speed limits only made sense if people spend on average less than 24 minutes per year on roads at 20 mph when they would previously have been at 30 mph. So about 7 seconds per day. I doubt that it will be less than 15 seconds which is equivalent to doubling the number of road deaths in terms of time lost.</p> <p>Travel change: <b>Other</b></p> <p>What about cycle less? Far safer for cyclists when cars going at 30 mph than at 20 mph when motorists will be far more restricted in when they can choose to safely overtake. I overtake pedestrians and in most situations cyclists while ensuring that what</p>
(o114) Local resident, (Bicester, Lerwick Croft)	<p><b>Object</b> – With the closing of London road due to rail way line crossing it is going to make getting around Bicester's even more difficult and more congestion. To add in 20mph speed limits is just going to cause more issues and more and more frustration. Making the town and other facilities undesirable to get too which I turn will push trade away from Bicester to surrounding towns how is that a benefit to the town. Also some e-bikes and scooters can be doing faster than 20mph which will again cause issues.</p> <p>Travel change: <b>No</b></p>
(o115) Local resident, (Bicester, Lily Close)	<p><b>Object</b> – I do not think that this is a high priority, rather than waste money on this plan, it could and should be put to better use, namely repairing and improving the diabolical roads that we are forced to put up with currently. Driving as part of my job you get to see how often drivers are forced to take action to avoid dangers on the road, also to witness how unacceptable things have become, lack of maintenance and poor quality repairs that barely last.</p> <p>The Bicester ring road, roads into the town centre (from all directions) and almost all interconnecting roads are full of pot holes, collapsing drains and manhole covers. Uneven surfaces which collect and hold rain water, creating hazards for drivers.</p>

	<p>When is the poor standard of our roads going to be made a priority???? Rather than changing speed limits. If you want to make roads safer, (20 mph will not do this alone) repair them, maintain them correctly. This will allow drivers to concentrate correctly on the situation ahead, prevent erratic actions trying to avoid pot holes, drain covers, standing water by the verge, in turn improving the standards of driving.</p> <p>Travel change: <b>No</b></p>
(o116) Local resident, (Bicester, Lodge Close)	<p><b>Object</b> – There is no need to change the limits. Wales tried it and are reverting back now. The 30mph has been in place for a long time and the rules well established with signs and lampposts indicating the zone. 30mph is the default urban speed in the Highway Code. The lack of repeaters in 20mph zones is non-sensical</p> <p>Travel change: <b>No</b></p>
(o117) Local resident, (Bicester, London Road)	<p><b>Object</b> – I object to the proposals. The reduction of the speed limit to 20mph conflicts with the natural flow of traffic and will create unnecessary congestion and therefore pollution in such residential areas. Consequently, my personal experience is that such unreasonable speed limits cause frustration for drivers, leading to a complete disregard for the speed limit, thus having the opposite effect of making these areas "safer".</p> <p>Furthermore, I question the requirement for such a reduction. I note in the Statement of Case that the primary reason to reduce the speed limit is to reduce road casualties. Have the residential areas, where speed reductions are proposed, experienced an unreasonable level of casualties? Has thorough traffic analysis been conducted on each road you are proposing to reduce the speed limit on? Has a casualty assessment of these roads been conducted? In the instances where casualties were an unfortunate occurrence, was the driver driving at or under 30mph? In areas where the speed limit has already been reduced, do you have data analytics that the casualties caused by people driving at the speed limit have been reduced?</p> <p>If the above questions cannot be answered, or the answers are "no", then I would argue that it should be completely out of the question to reduce the speed limit in these areas further.</p> <p>Finally, I would like to express my disappointment in the council for wasting public money on such a scheme, when the money could be spent on improving road quality, which would do far more good for public safety.</p> <p>Travel change: <b>No</b></p>

(o118) Local resident, (Bicester, Lucerne ave)	<p><b>Object</b> – I cycle regularly, I do not have a issue with the speed of cars I cycle with, I would prefer money to be spent on somewhere safe to leave my cycle when in the town, I will sometime use my car due to cycle theft</p> <p>Travel change: <b>Other</b> No, I cycle already, for me to use my cycle more, I need somewhere safe to leave my cycle in town, I would expect this is a common issue, due to cycle theft</p>
(o119) Local resident, (Bicester, Ludlow road)	<p><b>Object</b> – The traffic is already deadlocked around the town. Reduced the speed limit could have knocked on effect to the flow of the traffic.</p> <p>Travel change: <b>Other</b> Electric scooter</p>
(o120) Local resident, (Bicester, Lyneham Road)	<p><b>Object</b> – 20mph in some zone is sensible but cars have become safer with advancements in technology and the proposal is excessive. We are looking to make the roads slower than they were nearly 100 years ago when the 30mph zone were introduced in 1934. Even as a cyclist in Bicester I don't think the 20mph would be an improvement as drivers will be spending less time looking at the road and more time trying to keep to the speed limit and looking at their speedo.</p> <p>Travel change: <b>No</b></p>
(o121) Local resident, (Bicester, Lyneham Road)	<p><b>Object</b> – Not necessary.</p> <p>Travel change: <b>No</b></p>
(o122) Local resident, (Bicester, Mallards Way)	<p><b>Object</b> – There is no need to reduce the existing 30mph limit within Langford Village area, since the Langford Village Community Association speed camera has proven there is almost no speeding in Old Langford at present. Furthermore the LVCA has hard evidence from a year of monitoring traffic speeds at various times of day outside the primary school, proving that there is no speeding outside the school during school hours. On the contrary, if the limit was reduced to 20mph then this would actually create a new speeding problem, as many drivers would exceed 20mph</p>

	<p>and potentially overtake drivers that would be keeping to the limit. Over the last five years there have only been 3 reported collisions in Langford, and it is unclear whether any of these involved speeding. On this basis I object to any reduction in the speed limit in this area. The funds to install any road furniture would be better spent mending the potholes on the town's roads, in particular Launton Road.</p> <p>Travel change: <b>No</b></p>
(o123) Local resident, (Bicester, Maple road, often grid locked due to parents using it as a carpark for longfields school.)	<p><b>Object</b> – I don't think they are necessary. People who choose to speed will continue to do so. Most people don't speed because they drive according to the road conditions. In Bicester this largely means grid lock! Especially on the roads that are deemed to stay at 30 miles an hour. I think this is a waste of time and money and disrespectful to those who do drive sensibly. Where is the evidence that Bicester has issues with people speeding on local roads? All this will do is increase pollution by forcing people to drive slower and creating more emissions. Life is frustrating enough already for people trying to drive around Bicester.</p> <p>Travel change: <b>No</b></p>
(o124) Local resident, (Bicester, Martin Close)	<p><b>Object</b> – Will cause even more congestion within the proposed 20 mph zone</p> <p>Travel change: <b>No</b></p>
(o125) Local resident, (Bicester, Martin close)	<p><b>Object</b> – Better to have time specific 20mph zones under flashing light control around schools etc</p> <p>Travel change: <b>No</b></p>
(o126) Local resident, (Bicester, Martin Close)	<p><b>Object</b> – the traffic around bicester is already reaching unsustainable levels with existing works underway, the likely closure of the level crossing at Bicester village will only add to the number of vehicles on the roads slowing everyone down will only increase the number of cars on the roads at peak times.</p> <p>Travel change: <b>No</b></p>

(o127) Local resident, (Bicester, Martin Close)	<p><b>Object</b> – I believe 20mph limits have their place outside schools but that's it. I think other traffic calming measures are better for slowing vehicles in danger areas/hotspots that work better than an unpoliced/unenforced restriction. Reducing enforced traffic signs 'blanket' only increases traffic congestion, bad and aggressive driver behaviour and can lead to more accidents.</p> <p>Travel change: <b>No</b></p>
(o128) Local resident, (Bicester, Medina Gardens)	<p><b>Object</b> – Restricting speed limits to 20mph does not reduce road traffic collisions, casualties, or driver speed</p> <p>Travel change: <b>No</b></p>
(o129) Local resident, (Bicester, Meredith close)	<p><b>Object</b> – Bicester has a lot of traffic going through it and I strongly believe we need a higher speed ring road or bypass road. My concern with increased 20mph areas is more a concern that a lower speed limit combined with a high (and increasing over time with more housing being built etc) volume of traffic will result in more frequent congestion and increased air pollution. If we had reliable higher speed routes to channel the higher volumes of traffic on rush hour etc, I would support 20mph more widely, but as it stands we have some residential roads (IE shakespeare drive) that see a high volume of traffic in peak times with limited alternative routes for cars to take.</p> <p>Travel change: <b>No</b></p>
(o130) Local resident, (Bicester, Merganser Drive)	<p><b>Object</b> – These speed limits are ridiculous</p> <p>Travel change: <b>No</b></p>
(o131) Local resident, (Bicester, Merlin Way)	<p><b>Object</b> – You tell me the benefits. It's not road safety. It causes more frustration and adds even more time to journeys. Completely ridiculous.</p>

	Travel change: <b>No</b>
(o132) Local resident, (Bicester, Merlin Way)	<p><b>Object</b> – The roads have been fine at the speeds that have been set currently, with no accidents due to speed.</p> <p>Travel change: <b>Other</b> Probably won't drive around Bicester as can't get anywhere in short amount of time I might as well travel elsewhere for my needs rather than Bicester with council proposing road closures and speed reductions to speeds bike and runners can overtake cars</p>
(o133) Local resident, (Bicester, Merlin Way)	<p><b>Object</b> – I regularly drive around a 20mph zone in grater London, and the number of cars that flout the limit is surprising. When driving at 20, there is nearly always someone tailgating or trying to overtake unsafely. Looking at the crash/accident statistics for Bicester (from 2020 and before - the latest I could see online) The trend of accidents is already going down. Is there a target reduction for accidents, and how is this and the effectiveness of the scheme going to be monitored?</p> <p>Travel change: <b>No</b></p>
(o134) Local resident, (Bicester, Moor Pond close)	<p><b>Object</b> – Traffic in Bicester moves slowly as it is, owing to the volume cars on the main roads. In this scheme these congested main roads have been left at 30 miles per hour. We need a suitable scheme to resolve this congestion issue rather than wasting money on 20 miles per hour zones on the local housing estates.</p> <p>Travel change: <b>No</b></p>
(o135) Local resident, (Bicester, Mulberry Drive)	<p><b>Object</b> – I strongly object the proposals because it is not the right solution for the problem. Regarding the safety "benefit", there needs to be an education program for pedestrians - there is an ever increasing number of people crossing roads, whether at junctions or crossings, who just walk straight out without looking and assume that cars will just stop. Bad driving makes this worse and slowing cars down will cause drivers to be more distracted as they are crawling and will be more likely to sightsee or look at their phones/radio. Regarding congestion, I'm guessing the research (which is not linked) is based on congested cities where the speed traffic moves is already 20mph so the limit makes no difference. It will in Bicester and saying it will improve adoption of alternative transport is a lie - I can</p>

	<p>drive to the other side in less than 5 minutes, or I can wait 30+ mins for a bus and have to change twice to get where I want, or I can walk and it take over 30mins. Public transport works in Central London, but cars are needed when time is pressured - for context, I primarily walk or cycle for short distances anyway but know this is not possible for disabled, elderly, people with children, or generally less mobile people. The proposals are just following an ill conceived conclusion to a problem. Cars are being demonised for problems caused by either irresponsible pedestrians or bad driving standards that reducing the speed to 20 will not address.</p> <p>Travel change: <b>No</b></p>
(o136) Local resident, (Bicester, Mulberry Drive)	<p><b>Object</b> – Objecting as it is not necessary. If work needs to be done on improving traffic it would be to fix the potholes and not get rid of the Banbury Road roundabout.</p> <p>Travel change: <b>Other</b> Less reluctant to stay in Bicester.</p>
(o137) Local resident, (Bicester, N/A)	<p><b>Object</b> – I object to the blanket reduction of speed limits from 30mph to 20mph on all roads in Bicester. While safety is important, a uniform reduction across all roads may not be proportionate or effective. Many roads are already safe with the current 30mph limit, and reducing speeds further could lead to increased congestion, longer travel times, and reduced efficiency for local businesses and services. Speed reductions should be targeted only in high-risk zones such as areas around schools, where there is a clear and justifiable need for enhanced safety measures, rather than applying a county-wide policy indiscriminately.</p> <p>Travel change: <b>No</b></p>
(o138) Local resident, (Bicester, N/A - I'm not giving you that info)	<p><b>Object</b> – It seems that the council would rather pay for signs lowering the speed limit than actually maintain the roads. To hear rationale about it being safer or pushing people into other modes of transport is a joke.... How much money is generated by motorist through taxation?? Take us out of the cars and where the loss of tax revenue coming from??? You're literally driving the country deeper into debt...</p> <p>Travel change: <b>Other</b> No &amp; I'll continue to drive to the previous speed limit</p>



(o139) Local resident, (Bicester, No)	<p><b>Object</b> – Increase in emissions from cars being at high revs in lower gears. Increase in commuting times, when Bicester is currently perfect for commuters.</p> <p>Travel change: <b>No</b></p>
(o140) Local resident, (Bicester, No?)	<p><b>Object</b> – This in no way would make the towns and villages safer or more attractive in anyway but just annoy commuters and families, or encourage me to bike/scooter or otherwise walk.</p> <p>Travel change: <b>No</b></p>
(o141) Local resident, (Bicester, None of your business)	<p><b>Object</b> – Absolutely no need for it-</p> <p>Travel change: <b>No</b></p>
(o142) Local resident, (Bicester, None of your business)	<p><b>Object</b> – I don't believe that a universal lowering of the speed limit is at all necessary. 100 yds either side of a school would be acceptable.</p> <p>Travel change: <b>No</b></p>
(o143) Local resident, (Bicester, Nuffield close)	<p><b>Object</b> – It's fine outside schools but has shown not to work in other places that have introduced it and will just be a money making exercise with speed cameras in the future</p> <p>Travel change: <b>No</b></p>
(o144) Local resident, (Bicester, Orpine Close)	<p><b>Object</b> – I think it will make a very limited improvement to safety, if any.</p> <p>As a cyclist (I cycled 1400 miles last year, commuting to/from work once per week by bicycle), I feel less safe in 20mph limits than 30mph limits, as I'm travelling at almost the same speed as cars. Either I'm following a car, or a car is following me. Neither is particularly safe. In a 30mph limit, a car can safely overtake me and then it's gone, and I'm back with a safe space around me.</p>

	<p>Also the cost of implementing signage would be better spend elsewhere, eg fixing potholes where would have a much bigger positive impact on road safety.</p> <p>Travel change: <b>No</b></p>
(o145) Local resident, (Bicester, Osprey Close)	<p><b>Object</b> – Data shows there is no correlation between speed and accidents in Bicester. If you are going to spend hundreds of thousands of pounds on something, and annoy local residents, there needs to be a solid evidence base to support the proposal. We supposedly live in a democratic society and you say you will not implement the proposals if the community doesn't want it. Have have an online referendum on the proposal!</p> <p>Travel change: <b>No</b></p>
(o146) Local resident, (Bicester, Osprey close)	<p><b>Object</b> – I agree some roads could drop to 20, notably outside schools fir safety but I'd rather see more parking restrictions around those to stop the traffic buildup. Along with the closure of the London road crossing it just seems more reasons to not go into the town centre. Yes, i do walk into town but i won't be doing my main shopping there any more if it becomes so difficult to get in.</p> <p>Travel change: <b>No</b></p>
(o147) Local resident, (Bicester, Oxlipleyes)	<p><b>Object</b> – It's not good for the environment as more co2 will be produced. No significant statistical study in Bicester shows that might improve safety. We have the chaotic seen on the areas where this 20 mile spread limit implemented (Oxford as example). Business will be affected by traffic congestion. Roads will be strangled even where the proposed speed limit not implemented as chain reaction. Money could have spent it in better project for face lift and make better environment for residents and specifically children.</p> <p>Travel change: <b>Yes – scoot more</b></p>
(o148) Local resident, (Bicester, Parklands Place)	<p><b>Object</b> – It was trialled in wales and failed. Then reversed Speeding drivers will always speed even if the speed limit was 10 miles per hour pointless exercise, a waste of money and waste of peoples time.</p>

	<p>If the council has time and money to waste, then it should be spent on housing, the homeless schools, hospitals doctors, improving infrastructure for the needy that are suffering, not wasting it on some public relations exercise</p> <p>Travel change: <b>No</b></p>
(o149) Local resident, (Bicester, Peregrine way)	<p><b>Object</b> – I regularly travel through 20mph zones and am often dangerously overtaken by other vehicles or passed by cyclists particularly on downhill slopes. The cost is phenomenal of all the road furniture and downright dangerous on they routes. The emissions are higher at low revs and I cannot see any benefit except outside schools where parking is atrocious. DO NOT DO THIS. If people can't do 30, they are not going to do 20. Those are the people you should be targetting</p> <p>Travel change: <b>No</b></p>
(o150) Local resident, (Bicester, Peregrine way)	<p><b>Object</b> – Ridiculous. If 30 isn't managed 20 won't. It will cost a fortune to implement. Do not go down this route. There is no logical argument for it</p> <p>Travel change: <b>No</b></p>
(o151) Local resident, (Bicester, Pipits Croft)	<p><b>Object</b> – I object because I think that speed limits should only be reduced where evidence shows it is needed to tackle harms (eg. safety, noise) but no evidence has been presented that this proposal will reduce harm.</p> <p>Travel change: <b>No</b></p>
(o152) Local resident, (Bicester, Plumpton Road)	<p><b>Object</b> – The blanket proposal is a poor solution. It's unenforceable due to resource issues and so motorists will continue to drive at speeds exceeding 20mph. It encourages pedestrians to take more risks around moving vehicles. It's detrimental to the environment as it will result in vehicles travelling at lower speed, where they are less fuel efficient, for longer periods of time. The increase in journey times will frustrate drivers and they will ignore the speed restrictions.</p> <p>A better approach would be to limit the new speed limits to discrete zones around schools, community buildings and children's play areas.</p>

	Travel change: <b>No</b>
(o153) Local resident, (Bicester, Pontefract road)	<b>Object</b> – Nobody wants this! Travel change: <b>No</b>
(o154) Local resident, (Bicester, Ravencroft)	<b>Object</b> – It is ridiculous, there is no thought for anyone who is not able to walk or cycle the town is slowly dying. Travel change: <b>Other</b> I will find somewhere else to live, it is no longer a pleasure to live in Bicester and this is just another negative.
(o155) Local resident, (Bicester, Ravencroft)	<b>Object</b> – In my opinion you are too focused on the speedometer rather than the road and potential hazards and dangers. Travel change: <b>No</b>
(o156) Local resident, (Bicester, Ravencroft)	<b>Object</b> – There is no need to extend the 20mph speed limit to areas outside Bicester town centre. There are plenty of pedestrian crossings in Bicester where people can safely cross the road. I have walked around Bicester for years in perfect safety - all it needs is an awareness of other road users and common sense. I am concerned that a 20mph speed limit will mean that car drivers will spend more time watching their speed, rather than the road. Also, modern cars are not designed to travel in 3rd gear for any length of time and doing so will increase emissions, which I believed Oxfordshire County Council was trying to reduce. Travel change: <b>No</b>
(o157) Local resident, (Bicester, Ravencroft)	<b>Object</b> – The general populace of Langford Village are responsible drivers who regulate their speeds at 30mph at most but far less in areas such as the school and shopping area. I really don't think there's any need for a 20mph limit, which will also likely be broken at that point by numerous cyclists whom are poorly lit and rarely obey the given traffic laws anyway.

	Travel change: <b>No</b>
(o158) Local resident, (Bicester, Ravencroft)	<b>Object</b> – Not necessary  Travel change: <b>No</b>
(o159) Local resident, (Bicester, Redcar road)	<b>Object</b> – I feel it is not necessary and also am concerned it will make journeys longer. It is already incredibly frustrating driving around Bicester as the traffic is terrible, we don't need this. I don't think safety will be increased at all.  Travel change: <b>No</b>
(o160) Local resident, (Bicester, Redwing Close)	<b>Object</b> – It is unnecessary. The current 30mph speed limits are sufficient for our town. Cars are continuing to become safer over and less dangerous as technology develops, so there is no need for a blanket heavy handed ban on anyone travelling at 30mph on many streets outside the town centre  Travel change: <b>Other</b> No but it will make many existing drivers impatient and lead to dangerous overtaking. Cars being overtaken by cyclists is particularly risky and likely to lead to accidents
(o161) Local resident, (Bicester, Reedmace Road)	<b>Object</b> – The councils obsession with 20mph limits are way out of control and are being used as an excuse to not maintain and upkeep the roads to that of a 30mph speed limit road. You are alienating the general public and seem unable to tackle the issues the local residents want solving. Fix the pot holes first. Sort out the derelict town centre and get traffic moving.  Travel change: <b>No</b>

(o162) Local resident, (Bicester, Rookery Way)	<p><b>Object</b> – 20mph will cause more congestion causing more pollution! Also driving at 20mph is worse for the environment as it causes more pollution. Also will have an impact on the economy as companies miss target times for deliveries. Slower roads will also cause more stress on vehicles as they are not meant to be built for slower speeds. This is a step backwards soon you want the little man walking in front of cars with a red flag. Plus its a waste of money which could be used for resurfacing the roads!!</p> <p>Travel change: <b>No</b></p>
(o163) Local resident, (Bicester, Ruskin Walk)	<p><b>Object</b> – I believe this is a total waste of money, time and resources. Being an expat from the usa where most states have a 25 mph speed limit in built up residential areas that seems to work. We already have virtually 20 mph limit on most roads to to poor infrastructure and congestion. I also don't feel that the local alternative transportation is right for most people.</p> <p>Travel change: <b>No</b></p>
(o164) Local resident, (Bicester, Saffron Close)	<p><b>Object</b> – A 20mph limit can be justified in a few cases, including outside schools, hospitals but in general it is not required. As with many of these proposed changes, they are a waste of our time, money &amp; offer no measurable benefits.</p> <p>Travel change: <b>No</b></p>
(o165) As a business, (Bicester, Saffron Close)	<p><b>Object</b> – A waste of time, money and all for no measurable benefit. This notion of a 15min town will make it impossible to do business.</p> <p>Travel change: <b>No</b></p>
(o166) Local resident, (Bicester, Salisbury Walk)	<p><b>Object</b> – Leads to increased traffic because of reduced throughput. Inconsistency amongst drivers making it more dangerous than reducing the limit (tailgating, overtaking into oncoming traffic, undue hesitation and dangerously slow speeds).</p>

	<p>Awful environmentally. Trips are longer, cars are not built to be travelling 20 MPH, necessitating journeys in lower gears that burn off fuel.</p> <p>This scheme is an expensive gimmick. It's spending money local government not only doesn't have but can't afford. Neither can central government. In essence government is bankrupt as they'll never pay back even a decent percentage of its debt, never mind all of it. The economy will crash when they default on our lifetime - it will happen, it has to, it's set in stone.</p> <p>Worst still, it will be reversed as soon as you're all kicked out of office as it's ignored county wide and you're universally hated for what you've done to Oxfordshire roads. You've money for endless signs, but not to fix potholes??? I'm sure you'll say it's someone else's responsibility.</p> <p>Surveys like this are hidden away, and not mentioned anywhere as you'll know they'll be heavy objections. You know it, we all know it. Time and again I hear people say they didn't know and would have had a say. It's anti-democratic to hide these things away on purpose. There shouldn't be any action without a reasonable response rate.</p> <p>Lastly, the busy bodies continually proposing these gimmicks need to get in the real world. Any pedestrian hit by a car in these areas will be at 30 MPH or higher as those who ignore road signs and markings are those that won't react fast enough, or drive well enough to not hit anyone, any car, any cyclist or any bollard. What if there's insufficient time to stop you say? Brakes today are far more efficient and effective at stopping in short distances than when the limits were set to 30. Then brakes and stopping distances were far longer, but long enough for 30 to be manageable with driving at an acceptable level.</p> <p>Travel change: <b>No</b></p>
(o167) Local resident, (Bicester, Sandpiper Close)	<p><b>Object</b> – Totally Unnecessary !</p> <p>A waste of taxpayers money that could and should be used on the pressing issues such as road conditions. I strongly suspect that this anti motorist council establishment will presss ahead regardless of public opinion and the "consultations" are nothing more than a tick box process.</p> <p>Listen to the people for once and divert the funding to where it's actually needed!</p> <p>Travel change: <b>Other</b></p> <p>It's more likely to be "when" implemented rather than "if" implemented.</p> <p>Listen to the people for once</p>

(o168) Local resident, (Bicester, Scampton Close)	<p><b>Object</b> – I understand the proposals are being put forward following road safety concerns raised by the Town Council. Apparently the 20mph limit is to improve safety and promote more walking and cycling. This is utter madness. Travel in Bicester is not currently "unsafe". How many casualties have there been on 30mph roads in Bicester over the last 10 years ? Really, how many ?</p> <p>To where do the "Town Council" or OCC believe residents are going to walk or cycle, more than present ? To work, to Tesco, to Bicester Village? We drive, because it is not practical to walk or cycle. Do the council honestly think that we are going to walk 5 or 10 miles to work in the rain, or cycle back from Tesco in the freezing cold with a weekly shop ? And how do they expect the elderly to do this ? Get real ! Reducing vehicles to 20mph will do NOTHING to improve safety, (because it's not unsafe now) or encourage walking and cycling (we live and work where we do BECAUSE of the car).</p> <p>What is it with you Council personnel who believe you know best ? You don't. How are you qualified to know best ? This proposal smacks of nothing more than a deluded quest to exert some sense of power, authority, or control, in an unnecessary safety box-ticking exercise.</p> <p>You will of course not take a blind bit of notice of residents wishes, because it doesn't fit with your agenda, and undermines your authority. Just like the complete waste of tax-payers money that is the Banbury Road roundabout redesign, for which Councillors are culpable.</p> <p>For the record 20mph is actually less safe - drivers spend more time looking at their speedometer rather than on the road.</p> <p>And how is it going to be enforced ? How can the Council support the Police who will no doubt find resources to deploy officers to catch motorists travelling 25mph in a 20mph limit, while 95% of burglaries and thefts go unsolved - because they apparently don't have the resources for those !!</p> <p>The Council should be focusing on other priorities like schools, recycling, fixing potholes and the Police should be focusing on solving serious crime, not generating revenue by trying to nick motorists on the Launton Road. In the greater scheme of life in Bicester and indeed Oxfordshire, this 20 mph proposal is quite pathetic and is yet another example of how this country is going to hell in a hand cart.</p> <p>Travel change: <b>No</b></p>
(o169) Local resident, (Bicester, Severn)	<p><b>Object</b> – There is absolutely no point to this other than around schools. Who will enforce it?</p> <p>How much will cost when the pot holes are taking over and money would be better spent on filling them in.</p> <p>Or the money going to much needed services like social services or maybe having some youth workers in the town.</p> <p>Ridiculous. Cyclists will be zooming past cars. No lights 20 mph ridiculous.</p>



	Travel change: <b>No</b>
(o170) Local resident, (Bicester, Severn)	<b>Object</b> – It has failed in Wales and other places. It is a waste of money. When money could be spent in other areas.  Travel change: <b>No</b>
(o171) Local resident, (Bicester, Severn Close)	<b>Object</b> – I agree to 20mph around schools. If drivers are doing 30mph and aware of the road (and not looking at their phones), and the roads were properly maintained there is no need for 20mph. If the 30mph speed limits were enforced then again there is no need for 20mph limits. The money for the 20mph should be invested in repairing roads and pavements.  Travel change: <b>No</b>
(o172) Local resident, (Bicester, shakespear road)	<b>Object</b> – You are to lazy to fix the roads so by reducing the speed limit means you don't have to fix them  Travel change: <b>No</b>
(o173) Local resident, (Bicester, Shakespeare Drive)	<b>Object</b> – More hot air and wasted money. You can't do more than 20mph in estate areas anyway, so we don't need signs telling us to do so, and who is going to police it anyway. Hands off our town - it's road system has been ruined already by people who don't know it or use it!  Travel change: <b>Other</b> Use rat runs and other areas to avoid the hold-ups.
(o174) Local resident, (Bicester, Shakespeare drive)	<b>Object</b> – Stop building so many houses in Bicester as its reaching saturation point and not everyone is able to cycle/walk everywhere. Plus bus service in town from dome areas not good enough finishing too early for working people!!  Travel change: <b>No</b>

(o175) Local resident, (Bicester, Shakespeare Drive/Thames Avenue)	<p><b>Object</b> – I do not think 20mph limits are useful outside of the very inner town centre (and by schools).</p> <p>Travel change: <b>No</b></p>
(o176) Local resident, (Bicester, Shannon Road)	<p><b>Object</b> – Cars are soo much more capable now and introducing a 30 mph speed limit is a step back in time when cars were not able to stop like they can now. Also traffic is bad enough around Bicester with out making everyone drive slower it's just going to create more road rage and accidents</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o177) Local resident, (Bicester, Shearwater Drive)	<p><b>Object</b> – It is an unnecessary waste of money - Spend the money fixing the roads!!</p> <p>Travel change: <b>No</b></p>
(o178) Local resident, (Bicester, Shearwater drive)	<p><b>Object</b> – I would support 20mph around schools but any other areas I would strongly object. Look at Wales as an example</p> <p>Travel change: <b>No</b></p>
(o179) Local resident, (Bicester, Shearwater Drive)	<p><b>Object</b> – Most road users adhere to the existing speed limits. There have been very few accidents that I am aware of, so doing this on the grounds of increased safety makes no sense to me. I believe the funds would be better spent maintaining existing roads, which is clearly required in some areas.</p> <p>Travel change: <b>No</b></p>

(o180) Local resident, (Bicester, Sheep Street)	<p><b>Object</b> – Understand near shops and schools but it will just cause more congestion in Bicester. Another brainless idea like the cycling through Sheep Street.</p> <p>Travel change: <b>No</b></p>
(o181) Local resident, (Bicester, Somerville Drive)	<p><b>Object</b> – Complete waste of our money. What is it going to cost to enforce it? Do the Police have the personal to enforce it.</p> <p>Travel change: <b>No</b></p>
(o182) Local resident, (Bicester, Somerville Drive)	<p><b>Object</b> – I object to this as it appears it is being proposed just as an exercise to let the council feel they are doing something for safety and environmental reasons. As there hasn't been any noticeable accidents in Bicester, how will you measure the success of a 20mph restriction? Cars will need to drive in a lower gear which will have an adverse effect on the environment. There will be more traffic build up which will also harm the environment. You will also get impatient drivers that do not want to stick to these limits trying to overtake cars that will follow them, this could actually lead to accidents. I have been checking on other areas that have implemented these speed restrictions and they have reported it has made no difference other than giving children a false sense that cars are going slower they don't have to be as vigilant.</p> <p>Travel change: <b>No</b></p>
(o183) Local resident, (Bicester, Somerville Drive)	<p><b>Object</b> – My automatic car will have to be driven with foot on brake constantly! Just not do-able and ridiculous. It will just encourage more bad behaviour crossing roads ...Churchill is ridiculous now with school children paying no attention. They should be taught to be responsible, rather than us penalised for their not being taught responsibility for their own actions - a good life lesson!</p> <p>Travel change: <b>No</b></p>

(o184) Local resident, (Bicester, Somerville Drive)	<p><b>Object</b> – I cannot drive my automatic car at 20mph without having my foot on the brake constantly - ruining the brakes and tyres prematurely. My car runs auto at about 25 mph. Children, who already are not sufficiently taught responsibility for their own actions, will be encouraged to be careless - especially near schools. Churchill Road is already filled with students not using the crossing with lights (which was originally placed there for their benefit) but criss-crossing the road willy-nilly with little thought for the traffic. 20mph will just encourage this behaviour. They need to be taught basic safety rules when crossing ANY road - not that some are "less dangerous" than others - and certainly not be pandered to in this manner.</p> <p>It will also be near impossible to ascertain what road has what limit if this particularly dangerous idea is adopted, leading to more attention to what speed one is driving at - to the detriment of attention to the road ahead itself! It will only cause road rage to increase - speeds in higher zones to increase to make up for lost time and in general make roads far more dangerous!</p> <p>Travel change: <b>No</b></p>
(o185) Local resident, (Bicester, Spitfire close)	<p><b>Object</b> – Funds should be spent repairing the roads and improving the local infrastructure. There is plenty of evidence to show that they don't work and are ignored.</p> <p>Travel change: <b>No</b></p>
(o186) Local resident, (Bicester, Springfield Road)	<p><b>Object</b> –</p> <p>I am formally objecting to the proposed reduction of the speed limit from 30mph to 20mph in Bicester. While I understand the intent behind this proposal is to enhance safety and reduce accidents, I believe that such a drastic change may have several unintended negative consequences that outweigh the potential benefits.</p> <p>1. <b>**Increased Traffic Congestion:**</b></p> <p>Reducing the speed limit to 20mph will likely result in longer travel times for residents and visitors alike. This can lead to increased traffic congestion, particularly during peak hours, as vehicles move more slowly through the town. The longer commute times can also negatively impact local businesses and the overall efficiency of transportation within Bicester.</p> <p>2. <b>**Economic Impact:**</b></p> <p>Slower traffic flow can deter potential customers from visiting local shops and businesses, especially those who rely on quick and convenient access. This can have a detrimental effect on the local economy, as reduced footfall may lead to decreased sales and revenue for businesses that are already struggling in the current economic climate.</p>

	<p>3. <b>**Questionable Safety Benefits:**</b> While the intention of reducing the speed limit is to enhance safety, it is important to consider whether a 20mph limit is the most effective solution. Studies have shown mixed results regarding the impact of lower speed limits on accident rates. Additionally, the difference in stopping distances between 30mph and 20mph may not be significant enough to justify such a reduction.</p> <p>4. <b>**Driver Frustration and Non-compliance:**</b> Drastically lowering the speed limit can lead to frustration among drivers, particularly those who are accustomed to the existing 30mph limit. This frustration can result in non-compliance with the new speed limit, leading to inconsistent speeds and potentially more hazardous driving conditions. It is also important to consider the enforcement challenges that come with monitoring and maintaining compliance with a lower speed limit.</p> <p>5. <b>**Impact on Emergency Services:**</b> Emergency vehicles, such as ambulances and fire engines, may face increased response times due to the slower speed limit. In critical situations, every second counts, and the delay caused by a lower speed limit could have serious implications for emergency response effectiveness and overall public safety.</p> <p>In conclusion, while the goal of enhancing safety is commendable, I believe that lowering the speed limit from 30mph to 20mph in Bicester may have several unintended negative consequences. I urge the council to reconsider this proposal and explore alternative measures to improve road safety without imposing such a significant change to the speed limit.</p> <p>Thank you for considering my objection.</p> <p>Travel change: <b>No</b></p>
(o187) Local resident, (Bicester, Spruce drive)	<p><b>Object</b> – I would rather see any money available spent on repairing the roads, not on reducing the speed limits.</p> <p>Travel change: <b>No</b></p>
(o188) Local resident, (Bicester, St Peters Crescent)	<p><b>Object</b> – Speed limits are safe at the moment and don't need changing. More speed traps to ensure existing speed limits are enforced would be a more effective use of resources.</p> <p>Travel change: <b>No</b></p>

(o189) Local resident, (Bicester, Sterling Close)	<p><b>Object</b> – Car drivers should always be aware of the areas that are more dangerous for pedestrians and cyclists [such as schools] and this applies what ever the speed limit is The reduction in speed limit will be ignored by the vary drivers that do not recognise the part of driving refering to "take good care and attention!.</p> <p>Impementing a 20mph limit will</p> <ol style="list-style-type: none"> <li>1. Cost extra for the erection of warniing signs.</li> <li>2. Compromise Bus timetables.</li> <li>3 Increase the cost of Taxi fares.</li> <li>4. Add time and therefore cost to the cost of deliveries.</li> <li>5. Prevent the free flow of traffic by causing bottle necks in traffic flow</li> </ol> <p>Travel change: <b>No</b></p>
(o190) Local resident, (Bicester, Swallow Close)	<p><b>Object</b> – Bicester is congested and parked cars everywhere so current 30 speed limit is perfectly fine. People should be watching the road not having to keep checking speedometer. And the minority who speed will continue to do so whatever the speed limit sign says.</p> <p>Travel change: <b>No</b></p>
(o191) Local resident, (Bicester, Swansfield)	<p><b>Object</b> – What is needed is better enforcement of existing speed limits. Lower speed limits will only inconvenience law abiding citizens and be ignored by those who ignore current speed limits. There are many roads in Bicester where 20 mph will be completely inappropriate. What a waste of tax payer money replacing road signs. The roads would be far safer if existing speed limits were enforced. At next local elections my vote will go to whoever pro.ises to scrap this nonsense.</p> <p>Travel change: <b>No</b></p>
(o192) Local resident, (Bicester, Swansfield)	<p><b>Object</b> – I object it as traffic is already bad as it is and in 13 years it is already a lot worse. Lower speed limit will result in more traffic with more pollution. SO NO THANKS.</p> <p>Travel change: <b>No</b></p>

(o193) Local resident, (Bicester, Swansfield)	<p><b>Object</b> – The existing limits are fine and don't need changing. Bad enough that you are shutting the London Road crossing and cutting town in half. We will never get anywhere if reduced to 20mph. Look at Wales they are reinstating old limits costing even more money to reverse.</p> <p>Travel change: <b>No</b></p>
(o194) Local resident, (Bicester, Swansfield)	<p><b>Object</b> – The use of blanket 20 mph limits is wholly inappropriate and should not be done</p> <p>Travel change: <b>No</b></p>
(o195) Local resident, (Bicester, Swansfield)	<p><b>Object</b> – 20 mph seems inappropriate for many of the roads that will be covered. I agree a 20 mph near Schools, Health centres, Hospitals would be beneficial. However, the restrictions will apply to many roads with very little pedestrian traffic.</p> <p>Travel change: <b>No</b></p>
(o196) Local resident, (Bicester, Tangmere Close)	<p><b>Object</b> – This battle that local governments are having with motorists is ridiculous. You've only to look at Wales to see the ludicrous outcome of 20 mph speed limits . The vast majority of residents are totally against these actions, so what will you do go against democracy and bring into play. Well I say if you do shame on you for going against your electorate.</p> <p>Travel change: <b>No</b></p>
(o197) Local resident, (Bicester, Tangmere Close)	<p><b>Object</b> – Roads turned to 20 often harbours drivers driving to the previously enlisted speed limit. I have seldom seen anyone stick to 20 unless there is an enforced way of sticking to it (ie speed camera). As a local driver I drive to the Highway Code and if that means driving at 20, I do, but I am often met by angry drivers who do not want me to drive at 20</p>

	Travel change: <b>No</b>
(o198) Local resident, (Bicester, Tangmere Close)	<p><b>Object</b> – I've never felt the 30mph to constitute a risk for pedestrian and cyclist in Bicester roads, especially as most people respect it, going at speeds around 25mph. Reducing the limit to 20mph would see the time spent from going from A to B in Bicester increase, given people will travel at 15mph. It takes me already enough to go from one end of town to the opposite. This also means that, given the RPM of the engines will broadly stay the same (people will use a lower gear), and spend more time on the same trait of road, pollution per area will increase.</p> <p>Travel change: <b>Other</b> Will possibly use the already congested ring road more</p>
(o199) Local resident, (Bicester, The Bramblings)	<p><b>Object</b> – Objection due to speed limits being fine as they are, unnecessary spending which should be used to fill potholes instead</p> <p>Travel change: <b>No</b></p>
(o200) Local resident, (Bicester, The buntings)	<p><b>Object</b> – There is nothing wrong with the 30mph speed limit. I would only support outside schools. There is no real history with pedestrians being hit by cars in Bicester, so why do this. Another example of Oxford forcing its small minded philosophy's on Bicester.</p> <p>Travel change: <b>No</b></p>
(o201) As a business, (Bicester, The Causeway)	<p><b>Object</b> – Another unnecassary restriction</p> <p>Travel change: <b>No</b></p>



(o202) Local resident, (Bicester, The Grates)	<p><b>Object</b> – I don't want here next Oxford. Now 20mph and later close streets like there? It's already hard to drive due to traffic and BV etc</p> <p>Travel change: <b>No</b></p>
(o203) Local resident, (Bicester, Titchener Close)	<p><b>Object</b> – They are unnecessary and unwelcome. Absent enforcement action 20mph limits enjoy poor compliance levels and simply criminalise the reasonable actions of reasonable people. They create frustration and conflict where there need be none.</p> <p>Travel change: <b>No</b></p>
(o204) Local resident, (Bicester, Turnberry Close)	<p><b>Object</b> – To travel at 20 MPH across Bicester is going to be detrimental to Bicester particularly businesses, shops and services. Travelling around Bicester and getting out of Bicester is already difficult enough with the number of roadworks, which are often not required and wasted money, this is another money wasting scheme where money could be spent on what is really needed like repairing roads and putting traffic lights on roundabouts that really need it, by Bicester Park and Ride. The scheme will not encourage more cyclists and the use of public transport will be slowed down even further and will discourage users. The S5 already takes time to reach Oxford with the volume of transport on the A41, A34 and traffic in Oxford and to have to travel at 20 MPH will simply create an inefficient service. There is no valid reason given to why this has to be initiated or no statistics to prove it is needed. Absolutely waste of time and money for all roads in Bicester, the 20MPH roads are not manned already, and noone will monitor the speed and if they are by Police will simply be money orientated. 20MPH zones are only needed in areas outside of schools and educational establishments and medical.</p> <p>Travel change: <b>No</b></p>
(o205) Local resident, (Bicester, Turnberry Close)	<p><b>Object</b> – The only areas 20mph should be introduced are outside schools. Everywhere else should stay the same. The council have already changed the ring road from 50mph to 40mph which discourages people to use the ring road</p> <p>Travel change: <b>No</b></p>

(o206) Local resident, (Bicester, Turnberry close)	<p><b>Object</b> – I agree that 20 zones should be enforced around schools, villages and high street zones. Out if these zones just causes confliction with drivers that respect their licence abd the rules, therefore obey 20mph, vs the majority of other drivers that choose to tailgate, ovetake and intimate you to go faster. These new slower limits only work if they are policed and they are not.</p> <p>Travel change: <b>No</b></p>
(o207) Local resident, (Bicester, Turnberry close)	<p><b>Object</b> – The cost could be used better elsewhere and does show any improvement on safety. Cars are also designed environmentally to be driven at certain speeds which 20mph is not one of them</p> <p>Travel change: <b>No</b></p>
(o208) Local resident, (Bicester, Turnberry Close)	<p><b>Object</b> – Keeping a car at 20mph is really hard, I would be constantly checking my speed and not fully paying attention to the road. Also it would take longer to do the journey, so causing more pollution.</p> <p>Travel change: <b>No</b></p>
(o209) Local resident, (Bicester, Victoria Road [and it should be 20mph throughout])	<p><b>Object</b> – Quite clearly, the list has not been compiled by residents of Bicester. Some roads marked for 30mph should be at reduced speed, and vice versa; many roads marked for 20mph should be 30mph. When cyclists are ludicrously permitted to cycle throughout the likes of a pedestrianised Sheep Street at whatever speed they choose Oxfordshire Council are not looking out for the welfare of Bicester residents. Not everywhere requires a speed of 20mph to be safe.</p> <p>Travel change: <b>No</b></p>
(o210) Local resident, (Bicester, Vulcan View)	<p><b>Object</b> – Stupid and incompetent waste of our tax. It doesn't act as a deterrent to speeding, the police cannot enforce it (their words) and it increases travel times and emissions. Gant, you will be voted out in May.</p> <p>Travel change: <b>No</b></p>

(o211) Local resident, (bicester, vulcan view)	<p><b>Object</b> – 20 mph limita are overkill and not necessary. Traffic is already very slow and reducing the limit will just make comuting even longer. 20 mph outside schools obviouly yes but not everywhere. Would rather council but thier energy into fixing potholes. This has been tried in Wales and everyone hated this. Cars being overtaken by bikes. Why are you intent on making peoples life a misery?</p> <p>Travel change: <b>No</b></p>
(o212) Local resident, (Bicester, Wansbeck Drive)	<p><b>Object</b> – The proposal to introduce 20mph speed limits across Bicester is entirely unacceptable. It will unnecessarily disrupt traffic flow, increase journey times, and create frustration for residents and commuters. Modern vehicles are designed to operate efficiently at 30mph, and lowering speed limits across the board will lead to reduced fuel efficiency and increased emissions, contradicting environmental goals. There is no clear evidence that blanket 20mph limits significantly enhance safety in areas like Bicester, where road design and current infrastructure already support safe driving at 30mph.</p> <p>Travel change: <b>No</b></p>
(o213) Local resident, (Bicester, Waveney Close)	<p><b>Object</b> – The proposal is far too far reaching and is inappropriate. 20 in narrow residential streets with parked cars and childern is fine - but not for other roads. EG: Wansbeck drive is a link road on an estate with virtually no houses and should be left at 30 - and there are many other roads in Bicester like this which really should be left at 30. The current proposal is so inappropriate that it will upset so many people that a large percentage of drivers are likely to ignore it - if safety is the reason, then the plan needs a complete rethink to make it properly appropriate for the town. The Middleton Stonet Road, for example, is a main road with no houses - this road really needs to be raised to 40 with the speed-humps removed. This is appropriate for the road. The plan has , so obviously, been made by someone who does not know the town. So - please - give this a re-think. Keep the 20 limits for the little and windy residential roads that really need it. and keep the roads that have no (or few) houses at 30 so that drivers will really see the 20 limits as appropriate and are more likely to obey them.</p> <p>Travel change: <b>No</b></p>

(o214) Local resident, (Bicester, Welland Croft)	<p><b>Object</b> – A 20mph speed limit will make no difference to road safety or make Bicester "a more attractive place to walk and cycle". What would work are proper cycle lanes that separate bicycles from traffic and are not just painted lines on an already narrow road e.g. Middleton Stoney Road. It would be great if some common sense could be applied to this instead of jumping on the band wagon. It has been tried elsewhere, caused all sorts of issues and does not work. This is a complete waste of money.</p> <p>Travel change: <b>No</b></p>
(o215) Local resident, (Bicester, Welland Croft)	<p><b>Object</b> – A lot of them aren't needed to be a 20</p> <p>Travel change: <b>No</b></p>
(o216) Local resident, (Bicester, Wellington Close)	<p><b>Object</b> – Existing 20ph zones sufficient</p> <p>Travel change: <b>No</b></p>
(o217) Local resident, (Bicester, Wensum Crescent)	<p><b>Object</b> – Unnecessary, causes more congestion on the roads, cars are less efficient running at 20mph than 30mph and finally 20mph is not enforceable through static speed cameras so a lot of people will exceed 20mph anyway which makes it more dangerous than if everyone on the road was doing 30mph</p> <p>Travel change: <b>No</b></p>
(o218) Local resident, (Bicester, Wensum Crescent)	<p><b>Object</b> – I think the focus should be on those who are not respecting the existing 30 mph limits, more resource in preventing this would have more impact on safety than slowing down the law-abiding drivers.</p> <p>Travel change: <b>No</b></p>

(o219) Local resident, (Bicester, Whimbrel Close)	<b>Object</b> – 20 outside school on Langford village to protect all, not necessary elsewhere, 30 is fine for other areas.  Travel change: <b>No</b>
(o220) Local resident, (Bicester, Whitelands Way)	<b>Object</b> – 20mph is distracting to drivers who spend more time looking at their speedometers over watching the road ahead; 20mph increases accident rates. 20mph produces more noise and environmental emissions.  Travel change: <b>No</b>
(o221) Local resident, (Bicester, Whitelands way)	<b>Object</b> – Most idiotic idea in the world, learn kids that road is for cars and problem solved.  Travel change: <b>Other</b> Will still drive 30 miles
(o222) Local resident, (Bicester, Whitley Crescent)	<b>Object</b> – An unnecessary action that comes with an uneconomic cost  Travel change: <b>No</b>
(o223) Local resident, (Bicester, willow)	<b>Object</b> – I understand 20mph limits outside schools, but this is it. People spend a lot of money to learn to drive and pass the test to a good standard of driving. Those who are law abiding will keep to the relevant speed limit set for the road they are on. Those who are not law abiding will continue to drive at a speed above what is set. In my mind, this will lead to non law abiding drivers to take more dangerous manoeuvres in order to not drive at 20mph. Most are willing to keep to the standard/ current speed limits without any many dangerous manoeuvres. I don't see that reducing speed limits lower than 30 is the correct move.  Travel change: <b>No</b>

(o224) Local resident, (Bicester, Willow Drive)	<p><b>Object</b> – Bicester is clogged up enough without reducing the speed limit. I am happy for housing estates to be reduced to 20mph but not the whole of Bicester.</p> <p>Travel change: <b>Other</b> I'll leave Bicester.</p>
(o225) Local resident, (Bicester, Windmill avenue)	<p><b>Object</b> – No need for 20mph only around schools or elderly care homes</p> <p>Travel change: <b>No</b></p>
(o226) Local resident, (Bicester, Windmill Avenue)	<p><b>Object</b> – Wales have shown us that 20mph speed limits do nothing other than cause problems. There is nothing wrong with the current speed limits</p> <p>Travel change: <b>No</b></p>
(o227) Local resident, (Bicester, Wisbech Road)	<p><b>Object</b> – It appears to me that 20mph would aggravate the traffic jam within and/or even extend beyond Bicester district, particularly there will be an increasing number of people work and live here in the near future.</p> <p>Travel change: <b>No</b></p>
(o228) Local resident, (Bicester, Woodfield)	<p><b>Object</b> – It is not necessary. It will cause more frustration than good. Why buy cars anymore at this point?</p> <p>Travel change: <b>No</b></p>
(o229) Local resident, (Bicester, Benson close)	<p><b>Object</b> – Not needed</p> <p>Travel change: <b>No</b></p>

(o230) Member of public, (Bicester, A41)	<p><b>Object</b> – Already the traffic is hectic in the area. Now slowing it even down further will only make the problems worse as is evident in Central Oxford. Please don't do this.</p> <p>Travel change: <b>Other</b> It just means we get stuck in traffic in a car more because that is the only available mode of transport from the area for my work.</p>
(o231) Local resident, (Bicester, Ambrosden)	<p><b>Object</b> – It does not improve anything in any way and will cause more disgruntled drivers to drive more carelessly.</p> <p>Travel change: <b>Other</b> Will set up petitions/campaign to overrule.</p>
(o232) Local resident, (Bicester, Avocet Way)	<p><b>Object</b> – Too many 20 mph speed limits being put everywhere. Should just be outside schools and other places it is necessary</p> <p>Travel change: <b>No</b></p>
(o233) Local resident, (Bicester, Avocet Way)	<p><b>Object</b> – Not required due to low incidence of road traffic collisions in area. No concern with dangerous roads in Langford.</p> <p>Travel change: <b>No</b></p>
(o234) Local resident, (Bicester, Balliol)	<p><b>Object</b> – Where is the KSI data (Stats19) to suggest these sections of road have a poor safety record. I would suspect these sections have had little to no serious injury collision recorded so one person in town council saying it is unsafe is making a false claim.</p> <p>There is also the decline in economic growth on the town/county/country that these bring.</p> <p>The environmental impact is questionable too as far as my knowledge of such things.</p> <p>20mph in school zones I agree with but OCC disregarding public opinion for individual/party political gains is an abuse of office.</p>

	Travel change: <b>No</b>
(o235) Local resident, (Bicester, Balliol road)	<b>Object</b> – I do not believe that there is a need for 33% decrease in the speed limit  Travel change: <b>No</b>
(o236) Local resident, (Bicester, Banbury Road)	<b>Object</b> – It is hard to exceed 20mph on mostly of these roads. The money for extra signage etc should be used for cleaning out drains and filling potholes. In a lot of places it is hard to walk down the road without getting splashed after the lightest of showers  Travel change: <b>No</b>
(o237) Local resident, (Bicester, Banbury road)	<b>Object</b> – 20mph speed limit is too low for drivers to keep proper attention to the road. At that speed driver starts looking around, falling asleep and lacks attention. The money that will need to be spend on new road signs are better be spent on road repairs. The roads in Bicester are in a terrible condition with pot holes everywhere. This is what causes the most danger on the roads. Drivers swinging around pot holes trying to avoid them. Roads condition is absolutely unacceptable and that's where you need to focus your money and attention. Closing pot holes patching them just a waste of money as they open again and get even bigger. Please spend money on road proper resurfacing instead of unnecessary low speed limits which only frustrate drivers and most of people don't follow these too low limits.  Travel change: <b>No</b>
(o238) Local resident, (Bicester, Barry Avenue)	<b>Object</b> – This is a ridiculous idea, all that will be achieved is frustrating drivers further leading to reckless overtaking and an increase in accidents. It will increase journey times and traffic will produce more pollution. Add to this the huge cost in signage, total waste of OUR money for a political idea. If the council was serious about road safety, then fix the poor condition of the county's roads.  Travel change: <b>No</b>



(o239) Local resident, (Bicester, Bassett Ave)	<p><b>Object</b> – Increase pollution. Increase congestion Increase road rage</p> <p>Travel change: <b>No</b></p>
(o240) Local resident, (Bicester, Bassett Avenue)	<p><b>Object</b> – What a complete waste of money and yet again purely anti car. The speeding in Bicester where I live is relentless, there is no police presence around this issue and there will not be so whether the limit is 20 or 30 it does not matter one iota.</p> <p>Travel change: <b>No</b></p>
(o241) Local resident, (Bicester, Bassett Avenue)	<p><b>Object</b> – If cyclists use the road instead of the path it will naturally reduce the speed of traffic at busy times. Therefore at quieter times cars could safely drive at 30mph</p> <p>Travel change: <b>No</b></p>
(o242) Local resident, (Bicester, Bassett Avenue)	<p><b>Object</b> – It will ultimately increase waiting time, increase pollution and create more angry drivers</p> <p>Travel change: <b>No</b></p>
(o243) Local resident, (Bicester, Beaufort close)	<p><b>Object</b> – Changing the speed limit will not make any reduction in accidents. Realistically you can't do more than 20mph in residential areas anyway. Instead of wasting tax payers money on new signage put it towards fixing the appalling road conditions or Police. With the current budgets there is no way of policing the new limits anyway.</p> <p>Travel change: <b>No</b></p>
(o244) Local resident, (Bicester, Bernwood Road)	<p><b>Object</b> – Slower speeds mean lower gears higher engine revs and longer journey times, hence more pollution, therefore this is counter productive. As for the safety aspect, these ridiculously slow speed limits cause a great deal of frustration which in turn makes driver's make bad decisions.</p>

	Travel change: <b>No</b>
(o245) Local resident, (Bicester, Bernwood Road)	<b>Object</b> – How much more pollution can you have hanging over Bicester?  Travel change: <b>No</b>
(o246) Local resident, (Bicester, Bernwood Road)	<b>Object</b> – Because getting to work is a nightmare in itself without making it even worse to fulfill Gant's vanity monopoly. We can't all live in cuttleslowe and trot to work The 20 mph is a myth and even gant admits it's about driving speeds down to nearer 30 and so I obey 30 as it is.  Travel change: <b>No</b>
(o247) Local resident, (Bicester, Beverley Gardens)	<b>Object</b> – Waste of money, something that cannot and will not ever be enforced therefore rendering it useless. There are far better things the extortionate amount of money that this will cost be spent on, such a repairing failing roads, increasing crossing points or crossing safety Alongside other traffic calming measures that will actually result in a reduced speed limit. This is a vanity project of the Lib Dem's and Greens alliance with no real benefit it outcome. Simply put the money is needed elsewhere and should be spent elsewhere  Travel change: <b>No</b>
(o248) Local resident, (Bicester, Bisley close)	<b>Object</b> – Please don't impose 20mph on Bicester, the town is already a safe place to cycle and walk and this seems to being imposed just for false reasons and not because it will help. This will penalise those of bad health who struggle to walk far. Apart from commuting the roads are good, the commuting would be better served by upping the ring road speed limit to encourage more use.  Travel change: <b>No</b>

(o249) Local resident, (Bicester, Blake Road)	<p><b>Object</b> – I object to the 20mph speed limit proposals on the grounds that it has not been shown that there is a significant problem relating to the speed of motor vehicles in Bicester</p> <p>Travel change: <b>No</b></p>
(o250) Local resident, (Bicester, Bluebell Close)	<p><b>Object</b> – I support the existing 30 mph speed limits. I support enforcement of the existing 30 mph speed limits. When conforming to 20 mph speed limits elsewhere in Oxfordshire I have been aggressively tailgated by following motorists who want to proceed faster.</p> <p>Travel change: <b>No</b></p>
(o251) Local resident, (Bicester, Boston)	<p><b>Object</b> – Motorists don't stick to the 30mph limit so won't bother with 20mph. Also 20mph is really hard to maintain in modern vehicles.</p> <p>Travel change: <b>No</b></p>
(o252) Local resident, (Bicester, Boston Road)	<p><b>Object</b> – I've never felt unsafe in Bicester when on bicycle or foot so deem this unnecessary. Stop punishing people who live in these areas and making their daily life harder, no one wants their commute, school run or grocery trip to be any longer than needed. Stop wasting my tax money on thing you "claim" will help resident and makes no difference, instead spend it on maintenance around the town. The roads and paths are in shocking condition.</p> <p>Travel change: <b>No</b></p>
(o253) Local resident, (Bicester, Brashfield Road)	<p><b>Object</b> – I have seen the damage inflicted upon local residents by slow traffic and the increased pollution that this causes elsewhere in the country. All that happens is that the limit is ignored where it is appropriate because the "blanket" imposition on roads where it is inappropriate causes drivers to ignore it everywhere. By increasing the 20mph areas you effectively make it meaningless where it matters.</p> <p>Travel change: <b>No</b></p>

(o254) Local resident, (Bicester, Brent Close)	<p><b>Object</b> – There are a number of roads that should ALWAYS be 20mph or lower - particularly those near schools, medical centres, care homes etc. However in the three years I've been a resident NO ACTION WHATSOEVER have been made by the LA to improve road safety in the areas it is most needed. Currently on Kingsmere for example, Whitelands and St Edburg's schoolchildren are constantly put at risk by an absence of speed-reduction measures and recognised crossings.</p> <p>Introducing blanket 20mph restrictions did not work in Wales and clearly they are unrealistic along roads that have no mitigating need and can actually cause collisions.</p> <p>Rather than spend taxpayers money on unqualified measures the funding would be better spent on improving healthcare facilities, reinvigorating the retail sector (and NOT by closing off the much-needed Market Square) and whatever is available for road safety on repairing the many potholes and the installation of speed cameras.</p> <p>Travel change: <b>No</b></p>
(o255) Local resident, (Bicester, Browning Drive)	<p><b>Object</b> – Unless there is compelling evidence of recent speed related offending and consequential accidents, there is no justification for such an imposition. The ruination of the road networks for the driving masses is an ideological travesty</p> <p>Travel change: <b>No</b></p>
(o256) Local resident, (Bicester, Bucknell)	<p><b>Object</b> – For what reason ??? I can't understand why money is being spent to change road speed limits when there is not an issue with the current speed limits m. There is definitely an issue with Bicester residents going hungry, going cold, needing medical attention, Lack of facilities, small business struggling, the high street collapsing (which is a life line to many).</p> <p>Travel change: <b>No</b></p>

(o257) Local resident, (Bicester, Chantenay close)	<p><b>Object</b> – Other than outside schools we don't need traffic slowed down anymore, traffic is already bad enough around Bicester</p> <p>Travel change: <b>No</b></p>
(o258) Local resident, (Bicester, Chervil Grove)	<p><b>Object</b> – Problems haven't been faced before regarding past speed limits such as 30+, a further reduction to 20mph is ridiculous and makes driving anywhere incredibly inconvenient to those who have to.</p> <p>Travel change: <b>No</b></p>
(o259) Member of public, (Bicester, Churchill road)	<p><b>Object</b> – I believe it's unenforceable. The new 20mph limits across Oxfordshire are widely ignored by motorists, I would much prefer the police spend their precious time enforcing 30mph limits instead.</p> <p>Travel change: <b>No</b></p>
(o260) Local resident, (Bicester, Churchill road)	<p><b>Object</b> – This will not benefit the local community and will cause more hassle for residents, it is wasting tax payers money.</p> <p>Travel change: <b>No</b></p>
(o261) Local resident, (Bicester, Cranesbill Drive)	<p><b>Object</b> – The proposal is at the expense of the tax paying car user. Cycle lanes and pedestrian crosses are already provided where needed at the very most I would support 20 outside schools at school drop off and pick up times only. I find no real evidence (external review) that supports reducing speed limits for increased safety for pedestrians. This seems to be a council tick the box to say we've done it initiative without any real thought regarding the need or want for reduced speed limits</p> <p>Travel change: <b>No</b></p>

(o262) Local resident, (Bicester, Danes Road)	<p><b>Object</b> – Bicester village shopping</p> <p>Travel change: <b>No</b></p>
(o263) Local resident, (Bicester, Derwent)	<p><b>Object</b> – Waste of money. Money should be well spent on getting the roads back to what they should be like with no potholes etc..... The roads around Bicester are absolutely disgusting.</p> <p>Travel change: <b>No</b></p>
(o264) Local resident, (bicester, dickens close)	<p><b>Object</b> – I don't think the 20mph across all steas stated is a good idea, the cost to implement the new signs will be alot more than the saving made from reducing the speed in the areas, I agree with 20mph by schools, eg by Shakespeare drive. but having a blanket speed across bicester is pointless, waste of money and idiotic, but you probably won't listen to the people anyway, and just do it, because you can.</p> <p>Travel change: <b>No</b></p>
(o265) Local resident, (Bicester, Dove green)	<p><b>Object</b> – 20 is too slow and causes more issues. As I see it 30 hasn't been an issue in Bicester</p> <p>Travel change: <b>Other</b> Move back to my home town</p>
(o266) Local resident, (Bicester, Duxford Close)	<p><b>Object</b> – 20 is ok near schools but on other roads no personally I think it causes more pollution and eyes are on the speedo more than the road so you don't go above 20</p> <p>Travel change: <b>No</b></p>
(o267) Local resident, (Bicester, Fair Close)	<p><b>Object</b> – Being a pensioner, there is no way I will resort to walking more or using a bicycle now. I will therefore use my car just as much when necessary but will have to drive in a lower gear and so create MORE co2 etc. so where is the logic in that. To date, I have not knocked anybody over or off their bicycle.</p>

	<p>Please leave it alone.</p> <p>Travel change: <b>No</b></p>
(o268) Local resident, (Bicester, fallowfields)	<p><b>Object</b> – because commute times are already much too long. also 20 requires a lower gear to be selected i believe this is detrimental to the environment. 20 feels ridiculously slow and unnecessary</p> <p>Travel change: <b>No</b></p>
(o269) Local resident, (Bicester, Glory farm)	<p><b>Object</b> – Bicester was a medieval town. Instead of making town lower speed limits try doing: Raised zebra crossing, this will natural slow cars. Make the ring road a proper bypass with 40 speed limit.</p> <p>Travel change: <b>No</b></p>
(o270) Local resident, (Bicester, Hardmead)	<p><b>Object</b> – It is unnecessary to cover such a large area in an already over congested town. Slowing speed down increases carbon emissions as it doesn't allow the flow of traffic to pass through areas instead making more traffic congested and built up in one area longer. The state of the roads is shocking..I recently hit a pothole that snapped my coil spring on my car and seriously endangered my passengers life, my own and other road users. I was driving (15 mph!) this is not a priority to lower speed limits in this area. Instead fixing state of the roads is and money should be allocated to this. I am lucky I am here to make this comment after the neglect on the roads by Oxfordshire county council</p> <p>Travel change: <b>No</b></p>
(o271) Local resident, (Bicester, Heather Road)	<p><b>Object</b> – As a Bicester resident, this will increase the traffic volume which is already very prominent around Bicester town and surrounding areas. Due to this, traffic jams can increase pollution from the cars being in stand still with engines on. Traffic jams can increase the likelihood of accidents. Drivers may become impatient, engage in risky behaviors, or fail to react appropriately in stop-and-go situations. Stress and Health Issues: Being stuck in traffic can lead to increased stress levels, which can contribute to mental health issues</p> <p>Travel change: <b>No</b></p>

(o272) Local resident, (Bicester, Heron Drive)	<p><b>Object</b> – I have not seen any evidence to suggest this is necessary and if implemented would cause more congestion and more pollution from stationary vehicles waiting at junctions and roundabouts.</p> <p>Travel change: <b>No</b></p>
(o273) Local resident, (Bicester, Heron drive)	<p><b>Object</b> – Ridiculous. Just drive safely within the conditions. Bowing to the health and safety lobby. People in Launton hate 20 mph. More dangerous as people dodge round slow drivers. Just another scheme by the police to get more fines NOTHING to do with safety. Those reckless drivers ignore anyway</p> <p>Travel change: <b>No</b></p>
(o274) Local resident, (Bicester, Hertford Close)	<p><b>Object</b> – 20 mph around a school is fine, but blanket is ridiculous. Instead of spending money replacing signs and slowing Bicester down further, maybe work on resolving the horrendous traffic issues at rush hour?</p> <p>Travel change: <b>No</b></p>
(o275) Member of public, (Bicester, Heyford Park)	<p><b>Object</b> – Waste the tax payers money on improving the condition of the roads, after all we're the ones paying tax on our road tax and then being taxed on the cost of a new tyre and then taxed again on the repair of the vehicle. Complete waste of time</p> <p>Travel change: <b>No</b></p>
(o276) Local resident, (Bicester, Huntingdon Road)	<p><b>Object</b> – Not required</p> <p>Travel change: <b>No</b></p>



(o277) Local resident, (Bicester, Juniper Gardens)	<p><b>Object</b> – There is no need for it at all. The roads are safe at 30 unless passing a school then 20 but only during school hours. Waste of money for new signs when money could be used for things that really need attention like pot holes.</p> <p>Travel change: <b>No</b></p>
(o278) Local resident, (Bicester, Keble Road)	<p><b>Object</b> – The traffic in Bicester is a nightmare and is a crawl most of the time anyway. To change all the signs is a complete waste of taxpayers money when the roads themselves are riddled with potholes. You say the police will enforce it. I would rather the police focus on crime and anti social behaviour as a priority. Let's just reflect at how popular this was in Wales and learn from their poor judgement.</p> <p>If you really want to help with pollution then properly enforcing the yellow lines would be a start. The congestion of traffic due to the blocking of traffic flow and the parking of vehicles on pavements would be widely supported. Pedestrians and cyclists are hampered by this overt law breaking. We also have so much sign pollution anyway. How much wasted money went on signs to tell locals how far and long it would take to get into town or to the train station. The council should spend money more wisely even when coming from central government.</p> <p>Travel change: <b>No</b></p>
(o279) Local resident, (Bicester, Kennedy Road)	<p><b>Object</b> – Will cause more traffic chaos money better spent on repairs of potholes and access from roads to pavements for wheelchair users and mobility scooters</p> <p>Travel change: <b>No</b></p>
(o280) Local resident, (Bicester, Kingsclere road)	<p><b>Object</b> – Waste of time and money better use of public funds - like pot holes - reducing limits to 20 reduces the councils likely responsibility for pot hole damage - ie - it's cheaper to reduce the damage claims than actually repair / resurface our roads - 20 by schools / city centre / hospitals - completely agree</p> <p>Travel change: <b>No</b></p>
(o281) Local resident, (Bicester, Kingsclere road)	<p><b>Object</b> – Money can be better spent elsewhere such as fixing the roads!</p>

	Travel change: <b>No</b>
(o282) Local resident, (Bicester, Langford)	<p><b>Object</b> – I can cycle faster than 20 mph lol Is this to stop global warming As will make f all difference</p> <p>Travel change: <b>No</b></p>
(o283) Local resident, (Bicester, Lawrence Way)	<p><b>Object</b> – All Bicester roads are in such a bad state that it is almost impossible to drive above 20 miles an hour anyway. Fix the roads properly by resurfacing not wasting money on poorly filled potholes over and over again.</p> <p>Travel change: <b>No</b></p>
(o284) Local resident, (Bicester, Leach road.)	<p><b>Object</b> – Spending money on pointless speed adjustments which only seem to be chasing money via fines instead of saving environment on emissions. Lower speed requires lower gears meaning high revs. Maybe instead of spending money on the pointless stuff. Maybe try fixing the roads we have to drive and ride on which are in dangerously poor conditions. Especially for motorcyclists like myself.</p> <p>Travel change: <b>No</b></p>
(o285) Local resident, (Bicester, Lime crescent)	<p><b>Object</b> – This proposal is totally unnecessary and will not do anything to encourage the use of other form of transportation. It will also serve to make bus routes slower and certain communities less attractive to serve for bus companies</p> <p>Travel change: <b>No</b></p>

(o286) Local resident, (Bicester, Lingfield Road)	<p><b>Object</b> – 20mph is very slow and difficult to overtake cyclists. 30mph is fine.</p> <p>Travel change: <b>No</b></p>
(o287) Local resident, (Bicester, Lodge Close)	<p><b>Object</b> – 30 miles an hour is the recognised standard speed limit for the country. It allows people to move around safely, at a reasonable speed and reducing this to 20 miles an hour will promote frustration road rage. If you ever need to see an example of how this has failed miserably. Look at Wales who are in the process of reversing their 30 miles an hour speed limits! It's unnecessary and another example of how OCC is trying to frustrate and annoy motorists. Instead of reducing the speed limit and the costs that would be associated with changing the signs etc. why don't you invest in the roads which are an absolute disgrace.</p> <p>Travel change: <b>No</b></p>
(o288) Local resident, (Bicester, Lucerne Avenue)	<p><b>Object</b> – People who ignore the current 30mph limit will continue to ignore a 20mph limit. With parked cars, potholes and chicanes on most roads you are lucky to even reach 30mph. It would be better spending the money on repairing the roads instead.</p> <p>Travel change: <b>No</b></p>
(o289) Local resident, (Bicester, Ludlow Road)	<p><b>Object</b> – Totally unnecessary</p> <p>Travel change: <b>No</b></p>
(o290) Local resident, (Bicester, Lyneham)	<p><b>Object</b> – There is no need for 20mph, 30 is good and safe enough</p> <p>Travel change: <b>Other</b> Won't stop people for doing 30</p>

(o291) Local resident, (Bicester, Manzel rd)	<b>Object</b> – 30mph is adequate, no need for 20mph at all  Travel change: <b>No</b>
(o292) Local resident, (Bicester, Medina Gardens)	<b>Object</b> – There is no need to make them 20mph. The roads are small enough as it is. There's no need to change the speed limits.  Travel change: <b>No</b>
(o293) Local resident, (Bicester, Merganser drive)	<b>Object</b> – Because we are being driven to 15 minute zones, how about fixing roads before you drop speed limits  Travel change: <b>No</b>
(o294) Local resident, (Bicester, Merlin Way)	<b>Object</b> – not needed, money could be spent elsewhere. I have previously been a fully qualified driving instructor, I drive and cycle, i dont like cars slowly passing me on a bike or trying to pass bikes doing around 15mph in a car. People should be able to use there common sence and drive to the conditions, as taught in there lessons to pass there driving test.  Travel change: <b>No</b>
(o295) Local resident, (Bicester, Merlin way)	<b>Object</b> – In my experience driving in the London borough of Richmond upon Thames where there has been a limit of 20 mph for several years it has just encouraged dangerous over taking. Drivers get frustrated with those sticking to the limit and over take in extremely dangerous places. In my view it has made driving in Richmond more dangerous not less.  Travel change: <b>No</b>
(o296) Local resident, (Bicester, Mulberry Drive)	<b>Object</b> – Traffic speed limit for all roads should stay at 30 mph speed limit, keeps traffic moving and there are NO safety issues if drivers adhere to this.

	<p>I have no objection for the town centre</p> <p>Travel change: <b>No</b></p>
(o297) Local resident, (Bicester, Orchard way)	<p><b>Object</b> – It been proved it more harmfull to environment, creates more fumes as driving lower gears</p> <p>Travel change: <b>No</b></p>
(o298) Local resident, (Bicester, Oxlip Leyes)	<p><b>Object</b> – It's not needed. Absolutely ridiculous idea. Traffic barely gets above that speed anyway because of all the congestion. This would only add to the frustration and congestion.</p> <p>Travel change: <b>No</b></p>
(o299) Local resident, (Bicester, Pipits croft)	<p><b>Object</b> – It won't make the roads safer and will make traffic worse. Many residents need to use their cars to commute and making road journeys more stressful won't deter them</p> <p>Travel change: <b>No</b></p>
(o300) Local resident, (Bicester, Priory Road)	<p><b>Object</b> – Makes no difference as not policed. Bigger issues to spend money on - London road crossing.</p> <p>Travel change: <b>No</b></p>
(o301) Local resident, (Bicester, Queens Avenue)	<p><b>Object</b> – It promotes crashes as people overtake , it causes increased emissions, it has no impact on road safety except for an absolute minimal reduction.</p> <p>Travel change: <b>No</b></p>

(o302) Local resident, (Bicester, Ravencroft)	<p><b>Object</b> – 20MPH Zones are more about catching drivers speeding, generating income than they are for safety. This will simply encourage shoppers etc to go elsewhere.</p> <p>Travel change: <b>No</b></p>
(o303) Local resident, (Bicester, Raymond)	<p><b>Object</b> – Due to the horrendous volume of traffic that comes through Bicester, due to Bicester Village, the continued road works, and will get worse when the train crossing gets closed, it's virtually impossible to get above 10/15 miles anyway! Its about time you stopped wasting money on things that don't need doing! What idiots sit in meetings declaring how to run towns that you don't actually live in? Like allowing bikes to pedal down sheep street. The kids on bikes who ride without holding the handlebars, I've nearly been knocked over twice now!</p> <p>Travel change: <b>No</b></p>
(o304) Local resident, (Bicester, Read this lace)	<p><b>Object</b> – I object, as reducing to 20 mph will only aggravate drivers further. It is the responsibility of cyclists &amp; children to use due care. The speed limit has been 30 mph for well over 70 years without many problems.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o305) Local resident, (Bicester, Reedmace)	<p><b>Object</b> – I do not see any point in reducing the speed limit to 20mph when the 30mph is not enforced, the only people to obey the new restriction would be the drivers that obey the limit now which would increase congestion and emissions.</p> <p>Please just enforce the laws we currently have!</p> <p>Travel change: <b>No</b></p>
(o306) Local resident, (Bicester, Restharrow mead)	<p><b>Object</b> – You state it is to encourage other forms of transport. In the cold and wet people will still drive. It continues to lower productivity and people spend longer travelling.</p> <p>In the meantime Bicester Heritage continues to grow, bringing large amounts of highly polluting cars to our town, whilst we are expected to walk everywhere.</p>

	Travel change: <b>No</b>
(o307) Local resident, (Bicester, Restharrow Mead)	<b>Object</b> – Waste of money. So many other issues in Bicester like poor road quality or no buses for people who live at the north end of bure park. The estates are so narrow, I'd be surprised if anyone can do over 20 most of the time.  Travel change: <b>No</b>
(o308) Local resident, (Bicester, Roberts Drive)	<b>Object</b> – 20mph causes frustration with drivers, potential accidents with drivers trying to keep to 20mph, congestion on roads, increased journey times and impacts the air quality with slower moving vehicles polluting the air.  Travel change: <b>No</b>
(o309) Local resident, (Bicester, Sandpiper close)	<b>Object</b> – 30mph is an appropriate speed.  Travel change: <b>No</b>
(o310) Local resident, (Bicester, Shae)	<b>Object</b> – Ridiculous beyond ridiculous! As if there aren't already enough hold ups and traffic issues without deliberately making it worse. Yes outside schools, doctors etc but main thoroughfare come on engage the brain!  Travel change: <b>No</b>
(o311) Local resident, (Bicester, Shakespeare Drive)	<b>Object</b> – At 20mph I tend to spend more time watching the speedo than the road. Gear boxes struggle to “decide” which gear to use. 25mph I'd more achievable.  Travel change: <b>No</b>

(o312) Local resident, (Bicester, Shearwater drive)	<b>Object</b> – No traffic collision data to support, no wider science to support 20 is more environmentally friendly Travel change: <b>No</b>
(o313) Local resident, (Bicester, Shearwater drive)	<b>Object</b> – It isn't required based on crash data, no science to support it makes an environmental difference Travel change: <b>No</b>
(o314) Local resident, (Bicester, Somerville)	<b>Object</b> – More wasted money Travel change: <b>No</b>
(o315) Local resident, (Bicester, Somerville Drive)	<b>Object</b> – Vehicles exceed the speed limit all the time on the Buckingham road and Churchill road and nothing is done about it. Lowering the speed limit in Bicester will have no effect without enforcement. Travel change: <b>No</b>
(o316) Local resident, (Bicester, Southwold Area)	<b>Object</b> – Quite simply it's isn't necessary and there's no evidence to support any benefit. I would only support a reduction outside schools etc but the roads proposed do not see many pedestrians/cyclists to justify such an impact to drivers. Bicester is full of commuters and their needs should be considered if the council doesn't want to see those people move to alternative areas. This is not good use of funds - please reallocate to something more important. I hope residents are listened to as I've seen lately that such surveys are ignored - please do not remove the voices of the people you are working with. Travel change: <b>No</b>
(o317) Local resident, (Bicester, Speedwell Croft)	<b>Object</b> – We already have a great deal of congestion and this will lead to more.



	Travel change: <b>No</b>
(o318) Local resident, (Bicester, Spruce Drive)	<p><b>Object</b> – I support 20 mph on estate roads or near schools. Main roads through town should stay at 30 mph and the ring road 50 mph.</p> <p>Travel change: <b>No</b></p>
(o319) Local resident, (Bicester, Sunderland)	<p><b>Object</b> – It is already impossible to achieve the speed limit as it stands due to the state of the road surfaces on most roads ..</p> <p>Travel change: <b>No</b></p>
(o320) Local resident, (Bicester, Swallow Close)	<p><b>Object</b> – Cost of changing speed limits when there is little or no evidence that it is safer, nor is it more environmentally friendly. It only causes frustration for drivers which is dangerous.</p> <p>Travel change: <b>No</b></p>
(o321) Local resident, (Bicester, Swallow Close)	<p><b>Object</b> – The drop to 20mph speed limits is pointless. They will be ignored and make zero difference to emissions. All they do is cause frustration to all drivers. The arrogant councillors in charge of this need to remember they are not permanent employees.</p> <p>Travel change: <b>No</b></p>
(o322) Local resident, (Bicester, Swallow Close)	<p><b>Object</b> – Complete waste of money. Most people ignore the 20 mph limits anyway. Money better spent fixing the numerous potholes surrounding Bicester. 20 mph speed limits cause more pollution, more annoyance causing potential accidents and slow up journeys increasing traffic hold ups which causes increased pollution as well. It is clear that those suggesting these speed limit changes do not drive, or if they do drive are one of many incompetent drivers who shouldn't be on the road let alone making decisions on what happens on them.</p>

	Travel change: <b>No</b>
(o323) Local resident, (Bicester, Swansfield)	<b>Object</b> – The speed limit of 30mph is good enough and should not be lower  Travel change: <b>No</b>
(o324) Local resident, (Bicester, Truemper Grove)	<b>Object</b> – It is a waste of tax payers money. It is not needed, there is no evidence to support the requirement for this to be implemented. I understand the need near shops,schools/doctors surgeries but just point blank we are doing the whole of bicester is not proportionate or necessary and will waste money that could be use to improve the town, ie fix the pot holes and footpaths that currently are in immediate need of repair.  Travel change: <b>No</b>
(o325) Local resident, (Bicester, Tubb close)	<b>Object</b> – Roads are desperate to done first they are absolute disgrace  Travel change: <b>No</b>
(o326) Local resident, (Bicester, Turnberry close)	<b>Object</b> – I object to the proposed implementation of a blanket 20mph speed limit across the roads in Bicester. While I understand the importance of road safety, I believe this measure is excessive and may lead to unintended consequences that outweigh the potential benefits. Certain residential areas and school zones may indeed benefit from reduced speed limits, This seems unnecessary. This one-size-fits-all approach could result in increased congestion and frustration for drivers without significantly improving safety. Additionally, research suggests that overly restrictive speed limits, when perceived as unreasonable, may lead to non-compliance, diminishing respect for speed regulations overall. Effective enforcement of a widespread 20mph limit could also strain local resources. Finally, I worry that the reduced speed limit may have economic repercussions, particularly for businesses reliant on efficient transportation. Delivery times could be impacted, and longer journey times might deter visitors or shoppers from coming into town. While I support efforts to improve safety and livability in our community, I feel this is unnessasary.

	Travel change: <b>No</b>
(o327) Local resident, (Bicester, Turnberry close)	<p><b>Object</b> – Additional travelling times, traffic backing up as proven around the town area. With the likely closure of London Road you are forcing more cars to go on diversions which cannot handle the volume of traffic as it stands and a slower speed limit will pack this up even more</p> <p>Travel change: <b>No</b></p>
(o328) Local resident, (Bicester, Turnberry Close)	<p><b>Object</b> – I see no benefit in a 20mph zone across Bicester. of course there is a need for 20mph zones and in agreement of zones outside of schools and medical facilities. The 20mph zone will discourage people using what is on offer in Bicester and will not encourage visitors to the Town. The money to implement this scheme would be better used to improve the P&amp;R roundabout by adding traffic lights, and fixing potholes</p> <p>Travel change: <b>No</b></p>
(o329) Local resident, (Bicester, Westacott Road)	<p><b>Object</b> – In the Bicester areas concerned there would appear to be no records to show there is a problem with deaths / injuries caused or made worse by cars travelling at 30 mph. There will always be occasional problems with vehicles going at ridiculous speeds (ie 40mph+), changing the speed limit to 20mph will not prevent these drivers from doing so. Better enforcement of the 30mph limit would be a better way of spending the money and be much better value for money.</p> <p>Travel change: <b>No</b></p>
(o330) Local resident, (Bicester, Whitelands way)	<p><b>Object</b> – It isn't necessary and there are no benefits to doing it. And has failed on other areas, who have gone back to 30</p> <p>Travel change: <b>No</b></p>

(o331) Local resident, (Bicester, Windmill Avenue)	<p><b>Object</b> – Productivity is one of the main reasons the UK economy isn't growing. I fail to see how increasing time taken to travel through the areas proposed to speed limit cuts by 33% is going to help. As I said before, cars are safer, brakes better, collision warning systems more advanced than ever before. This tilts the balance between risk to cyclists/pedestrians and need for drivers to get where they need to in a reasonable time too far against drivers. I say this as both a parent of three children and as driver</p> <p>Travel change: <b>No</b></p>
(o332) Local resident, (Bicester, Windmill Avenue)	<p><b>Object</b> – 20mph is ridiculous when cars have never been better technologically with excellent brakes and warning systems. There is a balance to be struck between risk and convenience and reducing the limits as per this consultation swing the balance to far from convenience. I have 3 children so I'm very concerned for their safety but I'm also a motorist living in Bicester and this is a step too far</p> <p>Travel change: <b>No</b></p>
(o333) Local resident, (Bicester, Woodfield)	<p><b>Object</b> – There is a place for 20mph in specific areas E.g. schools, shops, sports grounds etc. But there is no justification in the tremendous expenses involved to make it in all the proposed areas, especially when councils are pleading no funds for more important public facilities. To make main road through Bicester 20mph is just ridiculous. Just look what's happening in Witney where it's already been done, on some road it just causes unnecessary driver frustration, myself and others I know of now avoid it, even though the shopping there is fantastic compared to Bicester .</p> <p>Travel change: <b>Other</b> As I live in a proposed affected area I would be unable to avoid it.</p>
(o334) Local resident, (Bicester - Graven Hill, Graven Hill Road)	<p><b>Object</b> – The objective appears to be road safety and to encourage people to walk/cycle more. I live on Graven Hill and walk into town, but the paths along the London Road for the last six years have been in increasing poor repair and are not fit for purpose (hardly wide enough for two people) and are only on one side of the road. If pedestrian safety is an objective, raising the speed limit to nation 60mph between the Rodney House roundabout and the next roundabout towards Tesco encourages poor driving - please keep this at 40mph throughout and consider replacing the metal pedestrian barriers that have been demolished through numerous accidents due to the road markings on the</p>

	<p>roundabout being unclear, leading to confusion between people turning right to Graven Hill and two lanes racing to get in front for the A41 to Aylesbury. Awfully dangerous.</p> <p>Travel change: <b>No</b></p>
(o335) Local resident, (Bicester - Langford village, Merganser Drive)	<p><b>Object</b> – Frankly I do not think imposing 20 limits will make much difference aside from annoying motorists, it will NOT stop drivers who habitually break the speed limit. How many people have been injured in Bicester due to the existing speed limits?</p> <p>Travel change: <b>No</b></p>
(o336) Local resident, (Bicester - New Langford village., Woodpecker close.)	<p><b>Object</b> – Realistically you can't drive at 30mph through Langford due to bad parking by most residents. 20 mph will be hard to enforce and most drive through at 20 - 25mph anyway.</p> <p>Travel change: <b>No</b></p>
(o337) Local resident, (Bicester (Langford Village), Pipits Croft)	<p><b>Object</b> – I personally don't see the need for 20mph speed restrictions &amp; feel the money could be better spent in the area! Given the amount of cars around Langford it is near impossible to get over 25mph anyway! The mobile speed monitors that have been put up around Langford seem to work well too. We are lucky to have a lolly pop lady outside of the school on a daily basis to help with busy periods, I believe this also held with cars taking extra care at school drop off &amp; pick up. I don't feel speed limit changes are necessary here!</p> <p>Travel change: <b>No</b></p>
(o338) Local resident, (Bicester central, Churchill Road)	<p><b>Object</b> – Absolutely not</p> <p>Travel change: <b>Other</b> Yes - Speed more</p>

(o339) Local resident, (Bicester Langford Village, Avocet Way)	<p><b>Object</b> – 20mph isn't safe. It gives a driver too much time for their mind to wander and lose concentration on the road. It bunches up traffic and causes long queues and therefore more pollution. It also causes a lot of frustration as it's far too slow. In any case none of the speed limits in Bicester are ever kept to and nobody polices the traffic. I live in Langford village. The bypass was changed down to 40 from 50mph and nobody takes any notice especially the motorbikes</p> <p>Travel change: <b>No</b></p>
(o340) , (Bicester Langford village, Kingfisher way)	<p><b>Object</b> – The wider larger issue surrounding Langford is parking surrounding school times, whereby vehicles block junctions, making this dangerous for pedestrians. There has been no serious incidents regarding speeding.</p> <p>Travel change: <b>No</b></p>
(o341) Local resident, (Bicester new Langford, Grebe Road)	<p><b>Object</b> – New and old Langford do not have a safety issue. The speed of vehicles mainly are self regulated by parked cars and road layout, and already nearer 20 than 30. The cost of signage would be a total waste of Council resources. In 20 years I have witnessed two examples of recklessness in this area one an illegal e scooter and one a cyclist. Most of the time in new Langford the roads are effectively virtually empty particularly during the day.</p> <p>Travel change: <b>No</b></p>
(o342) Local resident, (Bicester SE, Kingfisher Way)	<p><b>Object</b> – I fully agree with 20mph zones within locality of schools and local amenity areas but do not feel 20mph is necessary on the remainder of roads within the town.</p> <p>Travel change: <b>No</b></p>
(o343) Local resident, (Bicester South, West Circular Road)	<p><b>Object</b> – It's a complete waste of money to make new signs to change speed limit from 30mph to 20mph. There is simply no significant problem with the current speed limit. The impediment to other modes of travel is purely the lack of quality provision eg Rodney House Roundabout vis London road to town centre lacks a proper cycle route and quality walking path. I do not have concerns with the current speed limits along that route as it's plenty wide enough such that everyone feel safe apart from the poor quality of the pedestrian path and lack of segregated cycle lane.</p>

	Travel change: <b>No</b>
(o344) Local resident, (Bicester, kings meadow, Byron Way)	<b>Object</b> – I feel strongly that 20 mph speed limit will have a negative effect on Bicester, it is already congested and further impediment to the traffic flow is unnecessary  Travel change: <b>No</b>
(o345) Local resident, (Bicester, Langford, Langford)	<b>Object</b> – Will cause too much build up and congestion on the roads which Bicester already struggles with in 30 mph zones.  Travel change: <b>Other</b> It will mean I will have to get up even earlier to go to work as the traffic will be hectic in Bicester because of 20mph
(o346) Local resident, (Bicester, Langford village, Partridge chase)	<b>Object</b> – 30mph has never been an issue by the locals, if it changed to 20mph it will be ignored as it will not be policed  Travel change: <b>No</b>
(o347) Local resident, (Bicester, North Ward, Rowan Road)	<b>Object</b> – No doubt for those in a county council ivory tower that have probably visited Bicester once in 2003, twenty miles per hour sounds safe and reasonable. For those who don't have to live with it, it's a little pat on the back that they've made somewhere 'safer'. Perhaps it is, in extremely icy conditions in a residential estate, or near a primary school. But to blanket the entire town with a twenty mile per hour limit is nothing short of total madness. No doubt the police will be grateful - more income from motorists driving twenty four miles per hour to fatten their wallets whilst violent crime soars. I digress. It's amusing to think that one could drive thirty miles per hour at the best of times given Bicester's traffic situation, thanks to the tone deaf road developments and complete lack of joined up thinking from the council. But on those Tuesday evenings nigh on eight PM, when the summer sun is high and the conditions are clear, one might be able to travel consistently at thirty miles per hour, and it's totally safe to do so. To force this arbitrary, virtue signalling, box ticking exercise on the people of Bicester is unfair. It is over zealous enough in some of the villages, and certainly takes away from the ones that actually do need the twenty limit in force. (Launton and Bucknell come to mind, but I'd be surprised if the council were able to locate those villages on a map.)

	<p>Either way, the thinking is flawed. There is an easy chance of reduced business activity as a result of customers perceiving travel time to be excessive. Slower speeds for delivery drivers increase costs on customers - these factors all add up at the end of the day. Bicester on a bad day of traffic, which admittedly is most days, would be able to claim the title of the biggest car park in England once a blanket twenty mile per hour speed limit comes into force. Drivers should be trusted to adjust their speed limit according to the conditions, within the reasonable law of course, there is no guarantee that twenty miles per hour doesn't create a sense of false security - people driving less cautiously just because they are travelling slower. I could go further on about driver autonomy and the increased congestion of stop start driving, but I will leave it at that - as once again the views of local residents will likely be ignored - just like with the ridiculous Banbury Road roundabout.</p> <p>Since Oxfordshire are applying to delay their elections and subvert democracy - perhaps I can pay in kind and delay my council tax payments?</p> <p>Travel change: <b>No</b></p>
(o348) Local resident, (Bicester. Langford, Kestrel way)	<p><b>Object</b> – No need to reduce the speed limit , look at the figures , might be better to ban reversing as more accidents happen doing that</p> <p>Travel change: <b>No</b></p>
(o349) Local resident, (Bicester/Langford Village, Nuthatch Way)	<p><b>Object</b> – That is massively excessive, and the money that would have to be spent on signage for it all is better spent elsewhere. It will surely make council tax bills go up and those are excessive already! 20mph zones are just a waste of time for everyone, specially if these are not policed. People just need to be sensible and use their common sense, at this point you would be better off just getting out of the car and push it yourself. Let's not talk about the amount of pollution 20pmh zones will cause, because of the gearbox etc etc... anyway, the whole notion it's just ridiculous but I guess monkey see monkey do hey?!</p> <p>Travel change: <b>No</b></p>
(o350) Local resident, (Bicester, Field street)	<p><b>Object</b> – I live on field street and it's a very busy rd. A 20 limit would mean they would take longer to pass by</p> <p>Travel change: <b>No</b></p>



(o351) Member of public, (Adderbury, Sydenham Close)	<p><b>Object</b> – I believe that congestion will increase and that the 30mph limit is sufficient in the majority of areas.</p> <p>Travel change: <b>No</b></p>
(o352) Local resident, (Ambrosden, Ash Lane)	<p><b>Object</b> – Enforcing a 20mph speed limit is a lesson in futility. It will not be enforced, and people don't adhere to it because they cannot see the point - on a clear road with no-one in sight trying to drive 20mph just annoys everyone around you. In fact it is more dangerous because of trying to keep a constant eye on a speedo rather than on the road ahead; it is not an easy speed to maintain in modern cars. Where there is valid reason, e.g. a school (but only during school hours), hospital etc then yes. But having some areas with 20, some roads which are half 20/half 30, some 30 or 40 is just confusing and dangerous. I'm not sure where this arbitrary 20mph came from, but maybe more money spent on managing potholes, road safety for kids and less cluttered signage would be a better use of money.</p> <p>Travel change: <b>No</b></p>
(o353) Local resident, (Ambrosden, Bolero Gardens)	<p><b>Object</b> – This is an unnecessary proposal based on the minimal saving of lives and injury to pedestrians. How about we teach children and adults some self preservation when crossing a road?</p> <p>Travel change: <b>No</b></p>
(o354) Local resident, (Ambrosden, Chapel Drive)	<p><b>Object</b> – It's ridiculously slow a speed limit. A waste of money vanity project.</p> <p>Travel change: <b>No</b></p>
(o355) Local resident, (Ambrosden, East Hawthorn Road)	<p><b>Object</b> – It is an unnecessary waste of time and finances. Money has been put into improving the infrastructure whilst very little improvement to existing. Only worth doing to the sections around schools. Otherwise leave as is</p> <p>Travel change: <b>No</b></p>

(o356) Local resident, (Ambrosden, None of your business)	<p><b>Object</b> – There is a 20mph on the road leading past 5 acres school. This is not enforced and drivers trigger the 30mph speed sign on regular occasions. What is the point of spending money on something people neither want or comply with. If you are so short of money in the council just how much will you waste on changing road signs.</p> <p>Travel change: <b>Other</b> Yes I will not comply</p>
(o357) Local resident, (Ambrosden, Chapel)	<p><b>Object</b> – I believe there have been various studies that show reducing the speed limit to 20mph has little to no affect on road safety. These areas require traffic to flow smoothly and installing 20mph signage will cause more traffic chaos.</p> <p>Travel change: <b>No</b></p>
(o358) Local resident, (Ardley, Astle fields)	<p><b>Object</b> – Ridiculous we are going back in time what's next walk in front of the car with a red flag 🚩</p> <p>Travel change: <b>No</b></p>
(o359) Local resident, (Ardley, Castle Fields)	<p><b>Object</b> – 30pmh speed limit is more than sufficient for all roads in Bicester. Can you let me know the numbers of accidents or fatality in the last 10 years. Also pedestrian, cyclists, motorbikes, should be made to answer for their actions. If the action is for the environment I honestly believe it makes it worse doing 20mph.</p> <p>Travel change: <b>No</b></p>
(o360) Local resident, (Arncott, Green lane)	<p><b>Object</b> – There is no need to paralyse the town further with ridiculously slow speeds</p> <p>Travel change: <b>No</b></p>

(o361) Local resident, (Arncott, The Village Close)	<p><b>Object</b> – Unnecessary</p> <p>Travel change: <b>No</b></p>
(o362) Local resident, (Arncott, Woodpiece)	<p><b>Object</b> – The areas around school should of course be 20s but the villages surrounding have limited car falls and it is incredibly inconvenient. The recent 20 in Ambrosden is not only ignored but creates long queues which is more disruptive than going 30mph. 30mph and then 20mph when it is school run time is a perfect compromise. If anything needs to be looked at it is the state of the roads in the villages, potholes in Ambrosden Arncott and roads towards Oxford are very dangerous.</p> <p>Travel change: <b>No</b></p>
(o363) Local resident, (Arncott, Woodpiece road)	<p><b>Object</b> – Where needed I understand, but every road doesn't need to be 20mph! I don't feel it would stop people driving, it would just increase the frustration on the road - therefore making riskier and more dangerous decision.</p> <p>Travel change: <b>No</b></p>
(o364) Local resident, (Arncott, Banbury Road, Buckingham Road, Queens Avenue)	<p><b>Object</b> – There is no need to reduce the speed further, 30 is adequate to maintain decent traffic flow, avoid accidents associated with going too slow for the road, not appropriate to lower speed limits unless around schools (in school times) and longer journeys increase the CO2 emissions</p> <p>Travel change: <b>No</b></p>
(o365) Local resident, (Arncott, Mill Lane)	<p><b>Object</b> – I don't object to targeted, short 20 limits in appropriate places (past schools for example) but blanket ones are nonsense.</p> <p>As a cyclist, far from encouraging me to cycle, 20 limits just bring cars and bikes into conflict, travelling at around the same speed rather than cars just moving safely past me as I make progress. I'll get stuck behind them, they'll get annoyed if I try to overtake (bikes of course are not subject to speed limits).</p> <p>Travel change: <b>No</b></p>

(o366) Local resident, (Arncott, Norris Road)	<p><b>Object</b> – With the proposed closure of the London Road rail crossing Bicester will come to a standstill at 20 mph</p> <p>Travel change: <b>No</b></p>
(o367) Local resident, (Arncott, Teale Close)	<p><b>Object</b> – Whilst the intention behind 20mph speed limits is to increase safety for residents, evidence from zones across Oxfordshire suggests unintended consequences that can undermine these benefits. Reduced speed limits often lead to driver frustration, which can result in unsafe behaviours like tailgating, dangerous overtaking, and erratic acceleration and braking. Such behaviours not only negate the intended safety improvements but can also increase the risk of accidents.</p> <p>Additionally, 20mph zones frequently disrupt traffic flow, particularly in areas with high volumes of vehicles. This leads to congestion, higher emissions from idling vehicles, and inefficiencies for residents, businesses, and emergency services. The frustration caused by these impacts often exacerbates the safety issues these zones aim to address. Rather than relying solely on reduced speed limits, greater focus should be placed on improving infrastructure, particularly for cyclists and pedestrians. Dedicated cycle lanes, safer pedestrian crossings, and better public transport options would create genuinely safer and more efficient travel conditions for all road users. Addressing infrastructure gaps alongside targeted speed measures would have a more meaningful and balanced impact on safety and congestion.</p> <p>Travel change: <b>No</b></p>
(o368) Local resident, (Arncott but I work in Bicester, Buchanan road)	<p><b>Object</b> – It's more dangerous and frustrating for drivers to go 20mph when 30mph is just as safe. It's not as economical for drivers and its just not nessessary either.</p> <p>Travel change: <b>No</b></p>
(o369) Member of public, (Aylesbury, Paradise orchard)	<p><b>Object</b> – As a regular driver in Bicester the existing speed limits appear perfectly appropriate as they are. Reducing the limits is a waste of tax payers money, makes driving much more difficult and stressful (as most cars are engineered for higher limits, and drivers become too focused on their Speedo rather than the hazards on the road).</p>

	<p>The increase in journey times is a ludicrous step in the wrong direction, costing the economy and reducing productivity.</p> <p>Travel change: <b>No</b></p>
(o370) Local resident, (Blackthorn, Station rd)	<p><b>Object</b> – I live on a 20 mph road, people still speed along the road, many exceeding the previous 30 limit. The cyclists that use the road are 95 % clubs who again, ignore the limit. Promoting alternative means of transport is simply an excuse, few people cycle instead of driving and those that do rarely use the expensive cycle paths that have been installed! I support 20 limits where there is a real need, next to schools and other areas known to be a high risk to pedestrians but not a blanket imposition .</p> <p>Travel change: <b>No</b></p>
(o371) Member of public, (brackley, manor road)	<p><b>Object</b> – Once the East/ West rail line is fully operational we will be lucky to move at 20mph in Bicester</p> <p>Travel change: <b>Other</b> try and avoid</p>
(o372) Local resident, (Bucknell, Manor view)	<p><b>Object</b> – Nothing to do with Safety. Everything to do with Control and raping us with more taxes.</p> <p>Travel change: <b>No</b></p>
(o373) Local resident, (Bure Park, Trefoil Drive)	<p><b>Object</b> – Difficult to maintain 20mph speed limit. Vehicles create more emissions when going slower. People don't stick to 20mph when in them. Only necessary outside schools or pedestrian crossings</p> <p>Travel change: <b>No</b></p>
(o374) Local resident, (Caverfield, Harmon Close)	<p><b>Object</b> – Waste of time, resources and finances</p> <p>Travel change: <b>No</b></p>

(o375) Local resident, (Caversfield, Old Scool Close)	<p><b>Object</b> – Bicester has long suffered from traffic congestion, bad road surfaces/pot holes and traffic calming measures that make no sense. Reducing the speed limit to 20mpt when we do not have a history of collisions or injuries would be the last straw in making Bicester a pleasant and easy place to travel around.</p> <p>Travel change: <b>No</b></p>
(o376) Local resident, (Caversfield, Springfield Road)	<p><b>Object</b> – I currently commute for family reasons to/from south Wales. The imposed 20mph speed limit across Wales has had a massive impact on local and national businesses. This has also resulted in increased penalties or fines for drivers due to the difficulty in terrain and maintaining the limit and other concerns such as gradients which have not been considered by Welsh Transport. Also what has not been proven is the safety need which has been mooted by the Welsh Government.</p> <p>I opposed due to lack of any credible evidence for safety, environmental reasons and also for the reasons highlighted above in relation to Wales restrictions.</p> <p>Travel change: <b>No</b></p>
(o377) Local resident, (Caversfield, Skimmingdish Lane)	<p><b>Object</b> – It is utterly unnecessary and another waste of tax payers money it actually causes more issues than the non issue it solves it makes drivers far more angry and does not reduce casualties as there are hardly any to resolve those that drive at excessive speed do so regardless of whatever speed limit is proposed. Spens the money fixing potholes which cause accidents to cyclists and damage a disruption to cars. My front tyre burst and caused me to have an accident thank to lack of maintenance of the road. Please please stop wasting my hard earned money on silly scheme like this.</p> <p>Travel change: <b>No</b></p>

(o378) Local resident, (Caversfield, Trenchard lane)	<p><b>Object</b> – 20mph limits cause more problems as people do not stick to the limits and drive more dangerously to try and get round those sticking to the limits</p> <p>Travel change: <b>No</b></p>
(o379) Local resident, (Caversfield, Truemper grove)	<p><b>Object</b> – The reduced speed is unlikely to improve safety, personally I am paying more attention to the road when I'm not having to check my speedo every 5 seconds to make sure I haven't accidentally rolled over the low speed limit. As a delivery driver, reducing travelling speed by a third will mean deliveries will be delayed or even missed, not good for the elderly or disabled who rely on our service</p> <p>Travel change: <b>No</b></p>
(o380) Local resident, (Chesterton, Maunde Close)	<p><b>Object</b> – Completely unnecessary waste of money. Fix our potholes!!!!</p> <p>Travel change: <b>No</b></p>
(o381) Local resident, (Chesterton, Alchester rd)	<p><b>Object</b> – It's a ridiculous waste of tax payers money.</p> <p>Travel change: <b>No</b></p>
(o382) Local resident, (Chesterton, Bicester, Home Farm Close)	<p><b>Object</b> – This is a blunt tool - a blanket imposition of an arbitrary speed limit. It is not evidence-based i.e. focussed on areas which have a higher accident rate. it is an excess of the nanny state. The driver is always responsible for safe driving and so driving standards should be the focus of road safety -not excessively low speed limits which are so absurd that they will routinely be flouted by many drivers.</p> <p>Travel change: <b>No</b></p>

(o383) Local resident, (Deddington, High street)	<p><b>Object</b> – Bicester is a busy working town and keeping traffic flowing on routes around and through the town is essential to ensure businesses are effective. I support 20mph limits around schools and on residential streets, but on main roads and key arteries 30 and 40mph limits should be maintained.</p> <p>If there are areas of genuine safety concerns then alternative measures should be used, such as cycle lanes, pedestrian barriers etc.</p> <p>Travel change: <b>No</b></p>
(o384) Local resident, (Elmsbrook bicester, lemongrass road)	<p><b>Object</b> – There is no benefit to anyone; it doesn't help cyclists because there are not enough dedicated cycle paths, and cyclists will also put other road users in dangerous situations by undertaking if this speed limit is imposed... The council have demonstrated only complete incompetence when planning and making these types of suggestions in the past, which is already having detrimental effects on road users and environmental pollution, such as the clear example of switching from a roundabout to traffic lights and still not incorporating correct basic cycle lanes.</p> <p>Travel change: <b>No</b></p>
(o385) Local resident, (Fringford, Main street)	<p><b>Object</b> – 20 mph limits make sense past schools and in villages where there is no pavement- the rest of the time it just causes traffic problems.</p> <p>Maintaining the speed of 20 is difficult and distracting. Bicester already suffers with congestion- this in turn increases pollution. Reducing the speed around the ring road just encourages cars to be shoehorned through the middle of town. It already takes me 20 minutes to drive 4 miles to work- reducing the speed limits will increase this time further. I had to make my start time later when they started the Banbury road development- this is money I'm losing.</p> <p>This proposal seems excessive and simply a box ticking exercise. Not truly what the people of Bicester want- but when are we ever listened to?</p> <p>Travel change: <b>No</b></p>
(o386) Local resident, (Fringford, Main Street)	<p><b>Object</b> – 20mph limits cause severe negative impact on the lives of ALL road users. Their efficacy in reducing accidents and environmental impact is unproven and may well be negative. There is no popular mandate - this proposal is driven by political ideology</p>



	Travel change: <b>No</b>
(o387) Local resident, (Fringford, Main street)	<p><b>Object</b> – 20mph limits cause severe negative impact on the lives of ALL road users. Their efficacy in reducing accidents and environmental impact is unproven and may well be negative. There is no popular mandate - this proposal is driven by political ideology</p> <p>Travel change: <b>No</b></p>
(o388) Local resident, (Fringford, Main street)	<p><b>Object</b> – 20mph limits cause severe negative impact on the lives of ALL road users. Their efficacy in reducing accidents and environmental impact is unproven and may well be negative. There is no popular mandate - this proposal is driven by political ideology</p> <p>Travel change: <b>No</b></p>
(o389) Local resident, (Gravenhill, Bicester, East Circular Road)	<p><b>Object</b> – Slowing the commuters is slowing the economy. In this day and, where the technology built into the vehicles is so advanced, we should be looking to speed up, rather than slow down.</p> <p>Travel change: <b>No</b></p>
(o390) Local resident, (Greenwood, Shakespeare Drive and Middleton Stoney Road)	<p><b>Object</b> – The 20 mph should be only around schools (around the school timings) or large business spaces (during general business hours) for those sections alone and not the entire road. The other times and other roads should still have 30mph limit in place as its reasonable and won't pose a significant risk to all road users. Implementation of the 20 mph on all road could be a challenge and would encourage users to exceed the limit (even if the argument that behavioural change is slow could be made, it still is a risk not worth the attempt).</p> <p>The spending planned on this exercise should instead be utilized to repair pothole ridden roads and provide adequate lighting along sections of roads that are know to be risk/accident prone. Also, the existing traffic cushions along all roads should be maintained or repaired.</p> <p>Further, please consider widening roads where possible as the increased housing projects are going to place greater pressure on the road infrastructure in the foreseeable future.</p>

	Travel change: <b>No</b>
(o391) Local resident, (Greenwood, Isis avenue)	<p><b>Object</b> – Will create so much traffic when it's already bad at times. When im walking as a pedestrian I also dont think it's necessary for cars to be going that slow. This will help no one but create issues when traffic is already such a big issue in this town!</p> <p>Travel change: <b>No</b></p>
(o392) Local resident, (Heyford Park (live) - Bicester (work), Hart Walk (live) - Pingle Dr (work))	<p><b>Object</b> – 20mph is very low</p> <p>Travel change: <b>No</b></p>
(o393) Local resident, (Heyford Park, Bicester, Hart Walk)	<p><b>Object</b> – there is no need to change to 20mph, and spend money on changing the signs when it could be spent on making the roads better</p> <p>Travel change: <b>No</b></p>
(o394) Local resident, (Heyford Park, Bicesyer, Hart Walk)	<p><b>Object</b> – I object to this because 20mph speed is absolutely ridiculous. It is actually more dangerous than 30mph. There was absolutely no need to make the change from 30mph to 20mph, the roads were safe already.</p> <p>Travel change: <b>No</b></p>
(o395) Member of public, (Kidlington, Edinburgh Drive)	<p><b>Object</b> – 20mph places far too much restriction on legal motoring. Better to work harder at segregating pedestrians &amp; vehicles and allowing each to go about their journeys.</p> <p>Travel change: <b>Other</b> I will reduce my visit(s) to Bicester and take my business elsewhere.</p>

(o396) Member of public, (Kidlington, Edinburgh drive)	<p><b>Object</b> – This proposal would only contribute to already existing traffic congestion, delays and pollution. With ever increasing housing and population, we need wider/more roads , not cutting further speed limits!</p> <p>Travel change: <b>No</b></p>
(o397) Member of public, (Kidlington, Oxford Road)	<p><b>Object</b> – 20mph speed limits on most roads are ridiculous, I would agree to them on roads near schools</p> <p>Travel change: <b>Other</b></p> <p>I will not be answering this question. I'd also like to add you should not be implementing them</p>
(o398) , (Kidlington, Oxford Road)	<p><b>Object</b> – My wife and I are objecting to of the proposed 20mph speed limit within Bicester due to the following environmental reasons. Slower speeds of both Diesel and Petrol cars will have a negative impact on the environment, because of an increased CO2 emission. The majority of modern car engines are designed to operate more fuel efficiently at 30 mph in a higher gear, then at 20 mph in a much lower gear. Slower speeds will cause more traffic congestion especially at peak times and also have a negative impact on local trade.</p> <p>20 mph speed limits should only be applied in areas of high risk, such as outside schools, hospitals, and care homes. There is no justification of implementing a general decrease in speeds that is not popular with the majority of the motoring public. The negative public outcry in Wales of the imposed blanket 20 mph, is an example of the rejection of draconian type legislation.</p> <p>Travel change: <b>No</b></p>
(o399) Local resident, (Kingsmere, Morpeth Close)	<p><b>Object</b> – Drivers should adjust their speed to the road condition accordingly</p> <p>Travel change: <b>No</b></p>
(o400) Local resident, (Kingsmere, Selby Drive)	<p><b>Object</b> – 20mph will not make the road safer but cause the traffic problem, and there is no any problem for current 30mph now. In addition, the experiment at Wales has proven 20mph is fail, I don't know why County government want to create problem.</p>

	Travel change: <b>No</b>
(o401) Local resident, (Kingsmere Bicester, Ascot Way)	<b>Object</b> – There are enough 20mg zone win Bicester without adding more. I would support it to be 20mg outside schools but to drop most of the main roads in town to 20 is plain stupid.  Travel change: <b>No</b>
(o402) Local resident, (Kingsmere, Bicester, Middleton Stoney Road)	<b>Object</b> – The new speed limit will suffocate the normal and especially business activities in Bicester. In rush hour, the speed of the traffic is already below 20mph in week day and most Saturday. Besides, according to the experience in Oxford city centre, the speed limit had no positive impact to the community.  Travel change: <b>No</b>
(o403) Local resident, (Kingsmere, Bicester, Newmarket Street)	<b>Object</b> – The town has plenty of cycling paths and pedestrian only areas which if used correctly should reduce any incidents.  Travel change: <b>No</b>
(o404) Local resident, (Kingsmere, Bicester, Ripon Close)	<b>Object</b> – Completely unnecessary. 20 MPH limits are a nonsense.  Travel change: <b>No</b>
(o405) Local resident, (Kirtlington, Heyford Road)	<b>Object</b> – A total waste of money without enforcement.  Travel change: <b>No</b>

(o406) Local resident, (Langfird Village Bicester, Shearwater Drive)	<p><b>Object</b> – I object strongly to this proposal, there is no evidence that there is a speeding issue on Langford Village Bicester. Peregrine Way is the main estate road and is perfectly safe at 30mph. I have lived here for nearly 29years and never known any speeding accidents. The stats from the last 6 years provided by OCC back this up. There is a lot of feedback from 20pmh areas that it doesn't work . Locally Launton report cars are overtaking people doing 20mph, making the road more dangerous. The LVCA community Association have shared the stats from the speed awareness camera on the estate which again proves Langfotd Village does not have a speeding issue. This law was to be used in areas where there were speeding issues and with the approval of the local community. Is your blanket proposal for Bicester actually legal as it is not in the spirit of the law? There are many more important road issues in Bicester, the horrendous state of Gavray Drive, potholes around Bicester, the state of Rodneyhouse roundabout where any money would be much better spent. This 20mph is a waste of money</p> <p>Travel change: <b>No</b></p>
(o407) Local resident, (langford, Avocet Way)	<p><b>Object</b> – hardly any shared spaces 20mph zone completly unnesacary.</p> <p>Travel change: <b>No</b></p>
(o408) Local resident, (Langford, Goldcrest way)	<p><b>Object</b> – Data from speed monitoring shows speeding not an issue in my area, Langford. 30mph mostly respected. Money would be better spent permanently fixing road at gavray drive. Fixing rodneyhouse roundabout and keeping London Road open, putting gantry signs on the A41 for BV, town and Aylesbury guidance and changing traffic timings on hamburger roundabout by BV so people don't block exits. If worried about speeding and accidents enforce the 30mph more, don't reduce it.</p> <p>20 is a ludicrous limit and will not fix the problem areas mentioned above. It hurts the people of Bicester and leaves areas in need of attention untouched.</p> <p>Travel change: <b>No</b></p>
(o409) Local resident, (Langford, Lapwing Close)	<p><b>Object</b> – I agree with a 20 mph speed limit around schools but for main roads in and out of estates it is totally unnecessary</p> <p>Travel change: <b>No</b></p>

(o410) Local resident, (Langford, Lapwing Close)	<p><b>Object</b> – A 20 mph speed limit by schools I would support but on other roads such as main roads in and out of estates it is totally unnecessary</p> <p>Travel change: <b>No</b></p>
(o411) Local resident, (Langford, No)	<p><b>Object</b> – With data from the speed sign, it shows Langford overall doesn't have a speeding problem. The parking at school drop off and pick up is so bad, you can barely do 10mph. Our roads need repairing before speed limits changed. They're impossible to enforce also</p> <p>Travel change: <b>No</b></p>
(o412) Local resident, (Langford, Osprey Close)	<p><b>Object</b> – How will this be enforced?</p> <p>Travel change: <b>No</b></p>
(o413) Local resident, (Langford, Perigrine)	<p><b>Object</b> – 30 slow enough</p> <p>Travel change: <b>No</b></p>
(o414) Local resident, (Langford, Ravencroft)	<p><b>Object</b> – Regrettably I don't think you'll listen to the feedback and push ahead regardless because that's what certain people want.</p> <p>Travel change: <b>No</b></p>

(o415) Local resident, (Langford, Ravencroft)	<p><b>Object</b> – The area is very safe with no accidents it will just grid lock the area and cause more pollution.</p> <p>Travel change: <b>No</b></p>
(o416) Local resident, (Langford, Grebe)	<p><b>Object</b> – It's just not necessary</p> <p>Travel change: <b>No</b></p>
(o417) Local resident, (Langford, Kestrel Way)	<p><b>Object</b> – There is no evidence to support there being a safety issue with 30 mph limit. Reducing to 20 mph only increases frustration on drivers when they're overtaken by cyclists.</p> <p>Travel change: <b>No</b></p>
(o418) Local resident, (Langford, Kestrel Way)	<p><b>Object</b> – Traffic is already bad enough without it getting backed up with slower moving traffic, no safety issues and no major incidents in the area to warrant a 20mph limit permanently. If anything make peregrine way a 20mph zone when lights flash (during school start/end times ie 8am-9:30am and 2:30pm -4pm).</p> <p>Travel change: <b>No</b></p>
(o419) Local resident, (Langford, Nuthatch way)	<p><b>Object</b> – Cause all of the traffic will be slowed down which will take the CO2 high at peak time of the day</p> <p>Travel change: <b>No</b></p>
(o420) Local resident, (Langford, Osprey)	<p><b>Object</b> – 30 has been proved to be a safe speed. Often due to traffic speeds are usually 20-30. I object due to the cost, and that drivers will not likely adhere to 20.</p> <p>Travel change: <b>No</b></p>

(o421) Local resident, (Langford, Ravencroft)	<b>Object</b> – 30 is fine.  Travel change: <b>No</b>
(o422) Local resident, (Langford, Ravencroft)	<b>Object</b> – I think 20 mph by schools makes sense, but not all roads need a speed limit that low. We also have no way of enforcing the speed & I feel that people will just get frustrated & driver quicker.  Travel change: <b>No</b>
(o423) Local resident, (Langford, Shearwater Drive)	<b>Object</b> – It us unnecessary, costly, and a waste of time. Outside the school, fine otherwise nonsense  Travel change: <b>No</b>
(o424) Local resident, (Langford Bicester, Jay Close)	<b>Object</b> – Its not required. I'm a pedestrian, cyclist and car driver. The current 30mph limit is appropriate. There are far bigger issues for pedestrians and cyclists e.g. paths not being maintained, cyclist and pedestrians expected to share a half meter wide segment on London Road and London Road Level crossing issues. We should be campaigning for more active travel with any budget rather than using it to reduce 30>20 mph as this increases benefits to all. At one point Bicester was supposedly a Healthy Town.  Travel change: <b>No</b>
(o425) Local resident, (Langford Bicester, Merganser Drive)	<b>Object</b> – It takes long enough to get anywhere these days at 30 mph and it will get worse when station road is closed without reducing the speed limit.  Travel change: <b>Other</b> Move to somewhere that is not controlled by people with silly ideas that don't match up with local planning
(o426) Local resident, (Langford Bicester, Sanderling)	<b>Object</b> – Not necessary to have 20 mph roads



	Travel change: <b>No</b>
(o427) Local resident, (Langford Village, Goldcrest Way)	<p><b>Object</b> – With the advancements in car technology and automation, vehicle can brake and slow automatically. The 30mph speed limit means less time travelling. Placing 20mph speed limits on roads such as Gavray, where there are no house directly on the road seems odd, and the inconsistencies in doing 20 or 30 when there are houses on the street or not seems strange.</p> <p>Travel change: <b>No</b></p>
(o428) Local resident, (Langford Village, Heron Drive)	<p><b>Object</b> – There have been 0 incidents necessitating the need for a change to 20mph</p> <p>Travel change: <b>No</b></p>
(o429) Local resident, (Langford Village, Jay Close)	<p><b>Object</b> – I don't believe in blanket lowering of the speed limits works when it is rolled out like this. More localised lower speed limits is more effective, like outside schools or shops.</p> <p>Travel change: <b>No</b></p>
(o430) Local resident, (Langford Village, Jay Close)	<p><b>Object</b> – We only need 20mph outside schools. People who can't stick to 30 will not stick to 20 and still drive at 40 so unless it's enforced 30 with cameras then no point making it slower. Also I object to the ring road being 40.. what was wrong with 50?</p> <p>Travel change: <b>No</b></p>
(o431) Local resident, (Langford village, Shearwater drive)	<p><b>Object</b> – Fix the pot holes first then worry about roads signs. You can make it a 20 when school is open.</p> <p>Travel change: <b>No</b></p>

(o432) Local resident, (Langford Village, Shearwater Drive)	<b>Object</b> – No evidence to support proposal.  Travel change: <b>No</b>
(o433) Local resident, (Langford village, Siskin Road)	<b>Object</b> – These speed limit changes are not needed. There's no data available showing accidents or injuries due to car speed. There is an additional cost for changes to signage. This money is needed elsewhere. The waste of time and money spent on this already is disappointing.  Travel change: <b>No</b>
(o434) Local resident, (Langford village, Avocet Way)	<b>Object</b> – It is. It good for the environment!  Travel change: <b>No</b>
(o435) Local resident, (Langford Village, Kestrel way)	<b>Object</b> – Unsafe as people get impatient and overtake causing more of an issue  Travel change: <b>No</b>
(o436) Local resident, (Langford village, Shearwater drive)	<b>Object</b> – Over used . Should just be for school areas .  Travel change: <b>No</b>
(o437) Local resident, (Langford Village - Bicester, Merlin Way)	<b>Object</b> – 30 mph has been safe for years, there is no data to warrant a change in speed majority of accidents are not related to speed a lot due to bad design of road systems and delaying drivers  Travel change: <b>Other</b> Horse and cart

(o438) Local resident, (Langford Village Bicester, Hawksmead)	<p><b>Object</b> – Objecting to the 20mph as limited pedestrians during the day. Residents are respectful of the 3mph as shown in the data collected by the radar on Pelegrine road. Justification of 20mph is not clear to me for this point in time as no accidents or high risks occasions have been reported (to my knowledge).</p> <p>Travel change: <b>No</b></p>
(o439) Local resident, (Langford village Bicester, Lapwing Close)	<p><b>Object</b> – It's not necessary and a waste of precious funds.</p> <p>Travel change: <b>No</b></p>
(o440) As part of a group/organisation, (Langford Village Community Association Bicester, Nightingale Place, Langford Village, Bicester)	<p><b>Object</b> – LVCA (Langford Village Community Association) Bicester object strongly to the proposal for blanket 20mph on all estates in Bicester and in particular to Langford Village. LVCA are an elected body who represent the residents (5,500) of Langford Village Bicester We have looked at the evidence and facts regarding speed in Langford Village and as such our reasons for our objection are as follows: There is no evidence to warrant a reduction in the speed limit for Langford Village, therefore we are opposing the proposal on the facts below and our concerns we could create an issue with cars overtaking those doing 20mph making the estate roads more dangerous. The money could be better spent on repairing the road surfaces in particular Gavray Drive., which vehicles are again using the wrong side of the road to avoid the horrendous bumps that are back. FACT 1: After two years' worth of data collected from our speed awareness camera, Langford Village does not have a speeding problem. There are only 14.5% above 30mph compared to a national average of 50%, the 14.5% breaks down to 12% between 30 and 35mph, 2% 35 to 40mph and 0.5% above mph. The above 50mph tends to be late at night or early hours of the morning. FACT 2: There is not a speeding issue outside school at drop off/ pick up times, again verified by the speed awareness camera. Due to the large number of vehicles parked, it is not possible to drive at any speed along Peregrine Way FACT3: Accident figures from OCC for the last 6 years - 2019 to 2024 show a total of 4 accidents in 6 years, none involving speeding, and no reported accidents on New Langford.</p>

	<p>2019: one accident  <input type="checkbox"/> a car turning into a parking area in the dark, hit a pedestrian, slight injury  2020: no accidents  2021: no accidents  2022: two accidents  <input type="checkbox"/> a goods vehicle reversed into a pedestrian causing serious injury  <input type="checkbox"/> A car and bike both turning left car caught bike, slight injury  2023: no accidents  2024 one accident  <input type="checkbox"/> a car reversed into a pedestrian, slight injury  Anecdotal Feedback:  Launton which now has 20mph speed limit, say it has made the road more dangerous as impatient drivers are now overtaking cars doing 20mph.  Langford Village Community Association</p> <p>Travel change: <b>No</b></p>
(o441) Local resident, (Langford Village, Bicester, Lapwing Close)	<p><b>Object</b> – To arbitrary and clearly not thought through. Safety and air quality would be better served by solutions that are curated based on targeted surveys of a given area. Blanket 20mph will be ignored by most drivers, Physical traffic calming solutions that are well targeted will have a FAR greater effect.</p> <p>Travel change: <b>No</b></p>
(o442) Local resident, (Langford Village, Bicester, Merlin Way)	<p><b>Object</b> – Living in Langford Village, there is no evidence to support the change to 20mph based on the speed monitors and the amount of cars parked make it impossible to exceed that speed anyway!</p> <p>Travel change: <b>No</b></p>
(o443) Local resident, (Langford Village, Bicester, Ravencroft)	<p><b>Object</b> – Not required  Waste of taxpayers money to change the signs  Nothing wrong with safety or emissions concerns with the 30mph zones</p>

	<p>Travel change: <b>Other</b></p> <p>Would not travel anywhere into Bicester to shop anymore</p>
(o444) Local resident, (Langford Village, Bicester, Ravencroft)	<p><b>Object</b> – I live on Langford Village - Peregrine Way side. There are speed awareness signs that work well in slowing traffic so money would be better spent on other initiatives. The signs that notify speed work much better than a sign. Speeding is not enforced. The biggest risk to someone getting knocked down or causing an accident is the selfish and abandoned cars parked by parents outside the school and between the two roundabouts on Peregrine Way. They don't control children getting in and out of the cars. They park across junctions, blocking visibility. They park in the zig zag zone outside the school. The parking is not monitored by the school or any public body. The cars block the view of the School Patrol Crossing lady. It seems futile to reduce the speed limit without controlling the dangerous parking.</p> <p>Travel change: <b>No</b></p>
(o445) Local resident, (Langford Village, Bicester, Ravencroft)	<p><b>Object</b> – I have just moved here from west London where we have had a 20mph speed limit for the last 2-3 years. It causes more traffic and pollution as well as no adherence from most drivers as it is difficult to maintain that speed in today's modern vehicles. It is not necessary and the drivers who break the law should be the ones penalised not everyone for the few</p> <p>Travel change: <b>No</b></p>
(o446) Local resident, (Langford Village, Bicester, The Buntings)	<p><b>Object</b> – As it's been proved there isn't an issue of speeding problems around Langford village and reports of others areas, I think 20 mph is not needed. I agree outside schools during school hours it should be implemented.</p> <p>Travel change: <b>No</b></p>

(o447) Local resident, (Langford Village, Bicester, Turnstone Green)	<p><b>Object</b> – Traffic travels safely in the estate with the limit at 30. A limit of 20 will encourage impatience. Data recorded shows no accidents on the estate due to excess speed.</p> <p>Travel change: <b>No</b></p>
(o448) Local resident, (Langford village, Bicester, Whimbrel Close)	<p><b>Object</b> – 30 is appropriate [20 outside school] keeps car at efficient performance, can slow down if need to, safer as not constantly looking at speedo.</p> <p>Travel change: <b>No</b></p>
(o449) Local resident, (Langford Village, Bicester, Osprey Close)	<p><b>Object</b> – Should remain 30mph with exception of outside schools and hospital. 20mph is too slow, causes more congestion than needed.</p> <p>Travel change: <b>No</b></p>
(o450) Local resident, (Langford, Bicester, Partridge chase)	<p><b>Object</b> – Currently speed limits are adequate. 20mph speed limit will increase congestion on Bicester's already congested roads. I walk into town whenever possible. Sometimes I don't have time to walk into town so I drive. A 20mph speed limit won't make me walk into the town centre more. It will mean I'll have to go to a shop on the way to work like Tesco, meaning even less business for the shops struggling in the town centre</p> <p>Travel change: <b>No</b></p>

(o451) Local resident, (Langford, Bicester, Jay Close)	<p><b>Object</b> – Not necessary. 30mph is fine if drivers stick to it. 20mph could cause more hazards. Impatient drivers overtaking or ‘tailgating/hassling’ other drivers.</p> <p>Travel change: <b>No</b></p>
(o452) Local resident, (Launton, Bicester road)	<p><b>Object</b> – I don’t feel there is a need to reduce the speed limits further causing frustration when the traffic issues are already difficult within the area</p> <p>Travel change: <b>No</b></p>
(o453) Local resident, (Launton, Blackthorn Road)	<p><b>Object</b> – Unrealistic speed limits are disrespected and therefore routinely ignored, thus making the situation more dangerous. Additionally, the obsession with slowing everything down is symptomatic of a society going nowhere.</p> <p>Travel change: <b>No</b></p>
(o454) Local resident, (Launton, Sherwood Close)	<p><b>Object</b> – It’s an unnecessary waste of money at a time when government and councils are looking to save as much money as possible. Most of the roads identified are almost impossible to drive at 30mph due to their width and parked cars. I live in Launton alongside Bicester, having lived in Bicester for 14 years previously and a 20 mph limit was imposed here over a year ago and when I walk my dog twice a day I can honestly say that barely 30% of vehicles adhere to the limit.</p> <p>Travel change: <b>No</b></p>
(o455) Local resident, (Launton, Station)	<p><b>Object</b> – If speed limits were set using the correct procedure, there would be less criticism of cameras, etc. Unfortunately far too many roads now have lower limits, set arbitrarily by councils in the misguided belief that they are safer and/or better environmentally. Data has shown for many years that the safest limit for almost any road is the 85th percentile. That value also minimises congestion.</p> <p>The second basic fault is that the proven concept of the Three E's of road safety have been ignored widely. This is a basic protocol applied to roads where there is a higher than average number of incidents and is:</p> <p>First, Education - teach road users why a location is problematic and how best to approach it</p>

	<p>Second, Engineering - where education either doesn't or can't prove the answer, re-engineer the section of road to eliminate the hazard</p> <p>Third, Enforcement - only if education and engineering don't work</p> <p>Unfortunately too many reach for the last tool, Enforcement, first. This is especially so when a speed limit is reduced without justification or benefit.</p> <p>Until these basic failings are addressed, the problems cannot be resolved.</p> <p>Travel change: <b>No</b></p>
(o456) Local resident, (Launton, station Road)	<p><b>Object</b> – Driving too slowly causing frustration and don't believe there is a need for this blanket approach</p> <p>Travel change: <b>No</b></p>
(o457) County Cllr, (Launton, Bicester road)	<p><b>Object</b> – Andrew Gant is a massive cunt</p> <p>Travel change: <b>Other</b></p> <p>No, why the fuck would i choose a more uncomfortable, slower and more impractical method of transport</p>
(o458) Local resident, (Launton, Sycamore Road)	<p><b>Object</b> – Traffic already congested and speed on most roads nearer to 20mph than 30. Lowering speed will add to congestion rather than reduce.</p> <p>Travel change: <b>No</b></p>
(o459) Local resident, (Marsh Gibbon, Styles Close)	<p><b>Object</b> – It's just not necessary. Estates have cars parked all along the sides of the roads, making it barely possible to do more than 20mph anyway. Not a helpful spend of monay</p> <p>Travel change: <b>No</b></p>
(o460) Local resident, (Middleton Stoney, Bicester Road)	



	<p><b>Object</b> – 20 mph is painfully slow and should only apply outside schools, playgroups and other places where there are children or elderly people crossing. No one should have an issue with those places but a blanket restriction would unnecessarily prolong journeys.</p> <p>Travel change: <b>No</b></p>
(o461) Local resident, (New Langford, Goldfinch Close)	<p><b>Object</b> – There is little point in wasting the money on this, as speeding around Langford is negligible. Many areas, because of parked cars and other obstacles prevent doing above 20 anyway. Spend the money on improving the roads or fining all those parking on pavements or verges and damaging them, or causing other issues.</p> <p>Travel change: <b>No</b></p>
(o462) Local resident, (New Langford, The Bramblings)	<p><b>Object</b> – The evidence gathered by LVCA traffic camera already shows that the number of drivers who exceed the current limit is minimal, especially when compared to the national average. Those who break a 30 limit will not suddenly abide by a 20 limit. Accident data for Langford village also shows 4 accidents in 6 years, none involving speeding. Invoking a 20 limit appears to me to be a pointless waste of time resources and money that could be better spent on items such as repairing the roads, such as Gavray drive.</p> <p>Travel change: <b>No</b></p>
(o463) Local resident, (Old Langford, Kestrel way)	<p><b>Object</b> – Outside schools etc agreed. Bicester is a trough town and have the traffic spend longer in the town is not helpful.</p> <p>Travel change: <b>No</b></p>
(o464) Local resident, (Old Langford, Jay Close)	<p><b>Object</b> – I don't think it is necessary in Langford as mos drivers adhere to 30 and adjust speed accordingly when needed. I find it just makes those who speed even more prone to over take causing further danger.</p> <p>Travel change: <b>No</b></p>

(o465) Member of public, (Oxford, Arncott and Bicester, Cowley Road, Murcott Road)	<p><b>Object</b> – There is no clear need for the speed limit to be lowered nor has the council has explained the need. I understand adopt a Northamptonshire approach by having mandatory or advisory speed limits near high risk areas I.e schools. However most 20 mph limits are unnecessary especially at night and clear open road . Most drivers find it more difficult to stay focused and become easily distracted as well as frustrated, I have some more risky behaviours by other motorists overtaking slower cars. cars are not built to going at such a low speed. There are articles that support these claims.</p> <p>20 MPH speed limits should be used in short parts of the road where there is a clear need for extra attention from the driver for a limited time and be able to return to a 30MPH speed limit when the hazards has been cleared.</p> <p>Travel change: <b>Other</b> My driving behaviour will not change.</p>
(o466) Local resident, (Poundon, Main Street)	<p><b>Object</b> – It doesn't work - nobody adheres to it as its a barely moving speed that means you have to constantly have your eyes off the road checking your speed to make sure you're not going above the difficult to adhere to limit as its ridiculously slow. Its been the most complained about limit all over the country in the places its been enforced.</p> <p>Travel change: <b>No</b></p>
(o467) Local resident, (Prefer not to say, N/A)	<p><b>Object</b> – Traveling at 30 miles per hour is generally considered safe in most locations. However, reducing the speed to 20 miles per hour would only exacerbate traffic congestion and contribute to air pollution in the vicinity of local residents, without providing any tangible benefits to road safety. To effectively address road safety concerns, the most effective approach involves educating the public about the importance of cautious road crossings and ensuring the utilization of designated road crossing facilities, such as zebra crossings, whenever available. Additionally, jaywalking should be strictly avoided unless it is absolutely necessary.</p> <p>Travel change: <b>No</b></p>
(o468) Local resident, (Sothwold, bicester, Sycamore drive)	<p><b>Object</b> – Whilst a few drivers observe the 20 limit it is my experience that the drivers following tend to show their frustration by taking actions like Tailgating or dangerous overtaking manoeuvres. Also as far as the environment is</p>

	<p>concerned my small family car will do 30mph in 4th gear at 1500 rpm. To do 20 mph i need to be in 3rd gear still doing 1500rpm i.e. same ammount of polution for 50% extra time. Therefore no benefit to air polution. On fact the reverse. According to the Crash Map there have been 6 Serious oncedents in a 5 year period and no Fatal incedents on the road designated to be changed to 20mph limit. Whilst the vast majority of incedents are Minor and occur on the roads that will not be changed. Therefore I can see very little benefit and ppossible disadvantages to the proposal. It definately isnt worth the expenditure and inconvenience.</p> <p>Travel change: <b>No</b></p>
(o469) Local resident, (Southwold, Holm way)	<p><b>Object</b> – Fix the roads instead of lowering the speed limit... Lowering the speed limit does not make the roads any more car worthy.. go and spend that money on something actually useful</p> <p>Travel change: <b>Other</b> I will still drive 30mph</p>
(o470) Local resident, (Southworld, Willow drive)	<p><b>Object</b> – Sufficient speed restrictions around the town. Look at launton. More people speed faster through there now more than when it was 30. 20 is too slow and wont be adhered too. Stop spendin money on useless changes. How many accidents have there been reported at those locations. Will this cause a reduction ? No. Spend the money better.</p> <p>Travel change: <b>No</b></p>
(o471) Local resident, (Steeple Aston, Fir Lane)	<p><b>Object</b> – I understand that there is no evidence that much a limit has a material effect on local road safety and outcomes. All the thinking I have seen is at best theoretical and unsound. Reliable evidence should be provided to justify the inconvenience and cost this proposal would engender.</p> <p>Travel change: <b>No</b></p>
(o472) Member of public, (Steeple Aston, Heyford Rd)	<p><b>Object</b> – Already queues of traffic in Bicester, 20 mph will made them worse. Vehicles will have to use a lower gear for 20 mph, which will cause more pollution from petrol and diesel.</p>

	Travel change: <b>No</b>
(o473) Local resident, (Stratton Audley, Stratton Audley Road)	<p><b>Object</b> – In my opinion I feel that the 20mph speed limit should be enforced around schools, but implementing this across the majority of roads currently set at 30mph will create yet more traffic in and around Bicester. This could (and most probably will) increase the length of time a person is within &amp; using their car on a set journey thus increasing more fuel being used.</p> <p>If this is supposed to create a 'greener/safer' town it could potentially have the opposite effect with more cars in slower moving traffic producing emissions &amp; drivers becoming increasingly frustrated.</p> <p>If the council are doing this to try to push people into using public transport, this would not help the likes of myself living in a village, where there are no direct bus services into town, no lights nor footpaths so I have to use the car to get my basic essentials of food etc as we have no village shop available to us.</p> <p>I do not feel that every 30mph road within Bicester needs to be reduced to the proposed 20mph limit for safety/greener environment when the 30mph limit works!</p> <p>I also feel that the funds used to replace all of the signage (signs &amp; labour time) which would have to be carried out if this was to be implemented, would be better placed elsewhere to replace damaged roads with ludicrously dangerous pot holes/road surfaces &amp; to keep the street lighting switched on for safety, be that of road users and/or pedestrians.</p> <p>Travel change: <b>No</b></p>
(o474) Local resident, (Stratton Audley, The Limes)	<p><b>Object</b> – No need to impose this. No consequences for going over anyway. 30 is fine if people stick to it</p> <p>Travel change: <b>No</b></p>
(o475) Member of public, (Uffington, Green Lane)	<p><b>Object</b> – I believe that spending money on implementing 20mph restrictions is the wrong priority for road safety. £8m is a large sum of money which could have been and should be spent on other projects. The 20mph scheme is an example of something that is being prioritised because it can be rather than because it should be.</p> <p>Large sections of the Bicester proposal will mean signed 20mph restrictions in locations where speeds above 20mph are difficult to achieve. On the other hand locations where 20mph is perfectly safe at certain times of day will now have restrictions that mean driving at an appropriate speed is illegal.</p> <p>I note the recent change of position from Thames Valley Police that they will enforce the 20mph restrictions despite what was said previously. Of course the Police always could enforce these restrictions. I fear that this recent</p>

	<p>announcement will mean the Police being told to prioritise enforcement at the expense of more productive police activity on more important issues.</p> <p>Travel change: <b>No</b></p>
(o476) Local resident, (Upper Armcott, Murcott Road)	<p><b>Object</b> – We already have slow moving traffic in main areas - especially around Bicester Village. with the proposed closure of Bicester Village Crossing and possible changes to Market Square, reduced bus services in surrounding villages - such decisions make journey times more costly, lengthy and increase pollution. It will be impossible for some residents to travel into Bicester.</p> <p>Travel change: <b>Other</b> Unlikely - surrounding villages of Bicester have reduced bus services and it is too dangerous to cycle and it is perhaps too far to walk especially for those with mobility issues.</p>
(o477) Local resident, (Upper Heyford, Carswell Circle)	<p><b>Object</b> – The proposed limit is to slow the 30 limit is fine if adhered to</p> <p>Travel change: <b>No</b></p>
(o478) Local resident, (Upper Heyford, Hampden Square)	<p><b>Object</b> – The recent speed reductions around Middleton Stoney have done nothing except increase traffic. There is more waiting traffic at the junction lights. This has lead to an increase in air pollution from waiting vehicles whilst they idle and also I have witnessed an increase of vehicles speeding up at the amber lights as the queues are now so long with then20 mile reduction. This has led to an increasing amount of traffic buildup within the 20mph zones and not a decrease. It does not motivate the public into alternative forms of transport. Putting bicester into a 20mph, along with the proposed train line closure and market square pedestrianisation will only lead to an increase of pollution within the bicester town.</p> <p>Travel change: <b>No</b></p>
(o479) Local resident, (Upper heyford, Lacey drive)	<p><b>Object</b> – I object as the 20mph should be limited to areas where there is a school also bus routes and times will increase withe the current shortage of bus drivers on limited pay</p>

	Travel change: <b>No</b>
(o480) Member of public, (Upper Heyford, Upper Campsfield Road)	<p><b>Object</b> – These 20mph limits should only apply next to schools. If you really wanted to prevent death and injury due to the speed of motor vehicles then the limit all over the country on every road should be 4mph.</p> <p>Travel change: <b>No</b></p>
(o481) Local resident, (Upper Heyford, Wellington Road)	<p><b>Object</b> – Illogical and unwarranted. Existing speed limits suffice and no need for these draconian reduced speed limits.</p> <p>Travel change: <b>No</b></p>
(o482) Local resident, (Upper Heyford, Hampden Square)	<p><b>Object</b> – 20mph is too slow. It creates additional traffic buildup, which increases pollution for those living in properties nearby, which will cause increased health issues.</p> <p>Traffic lights need reprogramming once speed has been reduced, too long to wait at traffic lights since 20mph reductions already in place. Vehicles speed up on amber to cross the signal so they do not get delayed further, increased risk to other road users.</p> <p>I'd love to see what evidence supports increased uptake of alternative transport in Bicester when the existing speed limits have had no impact.</p> <p>Travel change: <b>No</b></p>
(o483) Local resident, (Upper Heyford, Bicester, Camp Road)	<p><b>Object</b> – Waste of time. Slows people down further and encourages people to overtake and drive more dangerously.</p> <p>Travel change: <b>No</b></p>
(o484) Local resident, (Wendlebury, St Giles Close)	<p><b>Object</b> – Where is the evidence that 20mph speed limits actually solve any problems apart from highly pedestrianised areas? Modern cars produce lower emissions. The accident numbers on the Bicester roads around Bicester are often</p>

	<p>at junctions or on roundabouts where there are too many cars and flow is restricted. The focus should be on improving flow not reducing speed especially around the Tesco, Graven Hill areas where traffic volume is high.</p> <p>Travel change: <b>No</b></p>
(o485) Rather not say, (, )	<p><b>Object</b> – waste of money, slower traffic more co2</p> <p>Travel change: <b>Yes – scoot more</b></p>
(o486) Local resident, (Ambrosden, Merton Road)	<p><b>Partially support</b> – A 20mph speed limit should only be applied on residential side streets and in other areas where either the highway is extremely narrow (as it is by Garth Park). It should not be applied on main routes. The A4095 eastbound out of Witney is a textbook example of a misapplied 20mph speed limit. To be respected and to be observed, speed limits need to be logical and realistic, not the arbitrary result of ideological dogma.</p> <p>Travel change: <b>No</b></p>
(o487) Local resident, (Arncott, Norris Road)	<p><b>Partially support</b> – 20mph speed limits reduce potential for harm, but the lack of enforcement reduces that impact. Visible avg speed cameras are needed 20mph limits have not been shown to persuade people to choose different modes of transport except where there are already a range of comprehensive alternatives. Those alternatives are less available the further out of central Bicester you go. Public transport to some nearby villages is practically useless.</p> <p>Travel change: <b>No</b></p>
(o488) Local resident, (Arncott, Woodpiece Road)	<p><b>Partially support</b> – I think around schools there should be 20 mph</p> <p>Travel change: <b>No</b></p>
(o489) Local resident, (Bicestee, Longfields)	<p><b>Partially support</b> – I think the proposals could go further and include queens avenue between St John's road and the causeway</p>

	<p>Otherwise in full support</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o490) Local resident, (Bicestee, Medina Gardens)	<p><b>Partially support</b> – 20mph makes sense on narrower roads and outside schools etc., however, bad or residential parking seems to be sufficient to slow traffic on those roads. The current 30mph limits are ignored on wider estate roads by many drivers, especially those who are using estate roads as rat runs to avoid the traffic chaos caused by Bicester Village. The police openly admit that they don't have the capacity to enforce current limits on estate roads. I am tired of being tail gated and overtaken by other drivers while trying to observe the 20mph on entering or leaving Middleton Stoney which has made the road more dangerous. I see no reason to believe it would be different elsewhere. E-bikes and electric scooters are doing more than 20mph on pavements and I've seen police cars drive past them doing it so I think the money would be better spent elsewhere.</p> <p>Travel change: <b>No</b></p>
(o491) Local resident, (Bicester, Acacia walk)	<p><b>Partially support</b> – 20mph limits not necessary in all th zones suggested. Traffic flow will be slowed down where there is no need.</p> <p>Travel change: <b>No</b></p>
(o492) Local resident, (Bicester, Avocet Way)	<p><b>Partially support</b> – While I don't in principal object to 20mph limits in residential areas, near schools and in narrow village streets etc, they appear to have been introduced in far too many areas around Oxfordshire. Other counties appear to have introduced them far more sensibly. As a result they are becoming less effective as people are disregarding them where they are not suitable (same applies where limits have been reduced on the ring road for example - stick to 40 and you get overtaken). The people who disregard 30 limits will disregard 20. Far too many people now watching their speedometer rather than the road ahead! And as for reducing pollution? Don't get me started.</p> <p>Travel change: <b>No</b></p>



(o493) Local resident, (Bicester, Banbury Road)	<p><b>Partially support</b> – There is no use putting these into place without enforcement. The Police are already stretched and cannot possibly enforce all of these speed limits. Totally unnecessary on extate roads as they are already built to reduce the speeds of vehicles</p> <p>Travel change: <b>No</b></p>
(o494) Local Cllr (i.e. Town/Parish/District), (Bicester, Barry Avenue)	<p><b>Partially support</b> – Sweeping implementation without consideration of the public's view will not be welcomed nor adhered in many cases. This project should be carefully thought out and be realistic in its approach.</p> <p>Travel change: <b>No</b></p>
(o495) Local resident, (Bicester, Barry Avenue)	<p><b>Partially support</b> – Since there is currently no apparent policing of any speed limits or compliance with road signs I cannot see it working</p> <p>Travel change: <b>No</b></p>
(o496) Local resident, (Bicester, Beckdale Close)	<p><b>Partially support</b> – I agree that outside schools AT ARRIVAL &amp; HOME TIME 20mph is not unreasonable, however, slowing the traffic down on all roads is unnecessary and environmentally unsafe, holding traffic in areas for longer increases the emissions in that area defeating the objective of reducing the pollution, traffic in Bicester flows well with few issues other than the ones caused by ill thought out plans from the Council (Buckingham Road Works)</p> <p>Travel change: <b>No</b></p>
(o497) Local resident, (Bicester, Beckdale Close)	<p><b>Partially support</b> – Only necessary around schools. Increases pollution as vehicles are being kept longer in the area and maintaining 20mph whilst keeping vigilant on the road and surrounding areas is more of a hazard</p> <p>Travel change: <b>No</b></p>

(o498) Local resident, (Bicester, Beckdale Close)	<p><b>Partially support</b> – I have been to other areas that have this scheme and it is too slow, its ok near schools. It makes people frustrated and they have it for too long after leaving the area.</p> <p>Travel change: <b>No</b></p>
(o499) Local resident, (Bicester, Blythe Place)	<p><b>Partially support</b> – Near schools is sensible but I feel it is unnecessary on every road. Our estate (Greenwood) has been carefully designed so that all driveways face into a cul-de-sac and not onto the roads passing through. No-one goes fast in a cul-de-sac as it's too short! Middleton Stoney Road has speed bumps so I can't see why even slower speeds are necessary. Bicester already has poor air quality and to increase emissions by making cars run inefficiently at 20mph (which is between gears 2 and 3) instead of being driven at 30mph (which is just right in 3rd gear) seems ludicrous. I also find people drive very close to each other in 20mph zones and that will increase the chance of rear-end bumps if you have to stop quickly</p> <p>Travel change: <b>No</b></p>
(o500) Local resident, (Bicester, Buckingham road)	<p><b>Partially support</b> – Should be selected some important road to speed limit.</p> <p>Travel change: <b>No</b></p>
(o501) Local resident, (Bicester, Buckingham Road)	<p><b>Partially support</b> – I support a reduction to 20mph but I do not support Buckingham Road remaining at 30mph. It also needs to be 20mph. It's congested in rush hours and every weekend there are traffic jams polluting what remains a largely residential road. I fear that the speed reduction in surrounding roads but not in Buckingham Road will just make the traffic and pollution worse. Few cars seem to use the ring road to circle round the town - preferring to follow their SatNav that takes traffic through the town. Please do something to have more traffic use the ring road and not cut through the middle of the town.</p> <p>Travel change: <b>No</b></p>
(o502) Local resident, (Bicester, Bucknell Road)	<p><b>Partially support</b> – I support the proposal but I don't think it goes far enough. All roads currently 30mph should be changed to 20mph. I don't support the 30mph being kept along Bucknell Road. Once drivers are heading out from</p>

	<p>the town area of the road going towards Bucknell they speed up as soon as the road becomes a bit clearer. This makes it dangerous for those crossing and living within the middle part of Bucknell Road from the Oval junction towards the Bridge. Therefore I believe the whole road should be changed to 20mph as there are various corners and areas that are not clearly visible. As soon as drivers get past the Oval they speed up as the road becomes a bit clearer, and the same the other way they speed along until they head towards the Oval area as that is where more cars are parked along Bucknell Road and slows them down. Please reconsider making the whole of Bucknell Road 20mph, it is a very busy road for pedestrians and cyclists and children walking to school.</p> <p>Travel change: <b>No</b></p>
(o503) Local resident, (Bicester, Corncrake Way)	<p><b>Partially support</b> – 'This is a great proposal, but falls short of the intended goals. The Statement of Reasons says, "A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing". It's difficult to see how this will be achieved if the speed limit is not reduced in the entire central part of town. This would send a very clear and strong message to road users. I highlight two odd decisions close to the area where I live:</p> <ul style="list-style-type: none"> <li>- London Road to the roundabout with Mallards Way is a busy area with many people crossing the road on their way to the station. I object to the current proposal for this to remain a 30mph zone - it needs a 20mph limit.</li> <li>- The town-end of Launton Road is busy with pedestrians and cyclists who cross the railway footbridge and use the north-eastern Garth Park exit. The area also includes the Child First Nursery. This is a badly missed opportunity to calm traffic in this area by implementing a reduced speed limit (further, why is Lambourne Crescent not even a proposed 20mph zone?). I object to the current proposals for this stretch of road to remain 30mph - it needs a 20mph limit.</li> </ul> <p>Travel change: <b>Yes - cycle more</b></p>
(o504) Local resident, (Bicester, Corncrake Way)	<p><b>Partially support</b> – I generally support the proposals, but there could be additional areas covered. These are the stretch of London Road between the Langford Village roundabout and the town (encompassing the area outside the railway station) and Launton Road north as far as the railway bridge near the Wickes Store. The railway station area is busy and it is sometimes dangerous crossing the road from the railway station. The stretch of Launton road near the pedestrian railway bridge and the Aldi and Wickes stores is also dangerous and difficult to cross at times, therefore this would benefit from a reduction in the speed limit.</p> <p>Travel change: <b>No</b></p>

(o505) Local resident, (Bicester, Crockwell Close)	<b>Partially support</b> – I think it is only appropriate near schools etc, and then it should be school hours only  Travel change: <b>No</b>
(o506) Local Cllr (i.e. Town/Parish/District), (Bicester, Danes road)	<b>Partially support</b> – Estates and around schools 20MPH is good but on the main roads such as queens ave ect not so much  Travel change: <b>No</b>
(o507) Local resident, (Bicester, Derwent Rd)	<b>Partially support</b> – 20mph out side schools 100% just leave the rest of the the limits alone  Travel change: <b>No</b>
(o508) Local resident, (Bicester, Fair Close)	<b>Partially support</b> – Whilst I am wholly supportive of a 20mph speed limit in many of the residential areas of Bicester (e.g. side streets, roads passing schools?), a blanket 20mph will only serve to add to the frustration of most drivers on roads where 20mph is not really necessary. A blanket approach seems to be an overkill (ref. Wales?). Many of the roads would benefit more from, perhaps, a 25mph speed limit, which would slow down traffic yet release some of the frustration, and traffic queues, that many drivers suffer from in a 20mph limit area. I believe that a blanket 20mph limit on some of the Bicester roads can only be seen as a 'knee jerk' reaction to safety, Whilst road users (including the 'illegal' e-scooters and mobility scooters, which are seen more frequently on our roads) have a duty to pedestrians, pedestrians also have a duty to other road users in general safety. Maybe a 25mph in suitable areas would be seen as more sensible, and set a precedent other councils could follow. More acceptable to both pedestrians and other road users?  Travel change: <b>No</b>

(o509) Local resident, (Bicester, Fircroft)	<p><b>Partially support</b> – Some areas fine for 20mph, field street for instance is always gridlocked so being able to make it up to 20mph would be a dream, but seriously, the entire length of Middleton stoney road, a major route with existing speed humps, this is insane. I know OcC would prefer us to all hand our cars back but come on, 20mph to this degree is not acceptable. Outside schools for instance I understand but to enforce a limit across what would be the whole town is not acceptable.</p> <p>Travel change: <b>No</b></p>
(o510) Local resident, (Bicester, Forsythia Close)	<p><b>Partially support</b> – I have no objection to the reduction of speed limits to 20 in housing estates; however, this is a complete waste of money since it is impossible to drive faster than 20 mph on most of these roads - at least without being open to prosecution for dangerous driving.</p> <p>The reduction to 20 on Churchill Rd and Shakespeare Drive is excessive since these are principal throughfares.</p> <p>The reduction to 30 on Banbury Road is unnecessary since no houses back on to the road from Bure Farm northwards.</p> <p>And generally, although not part of this consultation, the reduction of speed on the ring road from 50 to 40 was a poor idea since it has made driving through the centre of town more attractive to through traffic.</p> <p>And finally, there was an "informal consultation" about these plans 2 years ago. It is now closed but no results have been published. Why?</p> <p>Travel change: <b>No</b></p>
(o511) Local resident, (Bicester, Graham Road)	<p><b>Partially support</b> – A great idea for outside schools. I really don't understand why the current speed limits in place need to change otherwise. This is ludicrous and a waste of time outside of the aforementioned education establishments.</p> <p>Travel change: <b>Other</b></p> <p>No! I have. I option as I have mobility issues.</p>
(o512) Local resident, (Bicester, Graven Hill)	<p><b>Partially support</b> – It makes sense around schools and other heavily child sensitive areas. It does not make sense on the main roads, where slower traffic is likely to cause higher emissions etc.</p>

	Travel change: <b>No</b>
(o513) Local resident, (Bicester, Haydock Road)	<p><b>Partially support</b> – Because chopping and changing from 30mph to 20 mph will cause confusion about which section drivers are in - and the following traffic will get annoyed with drivers doing 20 in 30 section. Plus - there will no doubt be cameras to cost us money</p> <p>Travel change: <b>No</b></p>
(o514) Local resident, (Bicester, Heron Drive)	<p><b>Partially support</b> – Agree with 20mph outside schools and on some smaller side roads but not all roads currently 30mph</p> <p>Travel change: <b>No</b></p>
(o515) Local resident, (Bicester, Hunt Close)	<p><b>Partially support</b> – Manorsfield Road is a good option for 20mph speed limit as many people cross this road. As a motorist i do get the feeling that the 20mph speed limit is being over subscribed and motorist are beginning to ignore the speed limit and also ive found that when you are at the speed limit you regularly get intimidated by other motorist wanting to go at faster. I fully support 20mph speed limit in venerable areas such as schools and old people homes etc</p> <p>Travel change: <b>No</b></p>
(o516) Local resident, (Bicester, Isis)	<p><b>Partially support</b> – Just near schools</p> <p>Travel change: <b>No</b></p>
(o517) Local resident, (Bicester, Kestrel Way)	<p><b>Partially support</b> – Not all areas, but certainly near schools and high-residential zones</p> <p>Travel change: <b>No</b></p>

(o518) Local resident, (Bicester, Kestrel Way)	<p><b>Partially support</b> – I would only support the proposal for 20mph limits on roads close to schools or roads in residential areas where there are no raised pavements</p> <p>Travel change: <b>No</b></p>
(o519) Local resident, (Bicester, Kingfisher Way)	<p><b>Partially support</b> – I'm concerned that a blanket one-factor approach is not necessarily the most cost-effective way of achieving increased road safety. As a pedestrian, cyclist and car driver I would like to see a more targeted approach based on existing and forecast safety 'blackspots' and also on safety issues caused by factors other than speed (such as poor visibility at junctions, confusing road and cycle lane layout). Also, I'm in favour of trialling solutions.</p> <p>Travel change: <b>No</b></p>
(o520) Local resident, (Bicester, Lancaster)	<p><b>Partially support</b> – Some rds need to be kept to 30mph. I think it will encourage lots of people to speed as they'll be frustrated at going down slow.</p> <p>Travel change: <b>Other</b> Possibly</p>
(o521) Local resident, (Bicester, London Road)	<p><b>Partially support</b> – I strongly disagree with the decision not to consider reducing the speed limit on London Road from 40 mph due to several pressing reasons. Firstly, significant development in the area, particularly the housing estate opposite Langford Park and the Graven Hill development, has substantially increased foot traffic, making road crossings particularly dangerous. Additionally, with plans to close the London Road crossing over the railway, it is sensible to anticipate even more pedestrians in the vicinity. The noise pollution generated by a 40 mph road is also a concern, as increased traffic and nearby residences lead to greater disturbance for residents. Moreover, the lack of a continuous footpath along London Road and the absence of safe crossing points heighten the risks for pedestrians. While there may not have been recent casualties, this should not be a reason to ignore potential dangers; it's essential to take preventive measures.</p> <p>Finally, if London Road were to be developed today, given the current conditions and developments, there would be little justification for maintaining a 40 mph speed limit. It is crucial for the safety and well-being of the community that we reevaluate this speed limit in light of these developments and risks.</p>

	Travel change: <b>Yes – walk/wheel more</b>
(o522) Local resident, (Bicester, London Road)	<p><b>Partially support</b> – I would strongly agree with the decision of reducing the speed limits within ALL of the ring road, however i would question why the London Road speed limit from 40 mph sign is not being changed to a 20mph from the traffic lights on the graven hill roundabout and up to the Station crossing.</p> <p>In recent years there have been significant development in this area, particularly the housing estate opposite Langford Park and the Graven Hill development, has substantially increased foot traffic, making road crossings particularly dangerous.</p> <p>With the plans to close the London Road crossing over the railway, it is sensible to anticipate even more pedestrians in the vicinity. The noise pollution generated by a 40 mph road is also a concern, as increased traffic and nearby residences lead to greater disturbance for residents. Moreover, the lack of a continuous footpath along London Road and the absence of safe crossing points heightens the risks for pedestrians.</p> <p>While there may not have been recent casualties, this should not be a reason to ignore potential dangers; it's essential to take preventive measures.</p> <p>There were plans to add a cycle and footpath to both sides of the carriage way up to the roundabout on talisman way with crossing points. What has happened here?</p> <p>If London Road were to be developed today, given the current conditions and developments, there would be little justification for maintaining a 40 mph speed limit. It is crucial for the safety and well-being of the community that we reevaluate this speed limit considering these developments and risks</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o523) Local resident, (Bicester, Lyneham Road)	<p><b>Partially support</b> – I understand to be more cautious near schools, nurseries , gp practices but electric bikes/scooters going above that speed limit - what are the methods to enforce that? In Oxford nobody gives a dime if a pedestrian is hit by a cyclist , and a car going 30 mph for sure will stop faster than a cyclist and also will deter cyclists going faster . For residential areas I guess all motorists are using common sense (except delivery drivers - don't expect for them to follow speed rules )</p> <p>Travel change: <b>No</b></p>



(o524) Local resident, (Bicester, Manston Close)	<p><b>Partially support</b> – No this is ridiculous and will not be adhered to!! As it is not currently in Launton and Chesterton. Beside schools then yes, make the speed limit 20, but everywhere else then no! Use the money to make our roads useable for cars and cyclists, there is more danger currently from the huge number of potholes and disgraceful state of our roads! Stop penalising drivers who can't get anywhere in a timely manner already due to ridiculous and unnecessary road works and unusable roads. This is a waste of money and time as drivers will not stick to this limit, myself included!</p> <p>Travel change: <b>No</b></p>
(o525) Local resident, (bicester, maple road)	<p><b>Partially support</b> – I am happy about reducing speed limit to 20mph near schools, shops and other areas where there are vulnerable pedestrians. I would not particularly support extending the limit to all residential areas as I do not feel it necessary. In my experience it takes a lot of driver concentration to keep ones speeds this low and it is tempting as a driver to spend more time looking at the speedometer than what is happening outside. I am also very concerned that any speed limit should include cyclists, e cyclists and e scooters who often cycle on the road -or pavement -at faster speeds that 20mph and are more dangerous than cars given that their vehicles are quieter and less visible (especially if they don't have lights).</p> <p>Travel change: <b>No</b></p>
(o526) Local resident, (Bicester, Market end way)	<p><b>Partially support</b> – As a local delivery driver it's difficult enough normally reducing speed areas near schools is great and most of the housing estates is good but the wider town does not need further reduction.</p> <p>Travel change: <b>No</b></p>
(o527) Local resident, (Bicester, Martin close)	<p><b>Partially support</b> – I support 20mph in areas around schools and GP surgeries. I do not support it in the wider residential area where it cannot be policed and will reduce the air quality due to cars being in the area for longer as they go slower. People are more likely to adhere to 30mph than 20mph.</p> <p>Travel change: <b>No</b></p>

(o528) Local resident, (Bicester, Mulberry)	<p><b>Partially support</b> – 20mph is suitable for school areas and immediate town Center. Do not think the whole road system needs to be 20mph internal to the ring road.</p> <p>Travel change: <b>No</b></p>
(o529) Local resident, (Bicester, Mullein)	<p><b>Partially support</b> – I support it around housing estates.</p> <p>Travel change: <b>No</b></p>
(o530) Local resident, (Bicester, Oxlip Leyes)	<p><b>Partially support</b> – Insufficient evidence provided by council to justify changes.</p> <p>Travel change: <b>No</b></p>
(o531) Local resident, (Bicester, Peregrine Way)	<p><b>Partially support</b> – Not all roads listed require 20mph</p> <p>Travel change: <b>No</b></p>
(o532) Local resident, (Bicester, Poppylands)	<p><b>Partially support</b> – I think Lucerne Avenue requires a 20mph limit. With the introduction of the Banbury Road / ringroad junction traffic lights and resulting queues (which are in existence and will continue after completion of the junction) a significant number of drivers are using Lucerne as a rat run. Firm enforcement of a 20mph limit is required to mitigate risk to pedestrians and collisions with cars exiting driveways.</p> <p>Travel change: <b>No</b></p>
(o533) Local resident, (Bicester, Reedmace Road)	<p><b>Partially support</b> – Most of the proposals are sensible although the majority of the roads affected are not safe for speeds above 20mph anyway.</p> <p>The critical thing is enforcement; traffic enforcement generally in Bicester is very poor, both in respect of speed limits and other safety aspects such as illegal and pavement parking. For example I regularly see cars driving up Banbury</p>

	<p>Road at 40-50mph, in an existing 30mph area. Changing limits will achieve nothing without proper enforcement; indeed lower limits are likely to increase incidents of unsafe driving e.g. impatience, tailgating etc. - something I have experienced in similar areas with 20mph limits elsewhere.</p> <p>I disagree with the 20mph areas in Shakespeare Drive and Churchill Road. It is inconsistent having two speed limits on the same road, not compatible with the important linking function that they perform and is unlikely to be observed in practice.</p> <p>I also disagree with the 20mph limit in Manorsfield Road which is not necessary and could well encourage unsafe pedestrian behaviour trying to cross the road away from the designated places.</p> <p>The proposal for the north end of Manorsfield Road and St John's Street is unclear as it is blacked out so I am unable to comment on this area.</p> <p>As a general comment, I would also note that speed limits on the ring road are a mess. They were supposedly reduced to 40mph to achieve consistency, but there are now seven different sections with different limits which causes confusion and undermines compliance and safe driving.</p> <p>I disagree in principle with using speed limits to try to force modal shift. Speed limits should be set for safety reasons based on the characteristics of the road, and using them for other purposes undermines their credibility and breeds resentment. Modal shift will occur when the alternatives to the car are more viable and cost effective than they currently are.</p> <p>Travel change: <b>No</b></p>
(o534) Local resident, (Bicester, Shakespeare Drive)	<p><b>Partially support</b> – In built up areas near shops etc</p> <p>Travel change: <b>No</b></p>
(o535) Local resident, (Bicester, Sheep street)	<p><b>Partially support</b> – I agree with 20 miles an hour around schools on school times but that is it. 30 MPH is a good safe speed and keep things flowing.</p> <p>Travel change: <b>No</b></p>
(o536) Local resident, (Bicester, Silibaravi Drive)	<p><b>Partially support</b> – If we reduce most of bicester town to 30mph then the fly over between Rodney house roundabout and the Tesco roundabout needs to be reduced to 40mph in line with the rest of the ring road. I'm not aware of any accidents happening when the speed limit is 30 but I know of a few recent accidents on that fly over at 60mph.</p>

	Travel change: <b>No</b>
(o537) Local resident, (Bicester, Somerville Drive)	<b>Partially support</b> – Bicester gridlocked most of the time as always roadworks somewhere. Bicester Village traffic needs re-directing plus EWR issues need resolving  Travel change: <b>No</b>
(o538) Local resident, (Bicester, Walpole Close)	<b>Partially support</b> – Drivers should drive to conditions, a blanket 20mph is not needed, but as people don't exhibit restraint maybe 20mph outside schools is necessary, elsewhere it's pointless just as a rule on its own, without addressing the type of road and likely issues with other road users etc  Travel change: <b>No</b>
(o539) Local resident, (Bicester, Wear Road)	<b>Partially support</b> – It should be 20 by a school but 30 elsewhere. 20 is way too slow. Cars are built to drive at 20. It's too slow. Car owners can't all change to walking and cycling. It's just not possible. People lead busy lives. Travelling to work, working and juggling work, kids and home, so need to drop kids off and go to work. Some people need their car for work. Such as cleaners and carers. They too have children they need to drop off and collect from school. What about after school clubs and activities? What about older people? People in villages? It's not the 1960s where Mum's were at home all day and walked the kids to school, did the shopping and walked home. Gone are the days when teachers lived locally. GP's used to live locally but not anymore. The council is trying to take us back in time to when there were less cars but it's not possible these days and never will be  Travel change: <b>No</b>
(o540) Local resident, (Bicester, Whitelands way)	<b>Partially support</b> – Agree in principle but to further alleviate traffic travelling from Buckingham to Bicester Village, the Ring Road around Bicester needs to go back to 50 so that satnav will push people around the Ring Road rather than through the centre of town  Travel change: <b>No</b>

(o541) Local resident, (Bicester, Willow Drive)	<p><b>Partially support</b> – The proposal to introduce 20mph zones outside schools and within housing estates makes perfect sense. The proposal to make bicester a 20mph zone in, almost, its entirety does not.</p> <p>Travel change: <b>No</b></p>
(o542) Local resident, (Bicester, Woodpecker Close)	<p><b>Partially support</b> – I support the reduction in areas where there are schools/shops as there is an increased risk of children/adults stepping into the street without looking however I do not think it is necessary everywhere. I would prefer that the 30 mph limit was monitored more strictly, and the dangerous bad parking which happens in all residential areas of Bicester was addressed to make roads safer. I would also add that 20mph is incredibly difficult to stick to in most cars.</p> <p>Travel change: <b>No</b></p>
(o543) Local resident, (Bicester, Acacia walk)	<p><b>Partially support</b> – This idea that occ have about 20mph everywhere being great is utterly ridiculous, it is terrible it does nothing but clog roads and increase pollution and aggravate drivers which will cause more road rage, i can understand it in heavy pedestrian areas and just outside schools but other than that it is a complete waist of time and money, bicester is fine as it is PLEASE! just leave it alone and all the other places you are trying to ruin for people just so a few people can walk about.</p> <p>Travel change: <b>No</b></p>
(o544) Local resident, (Bicester, Almond Rdix26)	<p><b>Partially support</b> – 20mph near schools is good idea ,other places not necessary .Waste of time and money .Make more sense to repair the badly neglected roads which are a major hazard</p> <p>Travel change: <b>No</b></p>
(o545) Local resident, (Bicester, Andover close)	<p><b>Partially support</b> – Very good scheme but only if speed limit is policed, how many times have we all been overtaken while driving in a 40mph or 20mph speed limit.</p> <p>Travel change: <b>No</b></p>

(o546) Local resident, (Bicester, Avon Crescent)	<p><b>Partially support</b> – Whilst I support a 20mph speed limit in areas around schools &amp; care homes I feel in other areas it will be detrimental. Traffic congestion will be increased and as a result pollution levels higher which could potentially have health impacts on vulnerable residents. The cost of implementing the new speed limits could better be used in my opinion. Repairs the many potholes for example. I also doubt TVP will have the resources to implement.</p> <p>Travel change: <b>No</b></p>
(o547) Local resident, (Bicester, Bucknell Rd)	<p><b>Partially support</b> – 20mph is too slow on the main roads into and out of town. I absolutely support the restrictions in principle, but nothing is currently done to enforce restrictions to 30mph on Bicester's roads, who's going enforce a 20? The drivers that are mindful of speed and safety will adjust their driving, those currently whipping up the Bucknell Rd at 40mph are NOT going to switch to 20. Will there be cameras now on all the main routes with a 20mph limit? (A money making exercise....). Enforce it or don't bother!!!!!!!!!!</p> <p>Travel change: <b>No</b></p>
(o548) Local resident, (Bicester, Bucknell Road)	<p><b>Partially support</b> – Why only Part 20mph on Bucknell Road, should start from the bend where the houses start. There should be better traffic calming measures too. The junctions at Graham Road and The Oval should have Yellow Lines it's very dangerous at these places.</p> <p>Travel change: <b>No</b></p>
(o549) Local resident, (Bicester, Bucknell Road)	<p><b>Partially support</b> – Most of it makes sense You can't do above 20mph on most estates anyway with cars parked anywhere Only objection is Bucknell Rd Why is it not 20mph all the way</p>

	<p>Its a residential area and at certain times of day a rat run No one takes notice of 30mph as it is Not until they reach shops and have to slow because of parked cars</p> <p>Travel change: <b>No</b></p>
(o550) Local resident, (Bicester, Charbridge way)	<p><b>Partially support</b> – 20mph is too low for modern car. As a professional driver mu say it difficult to maintain speed of 20. Although in some areas like strictly housing estates 20mph is right. Roads thought estates should have speed limit of 25mph. 25 Its uncommon sign to see but I belive community will appreciate it.</p> <p>Travel change: <b>Other</b> Speed limit won't change people minds to use other method of transportation. Making road narrower, introducing new speed limits and making 15 minutes cities will only cause more pollution.</p>
(o551) Local resident, (Bicester, Fair Close)	<p><b>Partially support</b> – Agree that 20mph round schools should be mandatory but in terms of road safety for cyclists it would be better use of money to make our road surface better quality and get rid of potholes. Road surface quality in Bicester is nothing to be proud of.</p> <p>Travel change: <b>No</b></p>
(o552) Local resident, (Bicester, Gavray drive)	<p><b>Partially support</b> – I think 20mph should be put into the busier parts of Bicester, eg does Gavray road really need a 20mph zone when it's not really congested like other parts of Bicester</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o553) Local resident, (Bicester, Goldfinch close)	<p><b>Partially support</b> – I can see why you'd want it and why not as it's a major positive for safety but roads like gavrey should not be a 20 as you can comfortably and safely do 30 up it only needing to slow over the bump going down the road new Langford should be a 20 as the double parking is atrocious and you can't go any faster as right of way sometimes does not seem to apply there but a majority of estates you can safely do 30 on if your paying attention</p> <p>Travel change: <b>No</b></p>

(o554) Local resident, (Bicester, Grebe road)	<p><b>Partially support</b> – Certain roads - Bucknell Road- near schools should be a 20. Gavray drive and other roads where there are no houses directly onto the road should not be 20.</p> <p>Travel change: <b>No</b></p>
(o555) Local resident, (Bicester, Kestrel way)	<p><b>Partially support</b> – 20 mph around schools is what is required not a blanket rule</p> <p>Travel change: <b>Other</b></p> <p>I am disabled, I cannot walk or ride a bicycle</p>
(o556) Local resident, (Bicester, Kestrel Way)	<p><b>Partially support</b> – I understand that 20mph would be good around the Schools, but it's not needed anywhere else. I would be happier at 25mph in built up areas but not 20mph...its far too slow.</p> <p>Travel change: <b>No</b></p>
(o557) Local resident, (Bicester, Leach)	<p><b>Partially support</b> – Alot of Kings end the roads are to small and packed with cars to be a 30 area anywhere near schools should be 20</p> <p>Travel change: <b>No</b></p>
(o558) Local resident, (Bicester, Lingfield Road)	<p><b>Partially support</b> – Only if it saves lives</p> <p>Travel change: <b>No</b></p>



(o559) Local resident, (Bicester, No)	<b>Partially support</b> – I think it's important for 20mph outside the schools etc, but besides that 30mph Travel change: <b>No</b>
(o560) Local resident, (Bicester, Osprey Close)	<b>Partially support</b> – A large number of new 20mph speed limit areas are not adhered to. A form of soft deterrence is needed. Travel change: <b>No</b>
(o561) Local resident, (Bicester, Osprey Close)	<b>Partially support</b> – I support a 20mph speed restriction on all roads that have a school on that road. I would also support a no parking and no waiting on these roads too. However I do object to restricting all other major traffic routes that currently have a 30mph limit being reduced to a maximum speed limit of 20mph. Travel change: <b>No</b>
(o562) Local resident, (Bicester, Saffron Close)	<b>Partially support</b> – I agree that areas past schools and significant public areas of congregation could be reduced to 20mph. I cannot see why every other road in the areas needs to have this money spent. What are the actual incident statistics and where are they focused in Bicester. There are other areas in Bicester that I believe are more urgently needed. Traffic management at the A41 Park and Ride roundabout is screaming out for traffic lights on it. You say TV Police will be expected to police it - how! Who pays for that ultimately too? Motorists have enough to look out for on our roads, adding a 20mph limit in my personal experience means the driver is also now spending more time looking at the speedometer than the road ahead. Travel change: <b>No</b>
(o563) Local resident, (Bicester, St Peter's Crescent)	<b>Partially support</b> – When 20mph speed limit is imposed inappropriately it is hugely frustrating for drivers and extends journey, including bus journeys by unnecessary lengths of time. Travel change: <b>No</b>

(o564) Local resident, (Bicester, Sunderland road)	<b>Partially support</b> – Around schools yes but other than that don't see the need  Travel change: <b>No</b>
(o565) Local resident, (Bicester, Swansfield)	<b>Partially support</b> – 20mph should be considered on roads outside of schools but I object to the blanket reduction of speed limits on all roads within the town  Travel change: <b>Other</b> I'm a community nurse so I have to drive as part of my job!!!
(o566) Local resident, (Bicester, Withington Road)	<b>Partially support</b> – Would support for 20mph only for town centre not other roads as Bicester it is overcrowded and reducing the speed on main roads would only increase the traffic and pollution as it's seen on busy days round Bicester village  Travel change: <b>No</b>
(o567) Local resident, (Bicester - Langford Village, Hawksmead)	<b>Partially support</b> – I believe that small residential roads should be 20mph but roads that have a big enough road should stay 30. For example peregrine way or mallards way.  Travel change: <b>No</b>
(o568) Local resident, (Bicester / Langford, Ravencroft)	<b>Partially support</b> – Current 30mph rarely complied with at the moment. Area around school should be 20mph with far more yellow lines added to stop the ridiculous parking during school times.  Travel change: <b>No</b>
(o569) Local resident, (Bicester town, Fairford Way)	<b>Partially support</b> – I feel that the more major roads in housing developments may benefit from retaining a 30 mph limit - roads such as Peregrine Way (Langford Village), Willow Drive (Southwold), Boston Road (Glory Farm) and

	<p>Whitelands Way (Elmsbrook). I feel through-traffic and deliveries would be expedited. However, if this might be at the cost of road user or pedestrian safety, then I would demurr.</p> <p>Travel change: <b>No</b></p>
(o570) Local resident, (Bicester town centre, Chapel street)	<p><b>Partially support</b> – Bicester is gridlocked at the best of times. Reduced speed limits will only add to this. By all means put them near schools because of inattentive children but nowhere else.</p> <p>Travel change: <b>No</b></p>
(o571) Local resident, (Bicester/ arncott, Woodpiece)	<p><b>Partially support</b> – I agree when it comes to schools, nurseries, doctors , nursing/ residential homes due to potential vulnerability of people there. But otherwise no start fixing the roads so drivers can concentrate on what is ahead rather than what hole damages their car next and what it's going to cost. And we all need to teach our young drivers better driving skills ie pay attention ahead and not the habit they pick up from us now to avoid damage on roads</p> <p>Travel change: <b>No</b></p>
(o572) Local resident, (Bicester/Langford Village, Kingfisher Way)	<p><b>Partially support</b> – I strongly support the move to make more of the roads 20 mph zones. I have chosen 'partially support' because I think that the plans are lacking in places. I'm a pedestrian living in Langford village and I frequently see cars coming off the ring road onto Peregrine Way still going at 35+ mph, even though there's children and people walking dogs approaching the road using the pedestrian walkways. (As a side note, I think there should be zebra crossings at those points where the walkways meet the road). It really detracts from the otherwise safe walking environment in the area. I previously lived in London, and I feel that crossing some of the roads here is less safe than it was in London, due to the speed cars drive at here. I would, however, want to question why the 20 mph zones aren't more extensive - retaining the 30mph zone for the area of Launton Road and Lambourne Crescent (which seems to be a change since the last consultation) seems an odd choice, given there's a preschool, a nursery and a park on that stretch of road.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(o573) Local resident, (Bicestetr, Buckingham Road)	<p><b>Partially support</b> – I'm in favour of reducing to a 20mph limit in built-up residential areas. But you're leaving out key roads. I live on Buckingham Road, between Bicester North Station and the Plough pub. I would like to see the 20mph speed limit introduced on our road as well. Cars drive by at excessive speeds, upwards of 50mph at times. It is very challenging for residents to get in/out of driveways. Cars don't slow down. Cars blare horns when you indicate to turn into your driveway. They tailgate because they are driving too fast. There needs to be much more road signage on our stretch of road. Especially coming up to the roundabout. Cars don't slow down for the roundabout. We witness near misses daily. I'm in favour of reducing to a 20mph limit in built-up residential areas.</p> <p>Travel change: <b>Other</b> No. We walk already where we can (e.g. school run, into town).</p>
(o574) , (Brackley, Heron Drive)	<p><b>Partially support</b> – Agree that 20mph outside of pub, shops, GP and school is needed, but the remainder of Peregrine Way remain 30mph. All other roads on the estate would also benefit from 20mph.</p> <p>Travel change: <b>No</b></p>
(o575) Local resident, (Fringford, Rectory Lane)	<p><b>Partially support</b> – I cycle through Bicester regularly.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o576) Local resident, (Graven Hill, Wood Crescent)	<p><b>Partially support</b> – Only support the proposal for residential minor roads, with temporary restrictions in front of schools.</p> <p>Travel change: <b>No</b></p>
(o577) Local resident, (Langford Village, Avocet Way)	<p><b>Partially support</b> – I think 20mph should be implemented around schools. However I think this limit is too low for all other roads and should remain at 30mph. At 20mph I belive there will be more congestion and air pollution.</p> <p>Travel change: <b>No</b></p>

(o578) Local resident, (Langford Village, Swallow Close)	<p><b>Partially support</b> – 20 only needed outside school</p> <p>Travel change: <b>No</b></p>
(o579) Local resident, (Old Langford Village, Bicester, Heron Drive)	<p><b>Partially support</b> – Penalising good drivers who abide by the speed limits will not deter the bad drivers who will drive at speed regardless. The world is going mad with ridiculous and unnecessary highway interventions and ill thought out schemes. 20mph would be appropriate outside a school setting but not EVERYWHERE else. More attention should be paid to the current state of some of the local roads such as Gavray Drive, the dangers (with prior accidents) turning from Peregrine Way onto the main road, potholes, cracks and overgrown hedging along pathways throughout Langford Village.</p> <p>Travel change: <b>No</b></p>
(o580) Local resident, (Stratton Audley, Cherry Street)	<p><b>Partially support</b> – Sensible application instead of a blanket 20mph - areas where there are schools, old people, ranks of shops and community hubs</p> <p>Travel change: <b>Other</b> If there was a decent village bus service into Bicester I would happily use it. There isn't so I drive. I also need to drive to clients as a self employed person.</p>
(o581) Local resident, (Wendlebury, Main street)	<p><b>Partially support</b> – Living in Wendlebury is a 20mph limit totally unmonitored and not followed. No chance of enforcement in Bicester if you cannot control a little village.</p> <p>Travel change: <b>No</b></p>
(o582) Local resident, (Adderbury, Round Close Road)	<p><b>Support</b> – For the safety of pedestrians and cyclists.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(o583) Member of public, (Arncott village, Murcott Road)	<b>Support</b> – To many people speeding Travel change: <b>No</b>
(o584) Local resident, (Banbury, Broughton Road)	<b>Support</b> – A 20mph speed limit will make the roads safer and more pleasant for pedestrians and cyclists. Many people say they would consider cycling if the roads were safer. Cycling and walking are good for the environment and our health. Travel change: <b>Yes - cycle more</b>
(o585) Local resident, (Bicester, Almond Road)	<b>Support</b> – would like to see slower traffic especially around schools and busy walking/cycling areas Travel change: <b>No</b>
(o586) Local resident, (Bicester, Andover close)	<b>Support</b> – I grew up in an area where it was 20mph, it worked well. I know a few children who were hit by cars being silly walking home from school. All walked away with a few cuts a bruises. None of the roads that are marked need to be driven at 30 mph! I have small children who attend a school close to our house so we walk. I would feel much happier if the roads were 20mph, knowing that if they were to run into the road there is a higher chance of the car stopping and injury being lesser, also as it's a straight road to the school and I know people can reach speeds of 40mph during drop off and pick up as I've seen it. Travel change: <b>No</b>
(o587) Local resident, (Bicester, Avon crescent)	<b>Support</b> – Safer for all....but will need active monitoring. Would like to see Shakespeare Drive included I'm 20mph ....shops and school Travel change: <b>Yes - cycle more</b>

(o588) Local resident, (Bicester, Barry Avenue)	<p><b>Support</b> – It will be great to see Bicester adopting this following successful schemes in other parts of the UK. Our housing estates, especially, are not suited for any speed above 20mph.</p> <p>Travel change: <b>No</b></p>
(o589) Local resident, (Bicester, Bucknell road)	<p><b>Support</b> – Safer driving</p> <p>Travel change: <b>No</b></p>
(o590) Local resident, (Bicester, Burns Crescent)	<p><b>Support</b> – Fully support on residential estate roads</p> <p>Travel change: <b>No</b></p>
(o591) Local resident, (Bicester, Charlotte Avenue)	<p><b>Support</b> – Fully support the proposal, slower traffic is a must for urban areas</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o592) Local resident, (Bicester, Chester Road)	<p><b>Support</b> – 20 for roads that people would only be on to get to people's houses. 30 for other roads. Eg 20 for Chester Road, 30 for Whitelands Way</p> <p>Travel change: <b>Other</b> I already walk or cycle instead of drive, and I support anything that would discourage people from driving</p>
(o593) Local resident, (Bicester, Church street)	<p><b>Support</b> – We already live in a 20mph road which is no problem for us and makes crossing the roads easier and safer - but we finally a lot of people do not stick to the speed limit.</p> <p>Travel change: <b>No</b></p>

(o594) Local resident, (Bicester, Coopers Green)	<b>Support</b> – Pedestrian safety Travel change: <b>No</b>
(o595) Local resident, (Bicester, Durham Close)	<b>Support</b> – Safety Travel change: <b>No</b>
(o596) Local resident, (Bicester, Fallowfields)	<b>Support</b> – Generally will be safer, particularly given the routes proposed are largely residential and often have roadside parking. Travel change: <b>Yes – walk/wheel more</b>
(o597) Local resident, (Bicester, Fircroft)	<b>Support</b> – Slower traffic speeds make roads safer for pedestrians, cyclists and cats, lowers emissions and noise, reduces dominance of vehicles making area more liveable and pet friendly Travel change: <b>No</b>
(o598) Local resident, (Bicester, Fontwell Road)	<b>Support</b> – A 20mph speed limit would make moving about town safer for pedestrians and cyclists with very little impact on car drivers. We should be doing everything we can to encourage people to make more journeys on foot and by bike. Travel change: <b>Yes – walk/wheel more</b>
(o599) Local resident, (Bicester, Foxglove Close)	<b>Support</b> – I would like to see more cycling and walking within the town boundaries and a reduction in traffic. Travel change: <b>Yes - cycle more</b>



(o600) Local resident, (Bicester, Germander Way)	<p><b>Support</b> – Fully support move to 20mph within residential roads for safety reasons. Agree arterial routes should remain at 30/40mph as appropriate.</p> <p>While changes are happening, HGV access via Howes Lane and Lords Lane should also be controlled, this is an unsuitable route when an alternative is available around the eastern ringroad of Bicester and causes noise/vibrations affecting local residents. HGV traffic has increased exponentially on this route over the last few years.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o601) Local resident, (Bicester, Heron Drive)	<p><b>Support</b> – 20 mph should be the default speed limit for roads in urban areas.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o602) Local resident, (Bicester, Isis Avenue)	<p><b>Support</b> – Slower traffic speeds make roads safer for pedestrians and cyclists, lowers emissions and noise, reduces dominance of vehicles making area more liveable and family friendly</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o603) Local resident, (Bicester, Kestrel Way)	<p><b>Support</b> – The proposal will make the residential areas of Bicester safer</p> <p>Travel change: <b>No</b></p>
(o604) Local resident, (Bicester, Kestrel Way)	<p><b>Support</b> – I live in Langford and cross Peregrine Way with my young children to and from the primary school and too often experience vehicles travelling too fast. A 20mph limit with possible speed calming measures seems essential to reduce the possibility of a serious incident near the school</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o605) Local resident, (Bicester, Longfields)	

	<p><b>Support</b> – Overall inconvenience to drivers low, adding few minutes at most to journeys - but multiple benefits; lower emissions, reduced injury and fatality, increased confidence to cycle or walk with all associated health benefits that come with that</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o606) Local resident, (Bicester, Lucerne Avenue)	<p><b>Support</b> – No need for fast driving on residential roads. Speed Kills. Delighted with the proposals. Reside on a road which has become a cut through for some wishing to avoid the Banbury Road roundabout works. It's been very upsetting the speed at which some vehicles have been driven.</p> <p>Travel change: <b>No</b></p>
(o607) Local resident, (Bicester, Mallards way)	<p><b>Support</b> – Cars drive too fast currently</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o608) Local resident, (Bicester, Martin close)	<p><b>Support</b> – I support any action that reduces traffic speed. I believe some irresponsible drivers will still speed but to a lesser extent than they would if 30mph limits is still in place. However this proposal needs proper signage to avoid confusion</p> <p>Travel change: <b>No</b></p>
(o609) Local resident, (Bicester, Merlin way)	<p><b>Support</b> – I support the 20mph in built up estates. I think the main reason is the benefit of a reduction in noise and air pollution. The increased safety is also a benefit. I see no realistic negatives to a change to the speed limit on built up residential roads on our estates. In reality, 20mph is often the appropriate and achievable speed on these roads already and so making them 20 will ensure all users are aware of what an appropriate and safe speed on these roads conditions already are.</p> <p>Travel change: <b>No</b></p>

(o610) Local resident, (Bicester, Nuthatch Way)	<p><b>Support</b> – Safer for me and my young children when walking and cycling. Also safer when driving. Adds almost no time to trips. Makes us more likely to use active travel.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o611) Local resident, (Bicester, Poppylands)	<p><b>Support</b> – We support the proposal as there is evidence from Wales where the speed limit in built-up areas was reduced from 30mph to 20mph in 2023, that deaths and serious injuries due to traffic accidents was reduced by 15% (the Economist 1 Feb, p19). We are both cyclists and would like more people to feel confident cycling on the road in Bicester. We are disappointed that King's End is to remain at 30 mph, as it passes through heavily residential areas as well as being a thoroughfare, and fast driving makes a dangerous road to cross</p> <p>Travel change: <b>No</b></p>
(o612) Local resident, (Bicester, Purslane Drive)	<p><b>Support</b> – This will make Bicester safer and more pleasant to live in. I agree with the roads you have said should not go down to 20 mph such as the B4100 and Churchhill road. These need faster moving traffic. All other roads should not be 30 mph.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o613) Local resident, (Bicester, Purslane Dtive)	<p><b>Support</b> – Too many cars using the local estates as rat runs and driving without due care and attention</p> <p>Travel change: <b>No</b></p>
(o614) Local resident, (Bicester, Ravencroft)	<p><b>Support</b> – It can be difficult to cross residential roads because of the speed cars drive at. Also intimidating for young cyclists.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(o615) Local resident, (Bicester, Ravencroft)	<p><b>Support</b> – Too many people driving too fast on housing estates.</p> <p>Travel change: <b>No</b></p>
(o616) Local resident, (Bicester, Ravencroft)	<p><b>Support</b> – 20mph is the only acceptable speed limit in a residential zone such as Langford. It will also make the roads safer for cyclists which may encourage people out of their cars, or walk for shorter journeys.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o617) Local resident, (Bicester, Reedmace Road)	<p><b>Support</b> – Residential streets, like in Bure Park (where I live) do not support 30mph anyway.</p> <p>Travel change: <b>No</b></p>
(o618) Local resident, (Bicester, Rowan Road)	<p><b>Support</b> – Improve road safety Lower pollution</p> <p>Travel change: <b>Other</b> Continue walking - but with greater safety as pedestrian</p>
(o619) Local resident, (Bicester, Rowan Road)	<p><b>Support</b> – despite the appalling volume of traffic there are many who ignore the current 30mph limits even when using housing estates as rat runs.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o620) Local resident, (Bicester, Severn Close)	<p><b>Support</b> – Support for safety reasons</p> <p>Travel change: <b>No</b></p>

(o621) Local resident, (Bicester, Silibaravi Drive)	<p><b>Support</b> – The increases in pedestrian and cyclist safety are key to improving the active travel goals of the county council and improving the town of Bicester to live in.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o622) Local resident, (Bicester, Siskin rd)	<p><b>Support</b> – Safer roads to walk and ride a bike.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o623) Local resident, (Bicester, Swansfield)	<p><b>Support</b> – 20mph on Langford Village only because of number of pedestrians in the vicinity of the school and shopping areas. Due to small area travel times won't be affected</p> <p>Travel change: <b>No</b></p>
(o624) Local resident, (Bicester, Wear Road)	<p><b>Support</b> – I find that most people already travel at about 20mph on the residential roads in Bicester so it will be little hardship to make it official.</p> <p>Travel change: <b>No</b></p>
(o625) Local resident, (Bicester, Westacott Road)	<p><b>Support</b> – Certainly, the London Road should be made 20mph.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o626) Local resident, (Bicester, Whitelands Way)	<p><b>Support</b> – Bicester is a busy town full of families who should be confident to walk/cycle in and around the town. I think that 20 mph is a sufficient speed through any areas of housing and past schools. I already travel at 20 mph through kingsmere as its the appropriate speed regardless of the current 30 mph limit.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(o627) Local resident, (Bicester, Withington Road)	<p><b>Support</b> – I fully support the 20mph zone, and would like to see it enforced with fines. Living near town, people zoom by at high speeds, especially considering parking on one side of the road.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o628) Local resident, (Bicester, Woodruff Close)	<p><b>Support</b> – Lucerne Ave has been a cut through because of the roadworks. Many are driving too fast for the type of roads</p> <p>Travel change: <b>No</b></p>
(o629) Local resident, (Bicester, Ashdene Road)	<p><b>Support</b> – What is the difference in Question 2 between No Objection and Support? If drivers kept to the existing 30 mph speed limits there would be no need for 20mph zones, speed bumps, chicanes and other traffic calming measures. Drivers only have themselves to blame.</p> <p>Travel change: <b>No</b></p>
(o630) Local resident, (Bicester, Bluebell close)	<p><b>Support</b> – Bicester roads very busy and often difficult to cross due to speed of traffic.</p> <p>Travel change: <b>No</b></p>
(o631) Local resident, (Bicester, Burns Crescent)	<p><b>Support</b> – Particularly needed in areas around schools</p> <p>Travel change: <b>No</b></p>
(o632) Local resident, (Bicester, Chalvey Road)	<p><b>Support</b> – I live on Chalvey Road which is frequently used as a cut through and the congestion and speed drivers go at is not compatible with the type of road it is. I have been asking local councillors about a 20 mph speed limit for some time so am delighted to hear Chalvey Road is on the plan.</p>

	Travel change: <b>No</b>
(o633) Local resident, (Bicester, Church Street)	<p><b>Support</b> – I would even support Oxford Road, Kings End and Queens Avenue becoming part of the 20 mph zone to encourage alternative transport means or alternative routes to reduce the rush hour traffic.</p> <p>Travel change: <b>Other</b>  For local journeys, I usually try to walk where possible.  For commuting, I work a 30 min drive from Bicester. I would need the public transport to improve from the 2 hours each way and £20 per day price tag to not use my car for this.</p>
(o634) Local resident, (Bicester, Churchill Road)	<p><b>Support</b> – Churchill Road is like a racetrack and speed limits totally ignored.</p> <p>Travel change: <b>No</b></p>
(o635) Local resident, (Bicester, Coopers Green)	<p><b>Support</b> – Needs to be enforced.  Please remove the speed bumps on Buckingham road and Banbury road. These are causing people to drive dangerously.</p> <p>Travel change: <b>No</b></p>
(o636) Local resident, (Bicester, Cranesbill Drive)	<p><b>Support</b> – Safety</p> <p>Travel change: <b>No</b></p>
(o637) Local resident, (Bicester, Danes road)	<p><b>Support</b> – A sensible speed limit for urban roads where people are living in close proximity to roads.</p> <p>Travel change: <b>No</b></p>

(o638) Local resident, (Bicester, Epsom way)	<b>Support</b> – There are lots of kids in Bicester. Travel change: <b>No</b>
(o639) Local resident, (Bicester, George street)	<b>Support</b> – All housing estates should be subject of 20mph speed limit Travel change: <b>No</b>
(o640) Local resident, (Bicester, Heron Drive)	<b>Support</b> – I support a 20 mph speed limit on roads where there are pedestrians and other vulnerable road users. Travel change: <b>Yes - cycle more</b>
(o641) Local resident, (Bicester, Hopcroft Avenue)	<b>Support</b> – In built up areas 20mph is so much safer, especially as we are in a phase of large expansion. Travel change: <b>Yes - cycle more</b>
(o642) Local resident, (Bicester, Isis Ave)	<b>Support</b> – Mother of a child and witness as a young person to children killed in road traffic accidents Travel change: <b>No</b>
(o643) Local resident, (Bicester, Jasmine Place)	<b>Support</b> – With many residential areas now overpopulated with vehicles parking on the roadside/partly on the footpath it is becoming more risky/dangerous for road users if travelling at speed on those roads. Any maximum MPH can be and often is exceeded so making 30mph even more risky/dangerous. On estates such as Bure and Southwold there are numerous pedestrian crossings which on Bure where near a school or local amenity centre have Pedestrian Priority signs which do help in reducing the vehicle speed on approaching such areas. Southwold have no such signs and definitely need them on the crossing at Holm Square leading to Tesco Express, school and community centre as drivers can be unsighted by the hedges and shrubs regardless of the speed they are travelling so creating an accident waiting to happen environment.



	Travel change: <b>No</b>
(o644) Local resident, (Bicester, Kings End)	<b>Support</b> – 20 mph is sensible and a terrific idea.  Travel change: <b>Yes – walk/wheel more</b>
(o645) Local resident, (Bicester, May Tree Close)	<b>Support</b> – Promote safer to roads for residents  Travel change: <b>Yes – walk/wheel more</b>
(o646) Local resident, (Bicester, Rochford)	<b>Support</b> – Kids  Travel change: <b>No</b>
(o647) Local resident, (Bicester, Siskin Road)	<b>Support</b> – Roads through and around Bicester are not large enough for the volume of traffic using them. Lower speeds will help to reduce accidents. It might also encourage more people to walk where possible, as journeys by car will take longer. This would be better for the environment.  Travel change: <b>Yes – walk/wheel more</b>
(o648) Local resident, (Bicester, Siskin Road)	<b>Support</b> – Bicester does not have good roads. Some are quite narrow and there are many parked cars. 20 mph is fast enough and it would make driving around and through the town and the estates safer  Travel change: <b>No</b>
(o649) Local resident, (Bicester, The Bramblings)	<b>Support</b> – 30mph is too fast round New Langford and similar areas. The number of parked cars makes visibility poor.  Travel change: <b>No</b>

(o650) Local resident, (Bicester, The Parade off Skimmingdish Lane)	<p><b>Support</b> – It shouldn't just be the affluent villages that get the 20 mph limit ie Launton Kirtlington</p> <p>Travel change: <b>No</b></p>
(o651) Local resident, (Bicester, Whitelands way)	<p><b>Support</b> – We live in kingsmere, it's dangerous for even adults to cross the road near co-op and it's difficult to let my year 5 kid walk to school trusting that they will be able to cross safely. It's very important the residential roads are safe for anyone. Thank you</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o652) Local resident, (Bicester, Winterbourne Close)	<p><b>Support</b> – I think it will help to make our residential areas far more safer places to live. The problem is that nowadays we have parked cars taking up every available bit of space on our housing estates. Having to negotiate pathways and cross roads by squeezing between parked cars, which restrict the view for approaching cars and the pedestrian, is dangerous. Especially when these cars are approaching at 30mph. 20mph does give both parties more time to respond and does also reduce injury should an incident occur. And how many kids look before dashing out when they are larking about? 20mph will go a little way to claiming our streets back from the car centricity that has come to dominate us</p> <p>Travel change: <b>Other</b> I already only walk, cycle or use public transport. But it would make me feel safer</p>
(o653) Local resident, (Bicester- Bure Park, Lily Close)	<p><b>Support</b> – The ring road is only 10pm faster than small estate roads. Worried about my children walking and cycling to school, friends, activities.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>

(o654) Local resident, (bicester, bure park, germander way)	<b>Support</b> – safer for everyone around the estates people go way to fast down there so need a limit lower in place.  Travel change: <b>Yes – walk/wheel more</b>
(o655) Local resident, (Bicester/ Langford village, Mallards Way)	<b>Support</b> – As a resident on Mallards way in Langford. As a family we would feel securer with 20mph restriction. And also it would enhance observation skills as opposed to 30mph speedlimit. It would also reduce noise pollution too.  Travel change: <b>No</b>
(o656) Local resident, (Bicestet, Avocet Way)	<b>Support</b> – I think this makes sense on the estates though I do wonder how it will be enforced.  Travel change: <b>No</b>
(o657) Local resident, (Bure park, bicester, Lucerne avenue)	<b>Support</b> – The large number of cars now driving through Bicester will only increase with the planned closure of the London road crossing. The huge number of visitors to the village add a huge risk to road safety in the town with increased volume, lack of awareness of the road layout.  Travel change: <b>No</b>
(o658) Local resident, (Caversfield, Old School Close)	<b>Support</b> – Less noise, less pollution, lower rates of collision and injury  Travel change: <b>No</b>
(o659) Local resident, (Caversfield and Bicester, Old school close)	<b>Support</b> – 20mph limit is safer. Lower risk of fatal injury. Lower risk of collisions. As a driver and pedestrian I want this. The minor increase in travelling time is irrelevant. Set off 2 minutes earlier.  Travel change: <b>No</b>

(o660) Local resident, (Elmsbrook, Charlotte Avenue)	<b>Support</b> – To slow traffic down making it safer for pedestrians and cyclists.  Travel change: <b>Yes – walk/wheel more</b>
(o661) Local resident, (Elmsbrook, Haricot Vale)	<b>Support</b> – Reduce sound pollution and co2 whilst making roads safer for pedestrians and cyclists, particularly children and the elderly, as well as reducing risk to wildlife and animals. There is a very high number of cat, deer, badger and hedgehog deaths on roads in Bicester and hedgehog are in serious decline. The actual impact on travel time by reducing speed to 20 mph is minimal and well worth it to reduce the above risks.  Travel change: <b>No</b>
(o662) Local resident, (Graven Hill, Austin Way)	<b>Support</b> – Safety  Travel change: <b>No</b>
(o663) Local resident, (Graven Hill, Foundation Square)	<b>Support</b> – Support, but disappointed that the arterial roads are not 20 too. Average speeds are less than 20 and it is much safer, particularly as vulnerable users have to use these arterial roads to get around.  Travel change: <b>Yes - cycle more</b>
(o664) Local resident, (Graven hill, Friend way)	<b>Support</b> – I am aware that slower speeds reduces possibility of injury or death  Travel change: <b>Yes – walk/wheel more</b>
(o665) Local resident, (Graven Hill in Bicester, Graven Hill)	<b>Support</b> – I support the 20mph proposed speed limit for Bicester to hopefully limit the number of accidents  Travel change: <b>No</b>

(o666) Local resident, (Graven Hill Village, Graven Hill Road)	<b>Support</b> – I am in favour of the proposed speed limit because I believe it will make our community safer  Travel change: <b>No</b>
(o667) Local resident, (Hethe, Main street)	<b>Support</b> – 20 mph is the correct maximum speed in built up residential areas. Most villages are now 20 mph and that has worked well. It therefore makes sense to implement this in Bicester as well. Fully support.  Travel change: <b>Yes – walk/wheel more</b>
(o668) Local resident, (Kingsmere, Bath Crescent)	<b>Support</b> – Cars drive too fast round residential areas. The main thoroughfares through Bicester should stay at 30mph.  Travel change: <b>No</b>
(o669) Local resident, (Langford, Falcon Mead)	<b>Support</b> – Safer for all road users including pedestrians, children, school arrivals etc.  Travel change: <b>No</b>
(o670) Local resident, (Langford, Shearwater)	<b>Support</b> – People drive too quickly.  Travel change: <b>No</b>
(o671) Local resident, (Langford Village, Heron Drive)	<b>Support</b> – With the ring road reduced to 40 housing estates off the ring road should be significantly lower.  Travel change: <b>No</b>
(o672) Local resident, (Langford Village, Redwing Close)	<b>Support</b> – Safety reasons in residential area  Travel change: <b>Yes – walk/wheel more</b>

(o673) Local resident, (Langford village, Swansfield Langford)	<p><b>Support</b> – Im a parent i want my child to feel safe walking to school crossing roads.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o674) Local resident, (Langford Village Bicester, Merlin Way)	<p><b>Support</b> – I am in favour of 20mph , especially around schools, local shops and estates in general. I do question why Garry Drive is only partly 20mph given that it is really part of the estate and shouldn't be seen as a feeder route given how many youngsters and families use the cycle path as well as the blue line for exercise . It is used too often as a race track by residents and other locals wanting to test their cars out!</p> <p>Travel change: <b>No</b></p>
(o675) Local resident, (Langford village Bicester, Heron drive)	<p><b>Support</b> – In the built up areas 20mph is quite adequate.However, unless it is properly policed, which at the moment no speed limits are,it becomes pointless.</p> <p>Travel change: <b>No</b></p>
(o676) Local resident, (Launton, Bicester Road)	<p><b>Support</b> – Road safety</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o677) Local resident, (Merton, Main Street)	<p><b>Support</b> – As a pedestrian, a cyclist and a driver, I fully support measures that stand to make our cities, towns and villages safe and healthy places for human beings, rather than having human safety and health subordinated to the convenience of motorists, many of whom do not actually live in the places that they drive through. As well as increasing safety for other road users, a 20mph limit reduces noise and pollution, and makes our streets much more pleasant places to be.</p> <p>Travel change: <b>Yes - cycle more</b></p>

(o678) Local resident, (Piddington, Thame Road)	<p><b>Support</b> – Less accidents. Safer for cats. Deter cutting through. Will annoy impatient people. Safer for cyclists.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o679) Local resident, (Bicester, Withington Road)	<p><b>No objection</b> – Because I'm a resident of withington road and the school is down the road and cars and motorcycles go far too fast down the road we've already had several accidents in the street but someone will get killed on day !!!</p> <p>Travel change: <b>No</b></p>
(o680) Local resident, (Bicester, Avocet way)	<p><b>No objection</b> – Make roads and areas safer</p> <p>Travel change: <b>No</b></p>
(o681) Local resident, (Bicester, Conifer Drive)	<p><b>No objection</b> – I don't think it'll make any difference. There is so much traffic it'll hardly make a difference.</p> <p>Travel change: <b>No</b></p>
(o682) Local resident, (Bicester, Coopers Green)	<p><b>No objection</b> – I sincerely hope there will be a reduction to the speed limits at the out of town ends of roads heading into Bicester such as Buckingham Road and Banbury road where the limit is still 40 mph. I walk my dog in this area a few times a day and 40 mph is way too fast. There should also be a proper pedestrian crossing in the middle of Banbury Road. The traffic calming restriction on Buckingham Road, just past Coopers Green also causes very dangerous and aggressive driving all day every day - this should be removed along with a speed limit reduction.</p> <p>Travel change: <b>No</b></p>

(o683) Local resident, (Bicester, Coopers green)	<b>No objection</b> – It makes no sense Travel change: <b>No</b>
(o684) Local resident, (Bicester, Fairhaven road)	<b>No objection</b> – Traffic is bad enough without lowering the speed limits in the wrong areas eg kings end is still staying at 30 but I think roads like that in high residential areas should be lowered Travel change: <b>No</b>
(o685) Local resident, (Bicester, Hertford close)	<b>No objection</b> – People drive too fast in built-up areas Travel change: <b>No</b>
(o686) Local resident, (Bicester, Lyneham Rd)	<b>No objection</b> – Volume and speed of traffic has been increasing over time. Effects of impact accidents on humans decreases . Why would you not? Safety first Travel change: <b>No</b>
(o687) Local resident, (Bicester, North Street)	<b>No objection</b> – As a pedestrian in Bicester, people go so fast they can't often stop in time safely for the pedestrian crossings etc. This would make Bicester much safer Travel change: <b>Yes – walk/wheel more</b>
(o688) Local resident, (Bicester, Priory Road)	<b>No objection</b> – It's a step to producing a less car focused town. And I support that. Travel change: <b>Yes - cycle more</b>



(o689) Local resident, (Bicester, Rick Keene close)	<p><b>No objection</b> – Better to put signs on roads and areas saying children playing and also put zebra crossing on busy roads.</p> <p>Travel change: <b>No</b></p>
(o690) Local resident, (Bicester, Saffron Close)	<p><b>No objection</b> – I fully support the 20mph plan to safeguard my children getting to and from school and bring us in line with other towns on Oxon.</p> <p>Travel change: <b>No</b></p>
(o691) Local resident, (Bicester, Thames Avenue)	<p><b>No objection</b> – Within the housing estate yes, not easy on some to do more than 20mph. But the ring road back to 50mph.</p> <p>Travel change: <b>No</b></p>
(o692) Local resident, (Bicester, Victoria)	<p><b>No objection</b> – Speeding around estates are a real issue. Queen's avenue would benefit from 20 mph as vehicles travel too fast and very often don't stop for pedestrians on the zebra crossing. However, if/when the London Road crossing is permanently closed the town roads are likely to become gridlocked at times</p> <p>Travel change: <b>No</b></p>
(o693) Local resident, (Bicester, Woodfield)	<p><b>No objection</b> – I fully support the 20pmh on residential / housing estate roads, I think it will make the area safer and much more pleasant to drive, cycle and walk around, especially with children.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o694) Local resident, (Bicester, Mallards way)	<p><b>No objection</b> – Cars drive too fast on our road</p> <p>Travel change: <b>Yes - cycle more</b></p>

(o695) Local resident, (Bicester, Mallards way)	<p><b>No objection</b> – Cars drive to fast around Bicester and through our estate and don't adhere to existing limits. Our road was originally designed and planned as 20 mph but this has never been enforced and there is no signage to indicate this. Cars need to be slowed down to make safer for pedestrians and cyclists. I can't drive due to a neurological condition but can cycle and find roads too scary and shared cycle and pedestrian pathways are often not wide enough to use safely. I had a bad accident on my bike in the summer when a pedestrian walked out across pavement in front of me on a shared pathway. Slower traffic would give me more confidence to cycle on the road rather than being restricted to shared cycle and pedestrian footpaths.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o696) Local resident, (Bicester, Mullein Road)	<p><b>No objection</b> – Seems quite a sensible plan</p> <p>Travel change: <b>No</b></p>
(o697) Local resident, (Bicester, Spruce Drive)	<p><b>No objection</b> – Perfectly sensible proposal, for safety reasons. The sooner the better.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o698) Local resident, (Bicester, Spruce Drive)	<p><b>No objection</b> – Because it's SAFER, QUIETER AND LESS POLLUTING</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(o699) Local resident, (Bicester, Withington Road)	<p><b>No objection</b> – Drivers go far too fast in built up areas</p> <p>Travel change: <b>No</b></p>

(o700) Local resident, (Bicester old Langford Village, Merganser Drive)	<p><b>No objection</b> – I understand why they want to put it as 20 but it's not necessarily but put it a 30. I know it's a safety and all that stuff but reality put it to 30 I'm 24 years old and in the end people don't really do it these days! And if you're gonna start putting it around Bicester it is really not necessary especially for Oxford</p> <p>Travel change: <b>No</b></p>
(o701) Local resident, (Bicester, Langford village estate, Mallards way)	<p><b>No objection</b> – I live in mallards way, Langford village and cars whizz faster than 30 even though the estate was originally designated and designed to be 20mph. Sadly too many irresponsible drivers. I agree with 20 mph on ALL residential estates. I'd be happy with ring roads and other roads being reduced to 30, not 20 as this would create a traffic flow issues.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(o702) Local resident, (Caversfield, Turnpike Road)	<p><b>No objection</b> – I have children who will be walking to school</p> <p>Travel change: <b>No</b></p>
(o703) Local resident, (Langford, Avocet Way)	<p><b>No objection</b> – People drive too fast. Not sure speed limits will stop them, more education required.</p> <p>Travel change: <b>No</b></p>
(o704) Local resident, (Langford village, bicester, Jay Close)	<p><b>No objection</b> – Cars travel far too fast around the schools and local area where children cycle and play.</p> <p>Travel change: <b>No</b></p>

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Divisions affected: *Bloxham & Easington, Deddington*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**27 MARCH 2025**

### **ADDERBURY & BLOXHAM – PROPOSED PARKING RESTRICTIONS (2025)**

**Report by Director of Environment & Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve the following as advertised:

- a) 'No Waiting at Any Time' (double yellow lines) on High Street & Croft Lane, Adderbury,
- b) 'No Waiting at Any Time' (double yellow lines) on Courtington Lane & Workhouse Lane, Bloxham,
- c) 'No Waiting, Monday to Saturday 8am to 4pm' (single yellow lines) on Courtington Lane, Bloxham.

The Cabinet Member is **RECOMMENDED** to:

**NOT** approve the following as advertised:

- d) 'Two-hour permitted parking, Monday to Saturday 8am to 6pm, No return within one-hour' bays on High Street & Lake Walk, Adderbury,
- e) '30-minute permitted parking, Monday to Saturday 8am to 6pm, No return within one-hour' bay on High Street, Adderbury,
- f) 'No Waiting at Any Time' (double yellow lines) on High Street & Lake Walk, Adderbury. (High Street & The Green).

#### **Executive Summary**

2. This report presents responses received to a statutory consultation on proposals to introduce parking restrictions in Adderbury & Bloxham, following local informal consultation carried out by the Parishes.

3. In Adderbury non-residents are using the roads in the village to park all day to drive to work in Oxford and other locations, and a parking space is also required to allow for visitors to park safely when accessing the village shop. As such Two-hour permitted parking bays have been proposed on High Street & Lake Walk/The Green, and a 30-minute permitted parking bay on the east side of the High Street, with additional 'No Waiting at Any Time' parking restrictions (double yellow lines) also being proposed, as shown in **Annexes 1 & 2**.
4. In Bloxham – as shown in **Annex 3** – the proposals for Courtington Lane have been requested by residents (at the time supported by the Parish Council) to help deter dangerous and unsafe parking, including at the junctions with Workhouse Lane, The Pound and High Street, and comprise of double yellow lines 'No Waiting, Monday to Saturday 8am to 4pm' (single yellow lines).

## **Financial Implications**

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

## **Legal Implications**

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1984, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## **Equality and Inclusion Implications**

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

## **Sustainability Implications**

9. The proposals will help improve road safety by facilitating the effective and safe passage of traffic, and ensuring there is adequate parking in the area for residents & visitors.

## Formal Consultation

10. Formal consultation was carried out between 06 February and 07 March 2025. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, Adderbury, and Bloxham Parish Councils, Milton (Banbury) Parish Meeting, local District Cllr's, and the local County Councillors representing the Deddington, and the Bloxham & Easington divisions.
11. Letters were sent directly to approx. 285 properties in Adderbury, and 40 in Bloxham, and public notices were also placed on site adjacent to the proposals.
12. 168 responses were received via the online survey during the course of the formal consultation, and these are summarised in tables 1 & 2 below.

Table1. summary of responses to Adderbury proposals

<b>Proposal</b>	<b>Object</b>	<b>Partially support</b>	<b>Support</b>	<b>No objection/ opinion</b>	<b>Total</b>
Two-hour parking on High Street	104 (62%)	12 (7%)	32 (19%)	20 (12%)	168
Two-hour parking on Lake Walk/The Green	100 (60%)	8 (5%)	31 (19%)	29 (17%)	168
30-min parking on High Street	91 (54%)	11 (7%)	43 (26%)	23 (14%)	168
DYLs on High Street	79 (47%)	17 (10%)	49 (29%)	23 (14%)	168
DYLs on Lake Walk/The Green	76 (45%)	12 (7%)	46 (27%)	34 (20%)	168

Table2. summary of responses to Bloxham proposals

<b>Proposal</b>	<b>Object</b>	<b>Partially support</b>	<b>Support</b>	<b>No objection/ opinion</b>	<b>Total</b>
DYLs on Courtington Lane	13 (8%)	4 (2%)	25 (15%)	126 (75%)	168
DYLs on Workhouse Lane	13 (8%)	5 (3%)	21 (13%)	129 (77%)	168
SYLs on Courtington Lane	16 (10%)	9 (5%)	17 (10%)	126 (75%)	168

13. Additionally, a further 18 emails were received directly – with seven (including the Parish Council) objecting to the Adderbury proposals, three raising

concerns/partially supporting, four supporting. One objection was received to the Bloxham proposals, and one raised concerns/partially supported. Thames Valley Police & Cherwell District Council submitted non-objections.

14. The full responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

### Officer Response to Objections/Concerns

15. Adderbury Parish Council provided the following additional feedback following the conclusion of the consultation process:

*"Residents raised concerns about parking and now the consultation has taken place, they are objecting to the proposals to address the parking. Therefore, the PC can't support the project (except for the yellow lines on Croft Lane/High Street junction) if it isn't what the village want anymore. I am as frustrated as anyone that opinions have completely changed after all complaints we received and the subsequent work which has been put in by OCC and the PC."*

16. On consideration of the overwhelming objections and the above response from Adderbury Parish Council, Officers would recommend to only proceed with the aforementioned parts of the scheme should the parish wish to continue.
17. In Bloxham, despite a few negative responses which express no material concerns, the remainder would not outweigh the anticipated safety benefits of the scheme.
18. Officers are keen to note that a small amount of parking outside of peak traffic times has been included in the scheme, which will allow for residential and visitor parking.

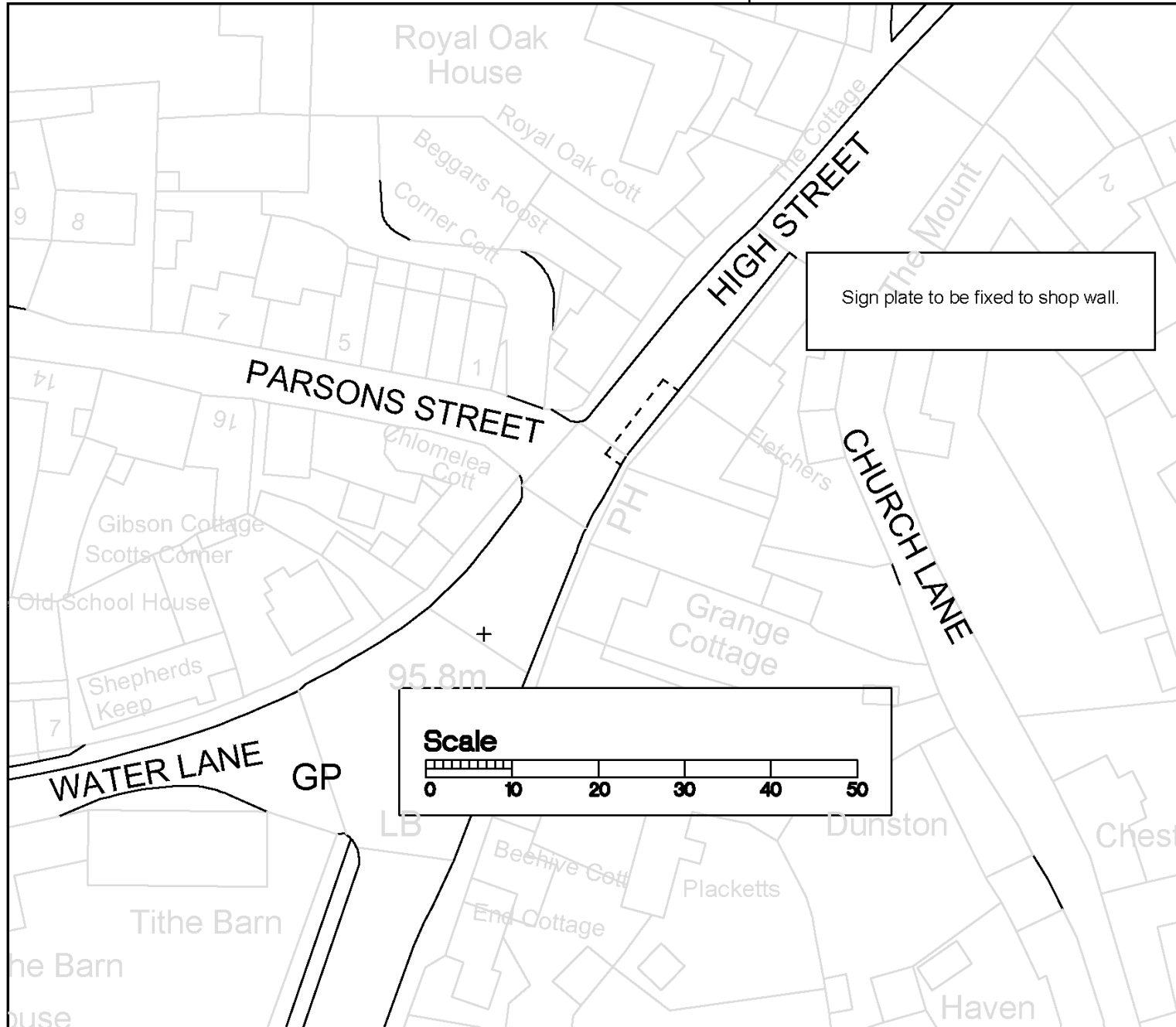
**Paul Fermer**  
**Director of Environment & Highways**

Annexes	Annex 1-3: Consultation plans Annex 4: Consultation responses
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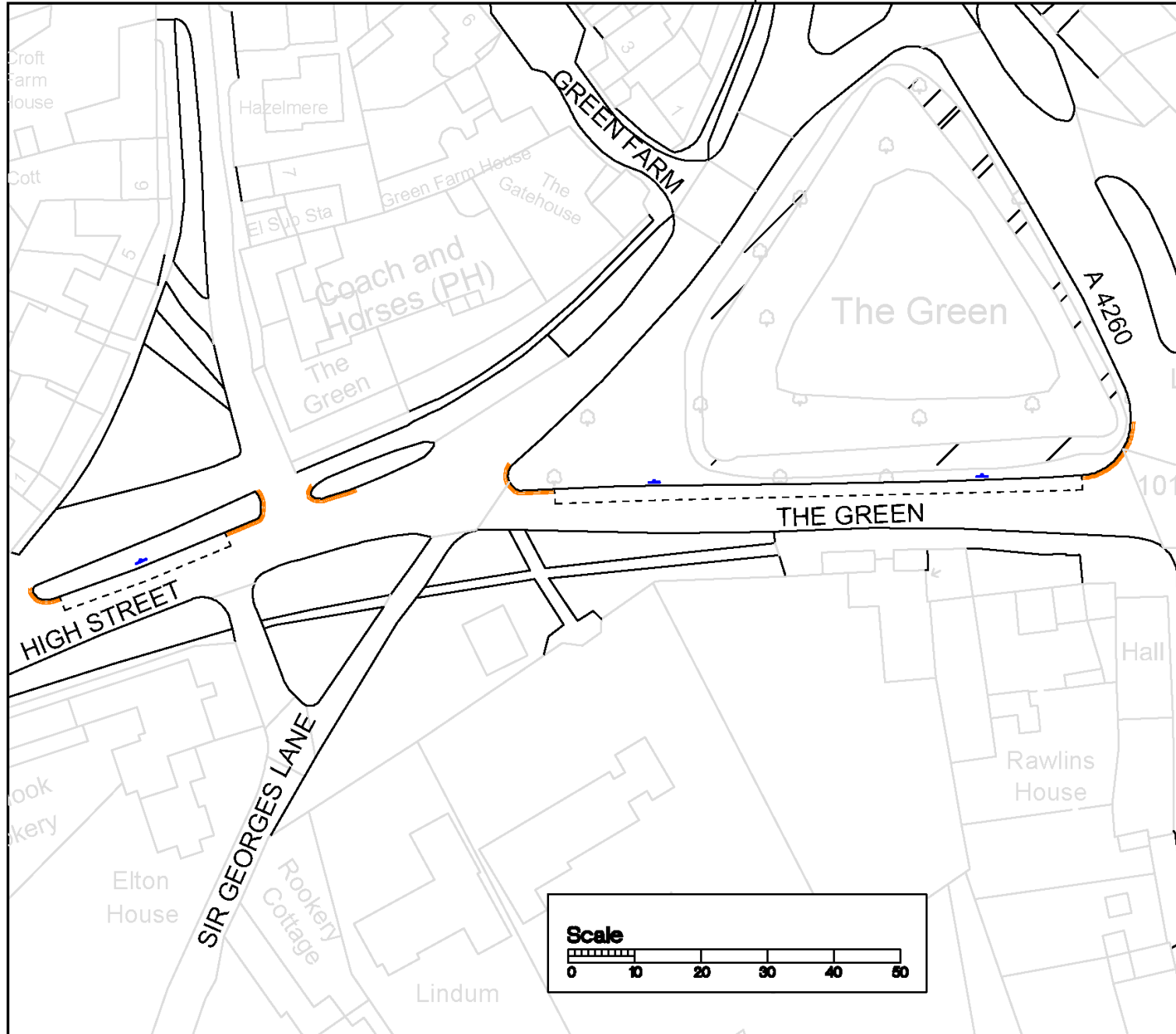
Contact Officers: James Wright (Senior Officer – Traffic & Road Safety)  
Lee Turner (Team Leader – Traffic & Road Safety)

March 2025





Drawing No.					
<p><b>KEY TO RESTRICTION</b></p> <p>----- 30 minutes Parking Bay (Monday to Saturday 8am to 6pm)</p>					
<p>ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED</p>					
<p><b>N</b></p>					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1HD Tel: 0845 310 1111</p>					
<p>Project title</p> <p><b>Proposed 30 minutes parking restriction</b></p>					
<p>Drawing title</p> <p><b>Adderbury Stores</b></p>					
<p>Drawing Status</p> <p><b>Consultation</b></p>					
Scale @ A3	Drawn by	Checked by	Approved by		
NTS	LN	DC	xxxxx		
	Date drawn	Date checked	Date approved		
	25/01/2023	25/01/2023	xxxxx		
Oxfordshire Project No. & File Ref					
Drawing No.					Revision



Drawing No. \_\_\_\_\_

### KEY TO RESTRICTION

----- 2 Hour Parking Bay  
(Monday to Saturday 8am to 6pm)

===== No Waiting  
(Double Yellow Line)

ALL RESTRICTIONS ARE NEW  
UNLESS OTHERWISE MARKED

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
Dawn Jenkins  
 Director of Communities Operations  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0945 210 1111

**Project title**  
 Proposed 2 hour parking restrictions

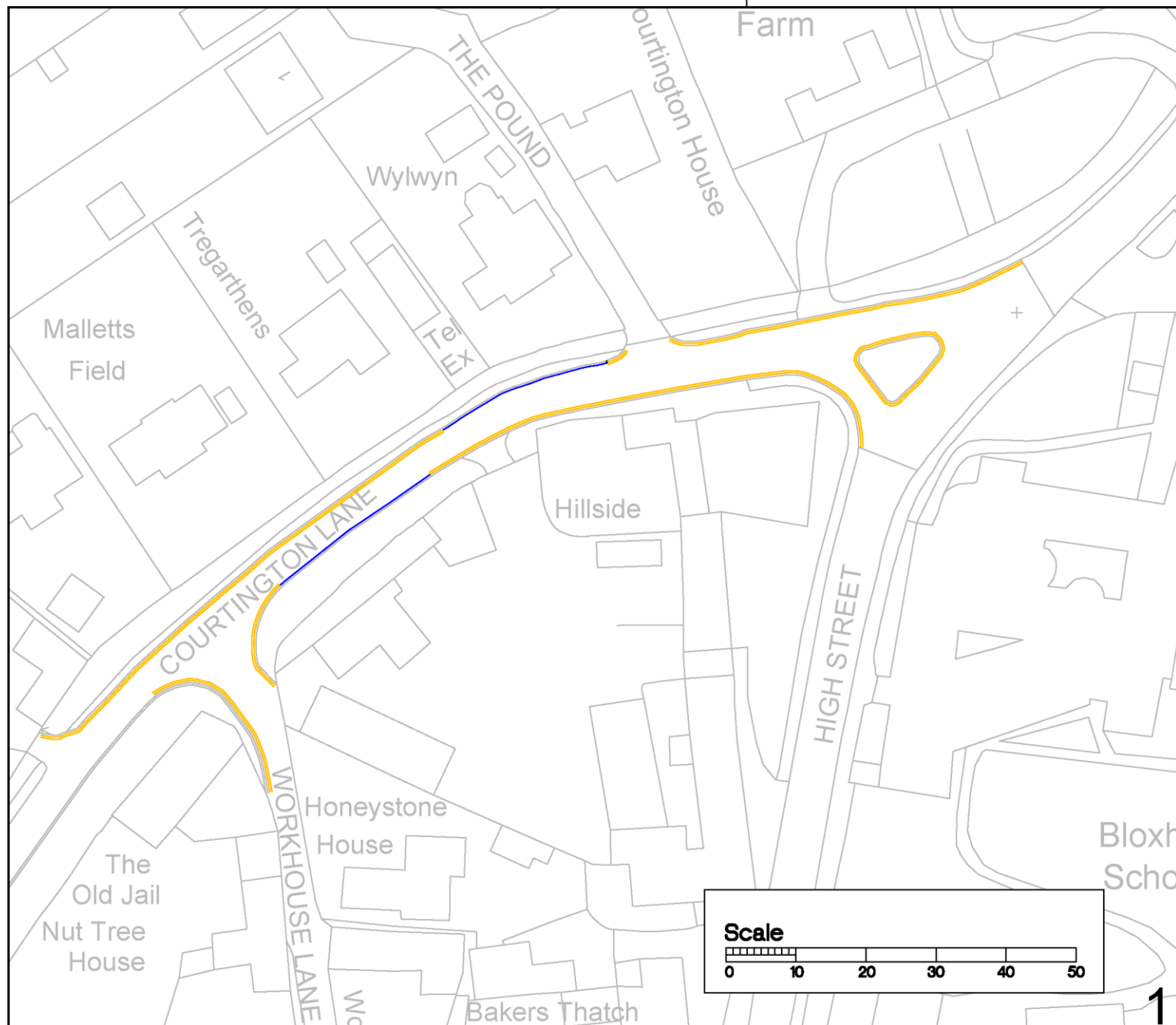
**Drawing title**  
 Adderbury

**Drawing Status**  
 Consultation

Scale @ A3	Drawn by	Checked by	Approved by
NTS	LN	DC	xxxxx
	Date drawn 30/06/2023	Date checked 30/06/2023	Date approved xxxxx

Oxfordshire Project No. & File Ref \_\_\_\_\_

Drawing No.	Revision



Drawing No.											
<p><b>NOTES</b></p> <ol style="list-style-type: none"> <li>DO NOT SCALE FROM THIS DRAWING.</li> <li>VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION.</li> <li>REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY.</li> <li>THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS, SCHEDULE "XXXXXXXXXX" AND STANDARD DRAWINGS "XXXXXXXXXX".</li> </ol> <p><b>KEY</b></p> <ul style="list-style-type: none"> <li>Proposed Double Yellows <span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span></li> <li>Proposed Single Yellows <span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black;"></span> Mon - Sat - 8am to 4pm</li> </ul>											
<p><b>LOCATION PLAN</b> NTS</p>											
© Crown Copyright and Database rights 10023343 2017											
Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
<p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel 0845 310 1111</p>											
<p><b>Project title</b></p> <p>Proposed Double Yellow</p>											
<p><b>Drawing title</b></p> <p>Bloxham - Courtington Lane</p>											
<p><b>Drawing Status</b></p> <p>Scale @ A3 NTS</p> <table border="1"> <tr> <td>Drawn by GG</td> <td>Checked by DC</td> <td>Approved by XXXXXXXX</td> </tr> <tr> <td>Date drawn XXXXXXXXX</td> <td>Date checked XXXXXXXXX</td> <td>Date approved</td> </tr> </table>						Drawn by GG	Checked by DC	Approved by XXXXXXXX	Date drawn XXXXXXXXX	Date checked XXXXXXXXX	Date approved
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Date drawn XXXXXXXXX	Date checked XXXXXXXXX	Date approved									
Oxfordshire Project No. & File Ref											
Drawing No.					Revision						

## A. Email responses:

Respondent	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objections</b>
(e2) Cherwell District Council, (Development Management)	<b>No objections</b>
(e3) Adderbury Parish Council	<p><b>Object</b> – Since residents of Adderbury highlighted to the Parish Council around 18 months to 2 years ago, their concerns regarding parking issues around The Green (incorrectly labelled Lake Walk on the plans) and High Street, the opinions of residents have changed.</p> <p>There continues to be some issues with commuters parking their vehicles around the area of The Green and High Street. However, the representatives from five local businesses who attended the Parish Council meeting on 25 February 2025, highlighted the unintended consequences on their employees and customers who will not be able to park near to their businesses if the time limit is two hours. It was also suggested that should the proposals go ahead, the parking issues will be pushed into other areas of the village.</p> <p>A number of residents also attended the Parish Council meeting and were concerned about how and where they would park (as many live in terraced cottages with no parking), along with visitors to their homes. On safety grounds, there was some support for the two sets of double yellow lines on either side of the junction of Croft Lane/High Street, but not the third set on High Street and not those on the two corners of The Green (incorrectly labelled Lake Walk on the plans). Residents felt that the two sets of lining around The Green are unnecessary and urbanised The Green too much.</p> <p>Therefore, these two yellow lining proposals on both sides of the junction of Croft Lane/High Street are the only proposals which the Parish Council is able to support, given how opinions have changed on the parking situation since the original complaints were received.</p>

	For the reasons outlined above, the Parish Council does not support any of the proposals for parking bays and requests that OCC does not progress these any further.
(e4) Local resident, (Adderbury, Adderbury Court)	<b>Support</b> – In conjunction with the proposed parking restrictions planned for Adderbury (which I support in full), is it at all possible to provide a sign at the entrance to Adderbury Court OX17 3NN (from Oxford Road), as a number of school run drivers tend to park within the entrance to Adderbury Court to drop off and pick up their children from the school opposite Adderbury Court, and this can block access (entry and exit) to/from Adderbury Court for both deliveries and residents, especially when they park on the pavement just inside the entrance. This can also cause risks to pedestrians (and disabled users) accessing the public path just inside Adderbury Court to/from Croft Lane. Something like Private Road, no parking except residents only.
(e5) Local resident, (Adderbury, Dog Close)	<b>Support</b> – I find your proposal a very good one. The sooner it can be put in place, the better. However, please make sure there will be no parking allowed, at any time, on the stretch on Water Lane between the Pump House Garage and Shepherds' Keep, opposite Tithe Barn. It is a very dangerous, blind bend, as, when driving into Banbury, it is impossible to see oncoming traffic going south, due to all the parked cars. Unless you are familiar with it, may I suggest you go there to see for yourself. Almost always is there a solid row of cars, except every now and then on Tuesday afternoons.
(e6) Local resident, (Adderbury)	<b>Object</b> – I comment as a resident for some years, a driver and also as someone who walks these areas on a regular basis at various times of day & seasons. I would wish to strongly express my objection and concerns to the proposals as set out on your website, no mention being made there as to the 30 min restriction proposed outside the village store. Reasonings are as follows:-  a, Restrictions will simply be ignored by villagers as they will remain unenforced. A police presence is unheard of in the village save to regularly jump the traffic lights at the school crossings although in 4 years I have seen on a couple of occasions a CPO at school gates whilst escorting our grandchild. If there is so little safety protection in those high risk areas what hope of any enforcement of three tiny yellow lines at the end of Croft Lane! It is true that twice a day these areas can become briefly congested as motorist parents from West of village drop off/collect schoolchildren via the safe conduit of Cross Lane, the alternative being to discharge them on the dangerous thoroughfares of A4260 & Aynho Road at much greater risk of serious injury & traffic disruption at peak times.

	<p>b, Residents' parking provision is quoted as a factor but I can see no benefits whatsoever in these proposals as 2hr restricted parking areas will only afford less residential parking spots available. The Green is sparsely used for any parking except at western end, most cars in these parts are longer term residential users who will merely be victimised as law breakers for exceeding 2hrs or totally ignore these provisions. Where are these displaced residents to park? Yet your proposals seek to assist resident parking! Where are all these under 2hr parkers you wish to make facilities for at the expense of local residents &amp; retirees who require longer term accessible parking in their village &amp; settled here for that purpose?</p> <p>c, Your proposals ( unmentioned above on your site) re the 30 min zone outside village shop have some merit in theory but again not only displace residential parking but vitally that of our foremost (by far) village asset, Deepa whose daily car journey to Adderbury laden with (often) heavy goods dispersed from her boot throughout the day is a critical service for many. Is she to drive endlessly around central Adderbury every 30 mins maintaining her legality or simply pounce on whatever close by parking spot may become free?</p> <p>d, Finally rests the question of wasted taxpayer money. How these ill thought out proposals ever reached Council attention bemuses me let alone be considered worthy by the Authority to pass on for an expensive consultation process. That we have surplus CC resources &amp; manpower to squander on fripperies beggars belief &amp; what of the costs on the ground should works proceed, the road closures, hundreds of hideous plastic screens, expensive equipment, 'welfare' vans, huddles of yellow/ orange men standing around waiting for someone else &amp; all, especially teams of council officials, in regulation H&amp;S hats lest a late developed conker fall on them. This is not just a few lines painted on tarmac , it is a money squandering juggernaut unleashed on Adderbury &amp; taxpayers.....and all for nought, all these restrictions will in time,or probably instantly, be totally ignored but, perhaps not forgotten, as more public sector waste.</p>
(e7) Local resident, (Adderbury)	<p><b>Concerns</b> – I do not have any views regarding the proposals for Bloxham.</p> <p>Feedback Regarding Adderbury “The Green” area</p> <p>1) I am in favour of the proposals regarding the double yellow lines as per your map. This would allow for safer egress from areas such as Croft Lane.</p> <p>2) I think describing the proposal as "Lake Walk" and then this being labelled "The Green" on the map is a potential cause of confusion</p>

	<p>3) Your timed parking limit proposal does not cover my concern of where the non-resident shopkeepers / shop workers / hair dressers / pub staff can park. We want to support and encourage the local businesses not make life more difficult for them. Is there anyway this group could readily be given exemptions?</p> <p>4)Some customers of the local pubs, cafes and shops (especially those with mobility challenges) may need longer than the proposed time limits allow</p> <p>5) Some visitors especially to Adderbury Lakes use The Green area for parking as there are only two spaces in the real Lake Walk which at times is inadequate</p> <p>6) During weekday day times, there is often users of the Institute (marked as “Hall” on your map) who need access for longer than two hours. Examples would be rehearsing for local shows and setup for local productions etc.</p> <p>Feedback Regarding Adderbury “High Street” area near junction with Parsons Street</p> <p>1) Your timed parking limit proposal does not cover my concern of where the non-resident shopkeepers / shop workers / hair dressers / pub staff can park. We want to support and encourage the local businesses not make life more difficult for them.</p> <p>2) Some customers of the local pubs, cafes and shops (especially those with mobility challenges) may need longer than the proposed time limits allow</p> <p>3) I suggest the addition of double yellow lines at the corners of Parsons Street opposite the shop and public house. I live in Parsons Street and the view as I exit is often badly restricted by vehicles parked literally on the this junction.</p>
(e8) Local resident, (Adderbury, Green Farm)	<p><b>Object</b> – I think that, certainly at this end of the village of Adderbury, you are trying to solve a problem which does not exist, or if it does only rarely.</p> <p>I live in Green Farm and can clearly see those parts of The Green which you indicate would receive parking bays marked on the road, together with those forbidding parking (ie double yellow lines). Other than at school drop off and collection times when there are sometimes vehicles parked in these spaces, generally there is not a problem, especially on the south side of The Green. The area has already been defaced by a ridiculous number of 20/30 speed limit signs and the presence of parking bays etc would probably lead to yet more signage.</p>

	<p>We the residents do not want that, and neither do we need the parking restrictions indicated. There is not a real problem.</p> <p>Similarly the presence of yellow lines on the westerly corner of The Green and the two very small grass patches opposite is totally unnecessary, the curves are so small and tight that one could only park a pushbike there! Instead of wasting money on this ridiculous and irrelevant scheme why not spend the cash on repairing the multitude of potholes which blight our roads?</p> <p>So, in summary, I have to ask how many residents whose safety your letter suggests is threatened, actually wrote and brought up this issue? I suggest not many, so let's go and mend some potholes instead!</p>
(e9) Local resident, (Adderbury, The Green)	<p><b>Support</b> – I live on the green &amp; every day people park there &amp; go to work or school, sometimes 3 cars pull up &amp; they all get into one car &amp; leave the other there all day, sometimes leave them there @ catch the bus to Oxford to travel on to the airport &amp; are left there for a week, there's a Range Rover there now that's been there for 3 weeks, I think the major problem is it must be very clear exactly where you can &amp; cannot park because people will park anywhere on the grass verges ect, like by sir georges lane, I was in bloxham the other day &amp; noticed they had put signs on the grass verges saying no parking,</p>
(e10) Local resident, (Adderbury, High Street)	<p><b>Object</b> – We wish to object to the proposals for restricted parking both for 2 hours on the High Street by the village Green and for 30 minutes outside Adderbury Stores on the High Street. We live next door to Adderbury Stores and feel strongly that parking for residents of the High Street should be given more priority. Restricting parking round the Green will encourage drivers to come further down the High Street and maybe lead to parking on both sides of the road. This could cause severe problems for the Oxford - Banbury bus service and for delivery drivers.</p> <p>Congestion caused by these proposed restrictions would make it even more difficult for staff and customers of the businesses around the Green and in the High Street.</p>
(e11) Local resident, (Adderbury)	<p><b>Object</b> – Whilst I appreciate that road access through villages such as ours (built largely before the advent of motor vehicles) can be difficult due to roadside parking, I feel that the measures proposed in Adderbury could be counter-productive by adding to the problems faced by local amenities and small businesses already struggling to survive and moving the issue to elsewhere in the village.</p>



	<p>1. 'Two hour permitted parking bay, Monday to Saturday 8am to 6pm, No return within one hour'. These proposals cover 2 areas, 28 metres of the High Street and 80 metres of 'The Green'. (Described as Lake Walk but marked as The Green on the illustration). This could cause huge difficulties for daytime users of the Village Institute (events frequently continue for longer than 2 hours), the hairdressers and nearby pubs. Not only do many of the hairdressers live outside the village and have to drive to work, but also many hairdressing appointments (particularly for women) take much longer than two hours. Also daytime users of the Village Institute may have to seek alternative venues for their events, presumably outside the village. Ultimately this could lead to much loved venues and businesses closing. Surely, a more acceptable proposal would be for a 4 hour daytime restriction to be in force, with employees of the adjacent businesses having a special pass allowing them to park for longer? The 4 hour limit would also have the desired effect of reducing commuter parking.</p> <p>2. '30 minute permitted parking bay, Monday to Saturday 8am to 6pm, No return within one hour'. This restriction appears to cover the 11 metres outside our much loved village shop and next to one of the most popular pubs in the village. The owners of both are doing their best to keep these businesses alive and I feel that this restriction could be the final straw, particularly as in the case of the village shop the owners travel a considerable distance from their home to their business.</p> <p>If the aim of these proposals is to reduce the amount of commuter parking, I feel that it could simply move the problem to elsewhere, such as West Adderbury or even Deddington. Would it not be possible to provide free parking somewhere outside the villages but still on the bus route? One option could be the large lay-by adjacent to the Deddington Highways Depot.</p> <p>I urge you to give these counter proposals your sympathetic consideration.</p>
(e12) Local resident, (Adderbury, Croft Lane)	<p><b>Object</b> – Adderbury high street and The Green Adderbury are used by residents of this part of the village as parking, as many of the houses in this area do not have parking, ourselves included. Whilst we welcome the double yellow lines to improve the safety of pulling out of Croft Lane we strongly oppose the idea of a 3 hour parking restriction which would prevent us from parking near our home, being able to have tradespeople and visitors stay at our home, and propose that this part of the plan is scrapped. If more and more people are parking here to get the bus to Oxford then perhaps the council should address providing buses to Oxford from where those people live, rather than punishing restrictions on the residents of the area you hope to help.</p>

(e13) Local resident, (Adderbury)	<p><b>Concerns</b> – Without wishing to sound negative, I'm unsure as to what problems you're seeking to address unless the architects of the proposal are looking to make a dysfunctional situation worse.</p> <p>Whilst I applaud the proposal to limit poor and irresponsible parking, with the introduction of double yellow lines, I fear this will be abused and not monitored or enforced.</p> <p>In addition, removing the amenity of off street parking to residents to punish those arriving from outside the village is counter intuitive and it is the residents who will lose access to essential parking as a result.</p> <p>There are only two proposals that would, I feel, be supported by residents.</p> <ol style="list-style-type: none"> <li>1. The introduction of double yellow lines to allow safe access and egress from Croft Lane supported with CCTV to enforce this.</li> <li>2. The introduction of a residents only parking zone between Squires hairdressers and the junction of High Street / Croft Lane. This can be self funded and administered without recourse for additional Council expenditure.</li> </ol> <p>I would finally suggest that if you are the officer responsible for this proposal, you nominate a time and date to visit the site, listen to residents concerns and thereafter undertake a consultation with options that actually address the problems residents have to deal with on a daily basis.</p> <p>If this is not forthcoming, I'm concerned that very soon a serious and grievous incident will occur that was undoubtedly avoidable if the correct action was taken in full consultation with those daily affected.</p>
(e14) Local resident, (Adderbury, The Green)	<p><b>Object</b> – The parking restrictions proposed in my honest opinion are not necessary at all, except for the yellow lines on the corners of the roads, this will help keep those area cleared and safe, so not a blind spot.</p> <p>Putting a 2 hour restriction will put people off who visit the village, for a walk (lots of elderly walkers and families park there, then use the coffee shop or pub for food and a drink, 2 hours goes quickly, also people use hairdressers too, so they would just park somewhere else in the village or not at all.</p> <p>I see everyday traffic there, sometimes busy, sometimes quiet, the picture with lots of cars was Saturday lunchtime, the picture with one car was late afternoon Tuesday, summer in evening with pubs a bit busier, but not a problem.</p>

	<p>We don't get a lot of cars blocking up the road, the main time this happens is when the institute has an event, kids party, social event, various member meetings etc, last night for example Scouts ran a bingo night, the whole street packed, also parking in the grass which is annoying as me and my neighbour look after that, but not all the time does this happen.</p> <p>If you put up parking bays with 2 hour restrictions, then people will just park opposite side of the road where no markings at all, which will be right outside my house, this will then cause issues with school bus runs who drop off and pick up there. Also putting double yellow lines there would look unsightly, I know not on the plan which is good.</p> <p>The other picture shows somebody parking this side on the grass, which is frustrating</p> <p>Also Adderbury is a lovely village, unspoilt in a way, having signs everywhere will be an eyesore there, the attraction of Adderbury it is a nice Oxfordshire village, please don't turn it into lots of places with signs everywhere, where people feel unwelcome.</p> <p>I would rather see the money spent on the back road to Kings Sutton, from the Aynho road, for that route most days with school run to Chenderit school, me and most people drive in middle of the road as wheels are terrible, then go into correct side of road to pass, there is a accident or fatal accident waiting to happen there as very dangerous.</p>
(e15) Local resident, (Adderbury, Croft Lane)	<p><b>Support</b> – The new proposals for parking restrictions in the High Street are to be commended, but we wondered if you would consider extending the yellow lines further at the end of Croft Lane.</p> <p>With cars parking on the High Street, it makes it very hard to see oncoming traffic when trying to exit Croft Lane. One further point, we are worried cars will be parked in Croft Lane and obstruct the use for residents living in Croft Lane.</p>
(e16) Local resident, (Milton, Banbury)	<p><b>Concerns</b> – I live in Milton the next village. We do not have a shop nor do we have a bus service. My husband (86) attends Regular appointments at the Oxford Hospitals and now and again we need to go into Banbury. On each occasion we park our car in Adderbury in order to catch the bus. ( we do have a bus pass )We used most of the amenities provided in Adderbury but the one we most rely on is Adderbury Stores. We have bought our weekly groceries there since the outbreak of Covid 5years ago. The family who run the shop go above and beyond with the service they provide. They even carry our full shopping bags to the car for us.(wherever we have been able to park)As</p>

	<p>my husband is 86yrs. And I become an octogenarian next year as you can imagine we are not as nimble as we used to be. Our car is not a luxury but a necessity for us as is Adderbury Village Stores.</p>
<p>(e17) Local resident, (Bloxham, Courtington Lane)</p>	<p><b>Object</b> – I write to express how strongly I feel about the possibility of double yellow lines being put directly outside our house and those of our neighbours. We purchased our house 35 years ago in this rural village and have never had any problems occurring that would warrant this.</p> <p>There are times of day where for very short periods the road is busy but Bloxham school manage their traffic really well and have recently built a big new car and coach park which takes the cars that used to park on Courtington Lane. If any lines are needed, it is the short stretch from the High Street to Hillside. That small stretch is on a corner which makes parking illegal anyway and perhaps that should be enforced. Please keep Bloxham as rural as possible!</p>
<p>(e18) Local resident, (Bloxham, Courtington Lane)</p>	<p><b>Concerns</b> – I have studied the map that you sent and see that there is no DYL in front of my property. There are two reasons I have mentioned this fact, firstly parking along outside my wall will obscure my vision to the right so that I will not see oncoming traffic, which will be on the left hand side of the road.</p> <p>Secondly, I know from experience that people will park on the grass outside my wall, and soon it will become a quagmire.</p> <p>Please consider my remarks, because it will make my situation worse if the yellow lines are not continued further in front of my property.</p>

B. Online responses:

Respondent	COMMENTS
(o1) Local resident, (Adderbury, Adderbury Court)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Commuters parking all day tends to restrict normal traffic flow. Especially deliveries to residents and the S4 bus service, causing delays.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>n/a</p>
(o2) Local resident, (Adderbury, Adderbury Court)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Adderbury Stores and The Bell may lose custom if parking restrictions are applied. Paperwork through my door showed parking restrictions on the road by the Institute and green rather than Lake Walk and I object to restrictions by</p>

	<p>the Institute because they may make it more difficult for residents to use the Institute. Also people come to Adderbury to go for walks and parking by the Institute enables them to not clog up the High Street and other areas and enables them to enjoy the countryside. If parking restrictions are at Lake Walk by the entrance to the Lakes then I agree with a two-hour restriction so that more people can enjoy the Lakes</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't live in Bloxham</p>
(o3) Local resident, (Adderbury, Chapel Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Support proposals for road safety and parking measures on high street to support local businesses. It isn't made clear what the problem is on Lake Walk that is trying to be resolved therefore I object to these restrictions on the following grounds: 1. it will displace parking into the village lanes where access is more restricted. 2. A two hour restriction may be insufficient time for legitimate visitors using the institute or visiting local residents etc</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Don't live in Bloxham</p>

(o4) Local resident, (Adderbury, Chapel Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>While I support the proposals, my concern is that (as at busy times) the parking will move further along the high street, specifically affecting Chapel Lane. This is where cars will park on the corner in front of the chapel itself obstructing the visibility to the drivers left when exiting Chapel Lane, blocking access when turning right into Chapel Lane from High Street, and creating a more difficult bottle neck to navigate.  I would fully support the proposals if they were to be amended to place double yellow lines on that corner as well. The other side of the Chapel Lane junction is used by residents and is usually clear throughout the proposed times, and do not usually cause an obstruction or safety issue, so does not concern me as much.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I am not a resident of Bloxham so believe my opinion would not be relevant to this survey</p>
(o5) Local resident, (Adderbury, Chapel Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p>

	<p>Adderbury has become a Car Dependent Suburb, often with parking to saturation around The Green and down High Street. There is no control at present, but the present proposals are a start. Water Lane should be considered as well.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Adderbury - Water Lane, a bus route (S4), is narrow, on a bend, limited visibility, yet has a line of cars parked on the N side most of the time. Maybe that's considered OK.  I suggest that water Lane Adderbury - New Road be permanently closed to car traffic with bollards somewhere near Sor Brook bridge, with a facility to allow the bus etc. through.  R Blackburn</p>
<p>(o6) Local resident, (Adderbury, Chapel Lane)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Will make it more difficult for residents to park as parking is already very limited with houses not having driveways in this beautiful, historic village. The lively bustle from walkers and visitors to the shop, cafe and local countryside is an asset to the village and these businesses have worked hard to establish regular customers and parking restrictions would be a kick in the teeth.  I do feel that it is maybe only a couple of residents who are unhappy with the number of cars parking and this is not the majority. Noone complains when there is a wedding or funeral at the church. On the occasion of events at the church, visitirs often park on the pavements or verges and displaces the problem to smaller lanes and streets.  Just leave arrangements as is.please.</p> <p><u>Bloxham:</u></p>



	<p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not relevant</p>
(o7) Local resident, (Adderbury, Chapel Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I wish to strongly object to this proposal of restricted parking on Adderbury High Street.  I consider this an absolute waste of tax payers money and this scheme does nothing but prejudice and penalise residents and businesses on the High Street.  Residents need to park by their homes as they do not have off street parking.... so where would they go??  As for our hairdressers our village shop they are the lifeline of this village and make Adderbury what it is a vibrant and wonderful place to live. To restrict their parking would be a disaster and if we don't have a shop especially, this whole village would suffer greatly. These people are the hub of our village and should not be penalised.  Commuters who park by the Green should not leave their cars there all day and should be easily removed by putting a notice by that area saying  NO PARKING RESIDENTS ONLY, or yellow lines and parking permission cards as in London given to residents.  This plan has not been thought out at all and more consultation must take place. Adderbury is a fabulous village and I live just off the High Street in Chapel lane so I do know what I am talking about  YOU must not penalise our shop our businesses and our residents. They have to park in the High Street.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p>

	i am only referring to Adderbury
(o8) Local resident, (Adderbury, Chapel Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>parking at these locations generally works well. I live on Chapel Lane and note that parking related congestion is not particularly problematic. Indeed, on street parking tends to support the 20mph speed limit. Further, unrestricted parking in these locations is necessary to support local businesses and facilities. The proposed restrictions will seriously disadvantage the staff and customers of those businesses. Unfettered access for these businesses is essential for business viability and village life.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't live in Bloxham</p>
(o9) Local resident, (Adderbury, Church Close)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p>

	<p>The road through the village (high street) is narrow in several places and parking makes it even worse. In certain areas I have seen people park their cars and then get in another car and drive off towards Oxford and I have passed the same car later on in the day so the village is being used as a car park. A 30 min restriction outside/near the shop on the high street would allow people to visit the shop and then move on. A two hour restriction on the area in front of the cafe and hairdressers would allow visits there. A two hour restriction on the road near the institute (you are calling Lake Walk) would prevent people using the village as a carpark whilst they are at work.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't live in the village so I have no thoughts on what might affect the village</p>
(o10) Local resident, (Adderbury, Church Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>There are a high proportion of dwellings in the centre of Adderbury that don't have the luxury of off street parking, there are also a few lanes that are too narrow for parking, if your proposal to restrict the 3 areas highlighted goes ahead, those residents that park there now, will be forced to park elsewhere in the centre that is already in high demand by residents. However I do totally support the introduction of double yellow lines you propose as that would make pulling out of those roads safer.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p>

	I don't know these lanes in Bloxham so objecting or supporting these proposals would be irresponsible.
(o11) Local resident, (Adderbury, Church Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>I would like to see evidence, rather than hearsay (or personal dweller preference), of commuter parking in Adderbury village. If we can see clear evidence of park and commute then this might well alter my view.  As the proposal currently stands, the 2 hour limit will serve to exacerbate an already overcrowded parking capacity issue in the village; effectively pushing vehicle parking to elsewhere in the village. So a possible undesirable unintended consequence.  I would also like clarity regarding the ability to monitor compliance with such a scheme.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No opinion. Bloxham residences will no doubt make their views known.</p>
(o12) Local resident, (Adderbury, Church Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Partially support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p>

	<p>A major problem parking issue in High Street has not been tackled in this proposal and may even be exacerbated. Parking from the Adderbury Shop to Church Lane regularly extends to block Church Lane itself. Exiting Church Lane in either direction, east or west becomes a very dangerous exercise as vehicles block line of sight in both directions. Double yellow lines are required in High Street for at least 10 or 11 meters to restrict parking up to Church Lane and prevent what would be a very nasty collision with two moving vehicles. The Church Lane issue is much more dangerous than that of Croft Lane where double yellow lines are proposed and where there is no problem with parking restricting vehicles line of sight</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>i live in Adderbury and am qualified to comment on those proposals. i leave it to the residents of Bloxham to comment on proposals affecting their village.</p>
(o13) Local resident, (Adderbury, Church Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I live at the top end of Church lane and our only parking options are on the high street. These parking bays are under pressure as it is, and if these restrictions are implemented, the net result will simply be to shift the parking from up by the green to down outside our house. We have three small children and I do not like the idea of there being more parking and traffic outside of our house.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b></p>

	<p>DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>i do not live in bloxham so have no opinion of these proposals.</p>
(o14) Local resident, (Adderbury, Church Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>It will cause even more erratic parking within the village which is dangerous for other drivers and members of the public walking the streets.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>N/a</p>
(o15) Local resident, (Adderbury, Church Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p>

	<p>Silly idea made by stuck up governors who are over the age of 80 so can't drive, no reason why this should be a thing- everyone will clog up other lanes!</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Object</b>  DYLs Workhouse Lane – <b>Object</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>Ridiculous</p>
(o16) Local resident, (Adderbury, Church Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Major Objection to the Two-Hour Scheme and Suggestion of a Permit Scheme if Overruled I fail to see how the proposed two-hour parking bay restrictions will improve road safety and ensure adequate parking for residents (as stated in the letter sent to residents). In fact, I strongly feel that they will have the opposite effect. The people who currently park in those areas and travel to work via other methods (as claimed in the online documentation) will simply park in other parts of the village. The relevant area around The Green is largely non-residential, is on the approach to many of the amenities in the village, and its parking does not block the busier more central part of the village (busier meaning more pedestrians, buses, and parked vehicles). In addition, the location of its proposed bay is quieter in terms of passing traffic. Pushing cars into narrower streets in more densely populated and congested areas will surely increase the risk of accidents and increase inconvenience to those who live in these areas – many of whom do not have off-street parking facilities. This would be exacerbated by the proposed bay in the High Street. This 'solution' will result in a double whammy of reducing current on-road parking in non-restricted areas and preventing those residents from parking in what is effectively an overflow area. The real issue is why these apparent commuters do not have more convenient or cost-effective access to their places of work. I can also categorically state that retired people from surrounding villages, who do not have a bus service, park in either Adderbury or Deddington in order to travel</p>

between Banbury and Oxford. If there is a problem, it will only get worse as the region continues to rapidly expand without the provision of supporting infrastructure.

As a resident in the affected area of over twenty years without the luxury of off-street parking, I am aware of residents who have found it difficult to park in what would become non-restricted areas when events take place, tradesmen are understandably working locally, or roads are closed by Thames Water or Gigaclear etc. Being able to park in the vicinity of The Green, which is only a few minutes' walk away and is safer than the main road through the village, is a great help. Indeed, when events take place it also helps relieve congestion further into the village – and the village hosts numerous events throughout the year during the day and evening, weekdays and weekends. For those residents who do not work standard hours, or who do not travel outside the village on a daily basis, leaving a vehicle there for a day or two in these circumstances is much appreciated. If these proposals are accepted in their current form, residents of the surrounding lanes/streets will be forced to move their vehicles at potentially inconvenient times when their usual on-street parking is taken up with village events – in places such as the library, churches, the playing field, or public houses. It would also affect users of the Institute (marked as 'hall' on the plan) who wish to use it for more than two hours, now or in the future, as they have in the past – especially individuals who find walking difficult. Placing yet more restrictions on people and exacerbating parking issues will not solve the problem and will create additional issues. Indeed, it could be argued that parking costs and restrictions in Oxford and Banbury (including the promotion of car-sharing arrangements) are directly contributing to this apparent new problem.

Many people enjoy walking around the conservation area, but some thought needs to be given as to how residents can maintain their cottages, trees, and gardens for all to enjoy when: tradespeople are unable to park either around The Green or in nearby lanes/streets which may become full of commuter vehicles as a result of these proposals, or walkers and other visitors start to park further into the village. I have personally recently witnessed walkers happily returning to their parked vehicles around The Green to change their boots before venturing off to the pub for lunch (it is assumed!). These people should not be forced to only visit the village for two hours – visitors should be made to feel welcome. In addition, when property renovations are underway (which is not an infrequent occurrence in either private or publicly accessible buildings) parking is quickly reduced in the said streets during the day, sometimes for months on end. Again, being able to access the area around The Green is helpful. Finally, I would also like to say that I am not aware of any local consultation on this issue, and I would like to know how the enforcement will be funded.

To summarise: I do not object to 'a' parking space near the shop (as stated in the online documentation), but I do object to the two-hour parking bay restrictions in both suggested locations. In addition, I feel that more street furniture and parking lines are not appropriate in a conservation area, especially around a historic village green on a no-through road (Lake Walk). I, therefore, also object to the introduction of double-yellow parking lines. May I request that if



	<p>these restrictions are introduced, that residents who live within the conservation area (and especially residents in East Adderbury) are exempt from the two-hour parking bay restrictions for the reasons outlined above – perhaps by displaying a permit. This would help residents to go about their daily business in a safe manner during busy times – and safe also means not having to leave the house to move vehicles in the dark in order to avoid restrictions (for example, when evening events are taking place in other areas). I would be willing to pay a small fee for this privilege to fund the scheme, although I feel that tackling the alleged underlying problems would be a better solution for all concerned.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not travel to Bloxham.</p>
(o17) Local resident, (Adderbury, Church Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I think this will make parking more difficult for residents. Yellow lines are an eyesore. It is unnecessary, and I am not aware of parking issue in the first place.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't live in Bloxham.</p>

(o18) Local resident, (Adderbury, Church Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>It's unfair those who have no private parking of their own.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>N/a</p>
(o19) Local resident, (Adderbury, Church Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>this is badly needed for safety and other reasons  the online map is non expandable so it is not possible to see the full details of what is proposed for mill lane or water lane for example.residents like us need to see these prior to giving full support</p>

	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>not resident here</p>
(o20) As a business, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>People who travel to Adderbury to get their haircut, visit the coffee shop, and go for a nice walk will be put off by a two-hour parking limit as this is not enough time to enjoy all the activities in the village if they are planning an extended day out  Those who work in local businesses will have much more difficulty commuting to work with limited parking restrictions</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>N/A Does not affect us</p>
(o21) Local resident, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b></p>

	<p>30-minute parking High Street – <b>Support</b>          DYLS High Street – <b>Partially support</b>          DYLS Lake Walk/The Green – <b>Support</b></p> <p>We live in Croft lane and when we exit onto the high st the cars parked on the corner/entrance to Croft lane totally obstruct our vision to safely pull out. All of us residents have had near misses because of this.          May I add if you yellow line as you intend it will only move the problem and probably into the surrounding lanes like ours. Please just do the proper thing and not pussyfoot around the problem just yellow line the whole village</p> <p><u>Bloxham:</u></p> <p>DYLS Courtington Lane – <b>No opinion/objection</b>          DYLS Workhouse Lane – <b>No opinion/objection</b>          SYLS (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't have an opinion</p>
(o22) Local resident, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>          Two-hour Lake Walk/The Green – <b>Support</b>          30-minute parking High Street – <b>Support</b>          DYLS High Street – <b>Support</b>          DYLS Lake Walk/The Green – <b>Support</b></p> <p>The parking in Adderbury is a problem. We live in Croft Lane and the turn out of the lane onto the High Street has become an issue. It is often very dangerous to make the turn in either direction as traffic obscures one's vision, sometimes to the point where you are edging out blind. The proposed changes will make it very much safer. I also wondered if thought could be given to the parking on Water Lane which causes endless hold ups.</p> <p><u>Bloxham:</u></p> <p>DYLS Courtington Lane – <b>No opinion/objection</b>          DYLS Workhouse Lane – <b>No opinion/objection</b></p>

	<p>SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not relevant</p>
(o23) Local resident, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>We live at 6 Croft Lane and us, along with one other house, do not have any parking outside our house. Therefore, we use the high street and the lay-by on Croft Lane to park. Putting the 2 hour parking restriction on the high street will mean we cannot park there. However it would also result in the lay-by being even busier than it is now, as the workers at Squires and the Cafe would take all the spaces in the lay-by if they cannot park on the high street. The lay-by is already busy and this would make it constantly full. The result of this would be that we have no space to park anywhere near our home. And with 2 young children this will become an impossible situation for us. I strongly oppose the 2-hour parking restriction on Adderbury high street. Unless the Croft Lane lay-by can be made permit holders only, issued to residents of the lane, particularly the households without a drive.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Live in Adderbury</p>
(o24) Local resident, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b></p>

	<p>30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>The centre of the village is obviously busy and congested on occasions with an absence of parking spaces. Whilst this may be frustrating I believe that, to a certain degree, this acts as a self-regulatory way of curbing the speed of through traffic (upon which the 20mph limit signs have not made any discernible impact).</p> <p>I do agree that some parking undermines road safety is eg the horsebox currently parked on the right as you drive into the village of the Oxford Road with The Green on the left. Also turning left from Croft Lane to drive out of the village is very often completely obscured looking both left and right. These issues do need dealing with.</p> <p>Regarding the proposal for time limited parking bays in general, I am very concerned that their introduction will ultimately lead to payment parking meters and traffic wardens as without a policing of the time spent in the time limited bays why would anyone observe the time limit? Such an approach would be totally unsuitable and out of character for such a lovely village heart.</p> <p>If this is what the village votes for, I would obviously be obliged to accept it. However, with regard to the proposal as it stands my greatest concern/objection is that whilst saying that the proposal aims “to ensure there is adequate parking for residents”, the consequences of this proposal could then discriminate against those residents who do not have any off-street drive or garage parking. My wife and I live in Croft Lane and do not have any off-street parking as many of the small cottages in the heart of the village. Our day to day work and social life is dependent upon coming and going by car without the worry that upon return we would not have any parking priority over casual visitors or might be limited to a 2 hours parking slot. I therefore believe that if this scheme is adopted, those villagers without off-street parking must be provided with a residence parking permit that allows for 24/7 free of charge parking (naturally villagers would be obliged to prove they don't have off-street parking).</p> <p>In summary, I do think that any area earmarked for time-limited parking bays will have a great negative impact on our ability to live and work in the village unless we get the residents permits as described above.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>We don't live in Bloxham</p>
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<p>(o25) Local resident, (Adderbury, Croft Lane)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I do not have private off-road parking and therefore need to park on the street. The proposal is going to limited my ability to park my car off-road without a time-limit and this is unacceptable to me. The proposal would need to include 24/7 free of charge residents permits to overcome this issue.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not live in Bloxham</p>
<p>(o26) Local resident, (Adderbury, Croft Lane)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>At a time when everybody is under severe financial pressure it makes absolutely no sense to introduce restrictions that impact on residents themselves.  The 2 hour limit needlessly penalises residents. And if policed the cost thereof would fall on already beleaguered ratepayers.  In any case we are a proud VILLAGE and such sub-urbanisation is utterly unwelcome.</p>

	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not live in Bloxham so I do not think my opinion is relevant there</p>
(o27) Local resident, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>I strongly support the double yellow lines around the green. I live on croft lane, and the parking has become so bad that often there is barely space to pull out, and visibility is completely occluded, making pulling out dangerous.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No opinion</p>
(o28) As part of a group/organisation, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b></p>



	<p>DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I am writing as a trustee and Hon.Secretary of the Adderbury Green Association which was established nearly 60 years ago to maintain and preserve the Village Green as a precious historic asset in the midst of our lovely traditional Hornton Stone buildings.</p> <p>We believe the parking issue has largely arisen because of commuters leaving their cars all day and bussing to Oxford.</p> <p>In our view there are 2 remedies for this which deserve serious consideration.</p> <p>1) Any bus before say 9am should go straight down the Oxford Road and not divert through the village.</p> <p>2) There is a huge lay-by and car-park at Sturdy's Castle with a dedicated Right-turn Lane from the Oxford Road. This would make an excellent low-cost informal park and ride for all commuters from North and Mid-Oxfordshire.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Object</b>  DYLs Workhouse Lane – <b>Object</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>I am objecting because I do not want our votes in Adderbury to be diluted somehow. In any case speaking from experience I think that potholes are a much more serious issue.</p>
(o29) Local resident, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I'm a resident of 6 Croft Lane. Our house doesn't have a drive or garage. We have 2 little babies and we are already struggling to find parking spaces for our cars and our nanny's. With 2 hour bays on High street we will not have any place to park. I propose to make the lane adjacent to high street Residents Permit Holders only</p>

	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No objections</p>
(o30) Local resident, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>There is absolutely no point in introducing these restrictions as it will completely inconvenience the residents, their visitors, carers and local businesses. Noone will "police or enforce" it.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not a resident</p>
(o31) As a business, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b></p>

	<p>30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I have been running my hairdressing business from Croft lane, Adderbury for 37 years. My concerns are as follows:</p> <ol style="list-style-type: none"> <li>1. I employ 8 members of staff. There is no provision for my staff who may have to park further away possibly outside someones residence which could lead to resentment and possible confrontation.</li> <li>2. Some of our services take longer than two hours, if my customers feel they cant park legally i will lose them.</li> <li>3. Restricting parking to try to control people car sharing will only lead to them parking in other areas of the village meaning even less parking for residents and my customers.</li> <li>4. unless there is a permanent warden to police these proposals they will not work.</li> <li>5. If any of these proposals are adopted it will seriously impact my business. Which could lead to the closure of the company.</li> </ol> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>no comment . not applicable to me</p>
(o32) Local resident, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>This is a village we do not need any further urbanisation. It is regretted that there are so many cars parking in the village but sadly that is a sign of the times.It is likely that people from outside Adderbury park in order to catch the Oxford bus. It is also likely that most households have two cars and no parking facility at their homes. We do not need yellow lines or parking meters .</p>

	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't live in Bloxham.</p>
(o33) Local resident, (Adderbury, Green Farm)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Partially support</b></p> <p>I can see The Green from my house in Green Farm. There is not a problem with excess vehicles parking here. On the south side there are seldom more than 2 or 3 cars at any one time, no inconvenience to anyone, especially the three houses adjacent which all have ample off road parking of their own.</p> <p>The Green is a visual attraction in Adderbury. To put yellow and white lines around it would spoil the visual impact and no doubt generate a plethora of signs and supporting posts. Totally unnecessary. If some restriction is required why not put planters or large stones on the edge of the green with a small notice of required. If the County Council has enough money to waste on projects like this then why not spend it on repairing the multitude of potholes which afflict our area.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Do not live in Bloxham, seldom park there. Why on earth combine Adderbury and Bloxham in the same survey. Totally inappropriate.</p>

(o34) Local resident, (Adderbury, Green Farm)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>Half hour parking outside of the shop will prevent people using the very popular ladies hairdresser situated above the shop. Ladies require more than thirty minutes with their hairdresser!!  Very few people park on The Green to onwards travel to Oxford. I know because from my house I can see those who park and also the bus stop. There are seldom more than a couple of people boarding the bus. Someone is inventing reasons to put forward this totally un-necessary proposal. Oxon CC is always telling us how short of money they are, don't waste what you do have on schemes like this which most residents do not support.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Adderbury and Bloxham are completely separate, why put them in the same Consultation. Neither village has much interest in the parking problems of the other!</p>
(o35) Local resident, (Adderbury, Griffin close)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b></p>

	<p>DYLs Lake Walk/The Green – <b>Object</b></p> <p>People who live and use the village need parking. Double yellows will ruin the welcoming village feel. How many cars are parked before 6 from people who live in the village. Cars will end up parking else where.. I full review need carrying out and questions asked to all people who park and use the area.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Na</p>
(o36) Local resident, (Adderbury, Griffin Close)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Partially support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>If the problem in alAddervury is access to parking for residents, how is a 2h parking limit which will also apply to residents going to solve the problem, when the people who caused the problem are only doing it 8-6 to get to and from work.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>NA</p>

<p>(o37) Local resident, (Adderbury, Henge Close)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>I am not sure that people park in Adderbury to travel to Oxford. Most of the time there is some place to park near the shop, cafe or pub so I don't think the restrictions are necessary. People shouldn't really park in areas that cause danger or obstructions but it can be difficult for the bus to pass through the village so it would make sense to put double yellow lines on corners and blind spots - including the corner further west along the High Street.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I am not a resident of Bloxham so do not feel that it would be appropriate to respond.</p>
<p>(o38) Local resident, (Adderbury, High St)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Partially support</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>It's hard to agree with most of this as there was no comment given as to what are the problems you're trying to solve and then how you think this will solve them.  Whatever they are - are you just likely to be pushing the problem somewhere else?</p>

	<p>Further - I find it hard to believe that this, whatever is done, will be enforced. (And again this aspect wasn't commented on)</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not a resident of this area - no knowledge of proposals</p>
(o39) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>we can't see any real issue presently. Restrictions would cause the cars to park elsewhere in the village. Strongly object to the road-signs/markings etc. in conservation area.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>N/A</p>
(o40) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b></p>



	<p>Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I submit that the County Council proposal for these parking restrictions is extremely unhelpful to those who live in and those who visit Adderbury, unnecessary and potentially an ongoing great waste of money.  The OCC proposals are in three sections</p> <p>1. Two-hour restricted permitted parking bay on the south side of The Green  Most properties in the centre of the village and especially those on High Street do not have access to off-street parking, however two of the few exceptions are Rawlins House and South House (particularly well provided) the properties fronting onto this area.  It is my understanding that many of those who currently park here come from other villages than Adderbury and are doing so to park for the day to catch a bus to Oxford after 9am without paying for parking or the premium of the bus fare before 9am.  Making the 20 or so parking places here 2hr only six days a week 8.00 am to 6.00 pm will force those who would normally park here to find parking at the heart of the village (see 2 below) where those who live and provide commercial services are in the most difficult place for such in Adderbury.</p> <p>2. The majority of those who use the shop need parking for 5 or so minutes. The pressure placed on this sort of parking by 1 above would probably be disastrous for users of the shop, hairdresser and The Bell too. As would the effect on those making deliveries to the shop (especially the staff), the hairdresser and The Bell.</p> <p>3. No Waiting at Any Time' (double yellow lines) parking restriction to be located on High Street (Croft Lane junction) and The Green (south).  Why single out the road junctions named? Where and when such illegal parking takes place in the centre of the village, it occurs far more often at the junctions of Parson Street and Chapel Lane with High Street, at least equally dangerously.</p> <p>The Highway Code 250 make provision for allowed on street parking in accordance with listed restriction which include parking "at least 10 metres (32 feet) away from any junction." The painting of double yellow lines (inappropriate in the centre of the village) is unnecessary.  I am not aware of any "policing" of this rule in the centre of Adderbury at any time (we have lived close to the road, with a view of the highway, for more than 27 years) so what is the point of this proposal?</p>
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	<p>The letter refers to “High Street and Lake Walk” but the drawing does not cover Lake Walk</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Don't live in Bloxham</p>
(o41) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>As residents who live in the middle of the High Street, we are directly impacted by these changes, as we rely on on-street parking for our two cars. We have lived here for nine years and are active members of the community. While there is space for two cars outside our house, it is often occupied, meaning we are frequently forced to park near the Green where you propose restrictions. The proposed 2-hour parking limit with a 1-hour no-return policy would make this unworkable for us, as we would have no viable alternative once the time limit expires. For this reason, we cannot support the current proposal.</p> <p>Moreover, we are concerned that the restrictions could exacerbate parking issues for High Street residents. Visitors may avoid the restricted areas and instead park outside our house, where no restrictions apply. This is already a challenge, especially with an Airbnb property next door that has space for one car but can have four vehicles parked. Your proposal may unintentionally make it even harder for us to park in our own village.</p> <p>Have you considered implementing a residents' parking scheme? A system that allows exemptions for High Street residents while maintaining time limits for visitors could be a more balanced solution. Extending this approach around</p>

	<p>the Green and further along the High Street could ensure that residents like us have priority access while still addressing the overall parking issue.</p> <p>Additionally, a significant factor affecting parking availability is that residents from Chapel Lane and other parts of Adderbury often leave their cars on the High Street, limiting our ability to park near our home. A residents' permit system could help manage this, allowing High Street residents to park without restrictions outside their property while maintaining time-limited spaces for non-residents.</p> <p>We appreciate your efforts to improve traffic and parking in Adderbury, as we recognise issues with congestion, speeding, and accessibility. While we support the 20mph limit, we have noticed a lack of enforcement. Could you confirm how the proposed parking restrictions will be monitored and enforced to ensure their effectiveness? We are dedicated members of the community, we edit the village magazine and organise key events such as the annual village garden party and our church's Christmas Tree Festival. However, losing the ability to park near our home would be a significant factor in any decision to leave. We would much prefer to stay and continue contributing to the community, but the outcome of these proposals could be a deciding factor.</p> <p>We appreciate your time and consideration and look forward to your response. We would be happy to discuss any aspect of our response with you further if that would be helpful.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No a Bloxham resident</p>
(o42) Local resident, (Adderbury, High street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p>

	<p>We have lived on the high street for 20 years and have watched people coming and going in peace. There is no need for enforced restrictions, making the village look urban and punishing the very residents they are supposed to protect. Many residents are retired, have young families, work from home or simply do not work 9-5 so would like to park near their homes whenever they like.</p> <p><u>Bloxham:</u></p> <p>DYs Courtington Lane – <b>No opinion/objection</b>  DYs Workhouse Lane – <b>No opinion/objection</b>  SYs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Do not know Bloxham well enough to comment.</p>
(o43) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYs High Street – <b>Object</b>  DYs Lake Walk/The Green – <b>Object</b></p> <p>The 20 mph is a necessary change. This is absurd. I would have to park 300m away from my house which would clog the back lanes. Ridiculous!</p> <p><u>Bloxham:</u></p> <p>DYs Courtington Lane – <b>Object</b>  DYs Workhouse Lane – <b>Object</b>  SYs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>This is so stupid</p>

<p>(o44) Local resident, (Adderbury, High Street)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I am an Adderbury resident having lived in the village 54 years. For the past three years have lived in cottage on the High Street. I have no off street parking and park opposite my cottage on the High Street or in the lay-by near The Mount. I hope I can continue to do so for an unrestricted time. I know it sounds selfish but being elderly feel need to be in this instance.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Do not live in Bloxham so have no opinion</p>
<p>(o45) Local resident, (Adderbury, High Street)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Partially support</b></p> <p>To restrict parking to two hours in Lake Walk and the High Street makes no sense at all. This means that people using the hairdresser and the coffee shop, and the staff for both those places, and the staff at the care home, all assets of the village, will have to park further down the High Road. I live at The Wicketts where there is parking space which just about provides enough parking for us who live nearby, but not if Lake Walk is restricted to 2hours. Those people</p>

	<p>will just move further into the village As for restricting parking outside the shop, what will Deepa do ? She provides a marvellous service for the village and often has heavy goods to deliver to her shop throughout the day. Who on earth has thought up this mad scheme ? It looks like a scheme which will waste time and money and give someone in the relevant department a nice easy project to make themselves look busy. A much more useful project would be to look at the almost total disregard for the 20 mph restriction through the village and prosecute the great majority who ignore it.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>N/A</p>
(o46) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>As resident who has lived in a terraced cottage on the High Street, near the Bell Inn and Adderbury Stores for over 32 years I am totally against the proposed parking restrictions in our village. Though there are inevitably more cars than when we first moved here, parking outside our house or a few minutes' walk away has rarely been a problem. The introduction of 2 hour permitted parking limits as indicated on the plan would be detrimental for residents and their visitors who would be forced to keep moving their cars. The 30 minute parking bay outside our well used village shop would make life impossible for Deepa, our shopkeeper, who travels daily from Northampton with a car laden with produce for her well-stocked shop, which she unloads outside the shop. The restrictions would also affect the staff and visitors to the Bell Inn and the Coach and Horses, likewise the two village hairdressing businesses, A Step Ahead (above Adderbury Stores) and Squires Hairdressers near the Green. Where would their staff park for the day, not to mention their clients? Some hair treatments last a lot longer than 2 hours! From an aesthetic of view too I object to</p>

	<p>the creeping urbanisation of our villages – do we really want to see yellow lines and parking bays in a conservation area? Has thought been given as to who would 'police' these proposed restrictions?</p> <p>The plans, in my view, would increase parking problems for our village residents and visitors, rather than easing them and I sincerely hope that these proposals are rejected.</p> <p>PS I take it that by Lake Walk - the survey means the area by the Green. Lake Walk is opposite the Village Institute!, leading to Adderbury House.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Unable to comment as I am not a resident of Bloxham.</p>
(o47) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Having lived in the High Street for over 30 years, parking has not been a problem. With the proposed enforcement of 2 hour and 30 minute parking bays - this will force residents to park in other non restricted areas along the High Street and elsewhere in the village creating less parking possibilities all round. I also think it would have a very negative effect on The Bell Public House, and The Adderbury Stores, and The Hairdressers Shop. Finally, painted parking areas and double white lines point to creeping urbanisation of a Village conservation area. A phrase comes to mind "if it ain't broke, don't fix it!". As marked above I completely object to the proposals.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b></p>

	<p>SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I am an Adderbury resident.</p>
(o48) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Partially support</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>'Two-hour permitted parking bay, to be located on High Street (near Squires) and The Green (south)  I object to this because I understand that people park there all day and get the bus or a car share into Oxford or Banbury which in my mind is a good sustainable travel choice. If the all-day free spaces are withdrawn parking will be pushed further into the heart of the village creating even more difficulty for those living, working or visiting an already very full parking area. Pedestrians crossing the High Street where the parking is congested is already quite hazardous despite the 20mph zone.  '30-minute permitted parking bay, Monday to Saturday 8.00 am to 6.00 pm, No return within one-hour,' to be located on High Street by the shop  I support this proposal because two or three spaces there would ease access to the shop, post office, library and vets&gt;. This measure would enhance passing trade and thereby increase the economic viability the shop, post office etc.. As a village we are always very concerned we will lose these facilities.  'No Waiting at Any Time' (double yellow lines) parking restriction to be located on High Street (Croft Lane junction) and The Green (south)  Double yellow lines is wholly unnecessary in these areas and will increase road sign clutter in a beautiful part of the village. I do not understand why these areas have been specifically selected for double yellow lines when the two areas where parking impedes safety of pedestrians and traffic are:</p> <ul style="list-style-type: none"> <li>• the junction of the High Street with the A4260, parking immediately and near to the 'Give Way' point on the A4260 creates dangerous and challenging sight lines for those approaching the main road.</li> <li>• and as the High Street narrows to become Water Lane. The area is regularly blocked by inconsiderate parking impeding the bus which is forced to stop until the car is moved. Once last year I witnessed the Oxford bound bus reverse and turn around to get to the A4260 because this area was impassable.</li> </ul>



	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I have no opinion</p>
(o49) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>I support limited double yellow lines on corners for obvious safety reasons.  I very strongly OBJECT to the limited time parking proposals in Adderbury, as they will make parking much MORE difficult for locals and deter customers from several local businesses. Currently I use the proposed area round the Green and on the High Street when the spaces outside my High Street cottage are filled. If it was 2 hours max there, then this would be impossible and moreover it would be more likely that other cars would choose to park outside my cottage when we go out for all or part of the day. These proposed restrictions absolutely must not happen. Whoever came up with the proposals has no understanding of how well the current parking works and how damaging their proposals would be if enacted. It would also be a waste of money.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I live in Adderbury so have no opinion about Bloxham.</p>

(o50) As a business, (Adderbury, High street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>E Objection to proposal-</p> <p>We are the only convenience store in Adderbury and many of the elderly residents rely on the stores for provisions. It goes without saying that margins are tight and there is no doubt that the proposals will threaten the business for the following reasons:</p> <ol style="list-style-type: none"> <li>1. We often operate with one person in the shop and if the 30 minute rule was to come into force it would necessitate closing the store every half hour, finding another parking place before walking back and opening up again. As stated some residents are quite infirm, to expect them to wait outside, particularly in the cold and wet would be highly detrimental to both them and our business.</li> <li>2. This necessity to shut on a regular basis during the day has other consequences - people working in the village come and need immediate service as they can't be away from their work for long so will seek provisions elsewhere if they find the shop closed</li> <li>3. The entrance to the shop is shared with the local hairdresser, Step Ahead, and the problem mentioned above will be compounded - how do their customers get in when we're shut.</li> <li>4. We have customers from outlying villages particularly Milton who come to do their weekly shop in the store and, with heavy bags, need to park in the High Street. For them to have to wait and then carry their shopping further will be problematic to say the least. They will have to go to the local supermarkets and driving there is not what some want to do.</li> <li>5. The current arrangement works well so we're not sure why the change is necessary.</li> </ol> <p>There are other reasons but we are very clear that the proposal would damage our business and the relationship with our customers and therefore we object to the proposal in the strongest terms.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p>
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	I don't know about there
(o51) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>We object to 2 hour parking restrictions on the Green and High Street because people seeking longer term parking eg staff and customers of the hairdressers, are likely to move further down the High Street which will cause problems for residents who need road side parking. We object to half hour parking on the High Street by the Adderbury Stores because this will restrict parking for residents in particular and staff and customers of the hairdressers and shop. It could lead to parking on both sides of the High Street and problems for buses and delivery drivers.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>n/a</p>
(o52) Local resident, (Adderbury, horn hill road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p>

	<p>I support the proposed parking measures. I believe they will help manage congestion and improve access for residents and visitors. However, I do have some concerns.</p> <p>One key issue is ensuring that residents who rely on parking near their homes are not unfairly impacted. Will there be provisions in place, such as permits or exemptions, to accommodate them? Additionally, I am curious about how enforcement will be handled, particularly in rural areas where oversight may be less frequent.</p> <p>Another concern is the potential displacement of parking issues to other areas of the village. Has there been consideration of how these restrictions might push vehicles into surrounding streets, potentially creating new congestion or accessibility challenges?</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>n/a</p>
(o53) Local resident, (Adderbury, Kemps Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Totally agree with restrictions on The High Street due to the narrow road by shop but there really is no need for restrictions on Lake Walk as there is no issue. This is a wider road and parking for The Institute and for those visiting other areas of the village without parking further down the High Street.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p>

	<p>Not aware of any issues in that area. The main problem through Bloxham is those parking on the main road outside the shop (and not using allocated parking) and causes traffic build up during peak times. As a regular taking a child to Warriner it can take 20 minutes to get past the shop due to inconsiderate parking</p>
(o54) Local resident, (Adderbury, Lake Walk)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Partially support</b></p> <p>The proposal will not help residents to ensure of a parking space and people visiting or working in businesses would have to park elsewhere in the village causing further disruption to resident parking and also inconvenience to them. There is a need to stop commercial vehicles and horse boxes parking in residential areas taking up parking. The new restrictions would have a detrimental effect on one off occasions like use of the Institute and any church service, weddings or funerals.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Do not live in Bloxham</p>
(o55) Local resident, (Adderbury, Lake Walk)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b></p>

	<p>DYLs Lake Walk/The Green – <b>Object</b></p> <p>I have no objection to the proposed yellows lines at the junctions of Croft Lane and Chapel Lane but would also like to see them by Green Farm when turning left onto the main road. I do strongly object to the restrictions by the village green which you are calling Lake Walk This is certainly not Lake Walk as I live there. The parking at the Green causes no problem at the moment and all that will happen is they will cross over the main road and park in Lake Walk causing problems at that junction onto the main road and into Lake House care Home.</p> <p>It is a busy area with family's walking to the Lakes, a new hazard ! The restrictions and parking bays in the High street will have a huge impact on the businesses for customers and staff. When there is a funeral or wedding at the Church there will be no parking as people will have parked there to miss your parking restrictions in the high Street .All that your proposals will do is to move the parking to other areas of the village causing even more problems.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Don't live in Bloxham</p>
(o56) Local resident, (Adderbury, Lake Walk)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>We live in Rawlins House on the affected part of Lake Walk. If you restrict parking on the north side of Lake Walk then shouldn't you have yellow lines on the south side of Lake Walk otherwise people will simply park on the south side of</p>

	<p>Lake Walk, not in the parking bays on the north side of the road. Alternatively, could we have double yellow lines on the portion of the south side of Lake Walk with a dropped kerb that is access to our driveway and garage?</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't live in Bloxham. I have no view</p>
(o57) Local resident, (Adderbury, Lake Walk)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Sadly the reference to Lake Walk is incorrect- I believe you mean The Green so the survey must be redesigned. Some restriction along the green is required -say up to 4 hours as walking and other groups do use the village. However, I do feel there should be double yellow lines on the north at the entrance to Lake Walk from the Oxford road- this could be used by commuters instead of the Green area if that is restricted - and any parking along there means that exiting cars are not visible to those entering so very dangerous.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I am not a resident of Bloxham and feel inappropriate to comment</p>

<p>(o58) Local resident, (Adderbury, Lambourne Way)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>No parking restrictions required - unnecessary use of council funds.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No opinion</p>
<p>(o59) Local resident, (Adderbury, )</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Partially support</b>  30-minute parking High Street – <b>Partially support</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Partially support</b></p> <p>Current parking causes perpetual issues in getting around/through the village. My concern is where all the vehicles that currently park in the affected areas would go. No sense in moving a problem.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b></p>



	<p>SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>N/A</p>
(o60) Local resident, (Adderbury, Manor Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Partially support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Partially support</b></p> <p>Would struggle to support local business and have hair cut at the hairdressers as often my appointment goes over two hours.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not live in Bloxham so have no views on this</p>
(o61) Local resident, (Adderbury, Meadow View)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Partially support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p>

	<p>I live on Meadow View. There are times of the year (in particular snow and frost) when we can't get up the hill and need to park on the High Street. A two hour parking limit would prevent this. I understand and support the 30 min parking by the shop and double yellow lines in dangerous locations.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't have an opinion about Bloxham</p>
(o62) Local resident, (Adderbury, Meadow View)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I live off Chapel Lane which comes off the High Street, if the weather is bad I am required to leave my car on the High Street by the green. If I didn't leave my car there, I wouldn't be able to get to work at the hospital in poor weather conditions.</p> <p>On rare occasions, this is also where I suggest visitors park which on some days is empty. Would local residents be given permits that would exempt cars from these restrictions?</p> <p>I object to lake walk also, as if the restrictions were implemented there but not on the high street, cars that have been parking on lake walk will now utilise the high street.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p>

	I only wanted to comment on the restrictions proposed for adderbury
(o63) Local resident, (Adderbury, Meadow View)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Partially support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Proposed parking restrictions on High Street and Lake Walk won't address most important issue, which is parking between Coach and Horses and junction of Oxford Rd, on Green Farm side. Vehicles have to pull out to overtake, blocking access for vehicles turning into village from Oxford Road with increased accident risk. There should be double yellow lines here.</p> <p>Parking restrictions on Lake Walk (southside of the Green) don't cause major obstructions. Parking will be displaced to other unrestricted spaces on the High Street and side roads, as will the parking bays near Crofts Lane. The latter will result in more parking towards the Chapel Lane junction, which often has cars parked across it. Double yellow there would help.</p> <p>The parking bays outside the village shop would give space for deliveries which often block access to Parsons Street on the opposite side, but staff at the shop tell me 30 minutes is not always enough time to complete deliveries.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No knowledge of parking issues in Bloxham</p>

<p>(o64) Local resident, (Adderbury, Meadow View)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Partially support</b>  30-minute parking High Street – <b>Partially support</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Partially support</b></p> <p>As a resident of Meadow View, we have limited in street parking and my wife, who has mobility issues and struggles now to walk along the poorly maintained footpath/road from home into the village, uses our only available on street parking space. I park my car, which I use mainly for getting to and from work, on the High Street near the junction with Chapel Lane. With the proposed parking restrictions in place. Those from outside the village who park here for the day are likely to find other places within the village, making parking for residents, like myself, even harder. Off street parking for commuters, Park and Ride, would go a long way to solving the problem for many villages along the commuter corridor to Banbury!</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Partially support</b>  DYLs Workhouse Lane – <b>Partially support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Partially support</b></p> <p>As above.</p>
<p>(o65) Local resident, (Adderbury, Norris Close)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p>

	<p>Parking around the village is already limited, by implementing parking restrictions in these areas, it will cause more disruption with people parking their cars elsewhere - most likely in smaller streets making it harder and more DANGEROUS for villagers to go in and out of their homes. The Institute on Lake Walk holds many events, where people need parking for a longer period of time - restricting this will only cause more problems with cars instead parking in residential areas. The suggested restricted parking areas are often used for people to visit the village pubs, The Institute, hairdressers and coffee shop, this is not in support of the village and could deter people away if they are aware of the limited time they have to park their car in that space. I am in support of the double yellow lines which makes driving around these areas safer, allowing for clearer visibility. However, the restricted parking would be a mistake.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>n/a</p>
(o66) Local resident, (Adderbury, Oxford Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>2 hour parking restriction by the green renders this area unusable by locals like myself who use this area to park as my home has limited parking. Introduction of a permit scheme for parking would be preferable or limit the restrictions to weekdays only. Who is going to "police" the 2 hour restriction? Traffic wardens will be expensive additional cost. I live on Oxford Road, walking distance to the green and have limited vehicular space at my property - this on road parking is essential and a time limit would mean the village no longer serves me.</p> <p><u>Bloxham:</u></p>

	<p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not know Bloxham well enough</p>
(o67) Local resident, (Adderbury, Oxford Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I am a new local resident that lives in Conway Cottage just up from the High Street, having moved in October. My house does not have a driveway or any provision parking as it fronts onto the Oxford Road. Thus, I park a short walk from my house to the High Street, where I park my car on a daily basis, usually for the whole day or best part of a day at a time. Considering Adderbury is a small village, most of the parking you see is already residents and so further restrictions, which probably won't be monitored anyway, is a potential waste of time and money and unnecessary. I require the available parking there is without restrictions and any changes to this will affect my partner and I negatively.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I live in Adderbury and have no objections to Bloxham as it does not affect me.</p>
(o68) Local resident, (Adderbury, Oxford Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b></p>

	<p>Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>There is no reason to have restricted parking bays in the village.  Although it is stated that this will help parking for residents, the restricted parking bays will do the exact opposite and reduce parking areas for the village residents.  A lot of the houses in the village do not have dedicated or private parking, therefore these areas (particularly around the green) are used by residents and their visitors for parking.  I don't believe people are using Adderbury to park in and travel to work elsewhere as the village is not well connected with public transport. It is likely that people working in the pubs, shop and cafe travel in to Adderbury and park in the village, but I don't see that as an issue as these are amenities that benefit the village which need to have people working in them.  The yellow lines are a positive additional on the corners for road safety.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not a resident of Bloxham so please refer to comments on Adderbury parking</p>
(o69) Local resident, (Adderbury, Oxford Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I do not see the rationale for this proposal as parking is not an issue on these roads. This is a village, not a town and the character of the place will be lessened by adding double yellow lines. The village is not used as a commuter</p>

	<p>parking zone so these proposals are unnecessary. The letter issued lacks detail of the data and analysis driving this proposal so the reasoning to come to this conclusion lacks transparency and justification. This would be both an unnecessary use of funds and damage the aesthetics of a very picturesque part of Oxfordshire.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not live in Bloxham so leave the residents there to state their views</p>
(o70) Local resident, (Adderbury, Oxford Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>As an executive summary, people park in these locations because they need to. The vehicles need to be put somewhere so where will they go. I think it is poor from the council that they think that this is a solution. Before imposing restrictions, which is essentially moving the problem elsewhere, they should look to provide an alternative in the first instance.</p> <p>I would like to address parking restrictions on Lake Walk. This is rarely busy with parked cars. Only when there is an event does this road get busy and not so much that there is nowhere to park. This is a 20 mph road and parking here does not pose a safety risk.</p> <p>The whole proposal of parking restrictions feels very suspicious and I suspect foul play and an abuse of power by members of the council. I believe this is causing a minor inconvenience for someone on the council or someone with close ties to the council and this is why restrictions are being proposed. This is NOT a legitimate or legal reason to impose restrictions.</p> <p><u>Bloxham:</u></p>



	<p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not live in Bloxham so don't have strong opinions on this but again the cars will park there because they need to not just to inconvenience the council.</p>
(o71) Local resident, (Adderbury, Oxford Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I live close to Lake Walk/the village green and although we have our own off-street parking, we do occasionally park at the area where a 2-hour parking limit is proposed, eg we have had periods of building work when we've had to move our car, or friends/family have visited and need to park (usually for more than 2 hours). We have almost always found a space to park by the Green at Lake Walk - it can be busy at school pick-up time, or perhaps if something is going on at the village Institute, but we have seen no obvious evidence of commuters taking all or most of the parking spaces. If a 2-hour limit is imposed, our experience elsewhere is that people wishing to park for longer simply drive on to the nearest space, which is probably outside someone's house or somewhere equally inconvenient. I don't believe the new proposal will free up parking spaces for residents, in fact quite the opposite!</p> <p>At present we often see walkers parking on Lake Walk, who are likely to be in and around the village for more than 2 hours, frequently also using the coffee shop or having lunch in a local pub. If this proposal goes ahead, they will either stop going to local businesses or will park further down in the village, so residents there will lose their usual access to parking near their houses.</p> <p>I walk the dog down Lake Walk most days so can see that sometimes there are parking spaces and sometimes not, but I do see people coming and going rather than the same cars parked there all day - perhaps some people do commute from the village, but I can't see that this causes a major parking issue. Any parking restrictions inevitably lead to congestion elsewhere. I know people in the village who need on-street parking and who generally don't have a problem with this either outside or near their houses. I think it's highly likely that they will suffer from the new parking proposals, with visitors/commuters wishing to park for longer than 2 hours using the unrestricted on-street parking</p>

	<p>instead. It would be ludicrous to have empty spaces in the restricted areas and congestion in unrestricted areas instead. A 2-hour limit on parking is clearly not at all helpful to residents needing on-street parking spaces.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No comment in relation to Bloxham</p>
(o72) Local resident, (Adderbury, Oxford Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I have been a resident of Adderbury for over 3 years and have never been aware of any parking problems in the village. I have almost always found a space to park by the Green at Lake Walk when necessary - sometimes it may be busy during school run times, or when something is going on at the village Institute, but we have seen no obvious evidence of commuters taking all or most of the parking spaces. In fact, today [Tuesday 25th Feb] at 10.30 am there were just 5 cars parked there. If a 2-hour limit is imposed, it means that people wishing to park for longer will simply drive on to the nearest de-restricted space, which is likely to be outside someone's house or somewhere equally inconvenient. I don't believe the new proposal will free up parking spaces for residents, in fact quite the opposite! At present we often see walkers parking on Lake Walk, who are likely to be in and around the village for more than 2 hours, frequently also using the coffee shop or having lunch in one of the local pubs. If this proposal goes ahead, they will either stop going to local businesses (coffee house, hairdresser or one of the pubs) or they will park further down the village, so residents there will lose their usual access to parking near their houses, thus worsening the present situation. Many of the houses in the village have no garage and consequently the residents park outside their houses. Once restricted and timed parking is imposed, those who normally park (for whatever reasons) in the proposed restricted areas will just park in non-restricted areas, probably outside residents' houses.</p>

	<p>I very strongly disagree with the outlined proposals as being totally unnecessary, retrograde and likely to cause problems within the village where none exist at the moment.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not applicable</p>
(o73) Local resident, (Adderbury, Oxford Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>As a village resident of Adderbury, I object to the 2 hour permitted parking on Lake Walk and High Street. This is because I consider it will not help ensure there is adequate parking for resident, it will do the opposite, instead making it more difficult for us.</p> <p>Many residents and village users rely on these locations to park. It is important to consider that there are a large number of old historic properties in and around the village which pre-date cars and modern roads, and therefore do not have private or off street parking because of the ad hoc nature of village growth through the centuries. The parking restrictions will therefore be very problematic for many villagers and owing to its rural location will make living here unsustainable for those people, which is unfair and will cause the village to go downhill. I strongly consider that in an attempt to stop people from elsewhere supposedly parking in the village and using it to catch public transport (which I suggest is far less frequent than is being made out) it will actually be villagers that are being penalised here, and to this I strongly object.</p> <p>The wording of the parking restriction is not very clear and is causing confusion during this consultation process. 'Two hour permitted parking bay' - this could mean 'parking is only allowed for two hours in these parking bays', it could also be understood to mean 'two hours unless you have a parking permit'. If the former, this is problematic as</p>

	<p>described above. If the latter, and resident parking permits are being proposed, that feels very over the top and draconian for a small rural village. Residents of a small village should not have to pay to park in their own village and as someone who walks around the village every day it is clear to me that current parking levels really do not justify this level of control or interference.</p> <p>However I do agree with the introduction of double yellow lines as this will stop people parking on corners and junctions in order to improve visibility and therefore safety. Anything more than this really is over the top and will negatively impact the village rather than helping it.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>See comments regarding Adderbury</p>
(o74) Local resident, (Adderbury, Parsons Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Two-hour parking on Lake Walk will inhibit events that happen in the village, such as the Day of Dance and activities within the institute. Cars are parked during the week, and the assumed use of the bus service to Banbury and Oxford is no great bother. Why are there no yellow lines on the other side of the green if yellow lines are to be used? I feel there is no need for any yellow lines in Adderbury</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p>

	I do not live in Bloxham
(o75) Local resident, (Adderbury, Parsons Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Very difficult to get on to High Street from Parsons Street. Vehicles often parked over entrance to Parsons Street.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>No access to property as parked over driveway.</p>
(o76) Local resident, (Adderbury, Parsons Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>To help Adderbury Stores customers and therefore the shop owners. Double yellow lines really shouldn't be necessary but drivers are not parking sensibly and therefore need to be told.</p> <p><u>Bloxham:</u></p>

	<p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not familiar with these areas</p>
(o77) Local resident, (Adderbury, Parsons street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>My reason for objecting to parking restrictions in high street adderbury is because some of us don't have any where to park as some people have lots of cars up parsons street no spaces on the street so we have to park where can near the shop or post box or church etc surely water lane should have more parking restrictions than high street as cars park up water lane it's hard for the bus to get through also I used park out side my else but because of neighbour saying I can't park there I had to move even though only there at night time and I am home before 6pm</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Don't leave in bloxham so cannot comment sorry</p>
(o78) Local resident, (Adderbury, Parsons Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b></p>

	<p>30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>As a resident of Adderbury who has no off street parking, it is often difficult to find somewhere to park without these unnecessary restrictions which will force residents to park in other parts of the village. The proposals for Lake Walk are particularly unnecessary as are the double yellow lines. Why are you encouraging people to drive to use facilities in the village in the knowledge they are more likely to find a parking space? Surely it is better to keep parking naturally restricted as it is and discourage unnecessary car journeys.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not live or work in Bloxham so I do not believe it appropriate to comment</p>
<p>(o79) Member of public,  (Adderbury, Parson's  Street)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I am a Disabled Parson's Street homeowner who does not currently live in the village. On my visits it has been a problem for years finding parking in the village. If you reduced it even more...what are people supposed to do..??  Dispose of their vehicles..??</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b></p>

	<p>SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I am only interested in what happens in Adderbury.</p>
(o80) Local resident, (Adderbury, Round Close Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Partially support</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Other than for improvements to health and safety from adding double yellow lines to corners of junctions, I fail to see what the proposed parking restrictions will achieve. Parking by the green has minimal impact on residents of Adderbury, and if restrictions are put in place it would be foolish to assume that anyone who does park there wouldn't just move to another spot in the village, causing greater impacts closer to houses who don't have off street parking. This feels like an expensive solution to a non-issue. I am positive that council/parish council money would be better spent on other things, rather than trying to solve a problem which really doesn't exist</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I have no experience of the parking issues in Bloxham so don't feel qualified to comment</p>
(o81) Local resident, (Adderbury, Round Close Road.)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Partially support</b></p>



DYLs High Street – **Partially support**  
 DYLs Lake Walk/The Green – **Partially support**

I object to the introduction of these parking restrictions. As someone who walks through the village daily and at varying times, have seen no problem with commuters and people leaving cars all day. (It is worth bearing in mind many people do work from home so some cars do seemingly stay put for longer these days) Also should we not be encouraging people to use the bus service into Oxford for the hospital or to free up the very limited parking in the city? Many homes through the high street and within in the village also rely on off street parking and I feel these parking zones would inhibit these residents and their family, friends, visitors.

I am also concerned by introducing restriction in one part of the village will push the so-called problem overstaying cars into other streets and roads, still on the bus route. I live on a road where very few residents have their own driveways. If you want to see bad parking pop down to Round Close Road on a busy football day.

Residents parking in the village tend to be respectful of their neighbours from what I can see and I actually see the parking along The Green as a great spot for cars to park, to use the shop, walk to the very busy school, visit the Lakes etc.

I partially support the space at the village shop so it continues to be used and thrive, but again the shop owners and staff at the hairdressers often park their themselves, as well as the many residents again along the route who have no choice but to park along there.

You tend to see the cars in their usual spots and again they can come and go quite freely in my view. There is also usually space to park along near the library and church which many people actually use to use the shop facilities. In terms of partially supporting the introduction of yellow lines I do feel this could improve safety for pedestrians and motorists. Only occasionally do selfish cars park on the bends of the suggested roads which can make crossing harder and also pulling out into oncoming traffic when driving. Again I generally see respectful parking and driving the majority of the time and feel a cost analysis should be considered as to who these markings really benefit, based on further research.

Bloxham:

DYLs Courtington Lane – **Object**  
 DYLs Workhouse Lane – **No opinion/objection**  
 SYLs (Mon-Sat, 8am-4pm) Courtington Lane – **Object**

I occasionally use Bloxham post office or the pharmacy and co-op.

Travelling from Adderbury I find the spaces outside the Co-op are full, busy etc and parking along the main high street causes traffic to tailback.

	Therefore I carry on and park briefly near the top of Courtington Lane to make sure I can park safely and with space and not traffic hurtling past and then walk round to the post office. I don't block driveways or park on junctions and am unsure where else I would try to park if I needed to? Everywhere is busy!
(o82) Local resident, (Adderbury, Sir Georges Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>If the objective is to improve road safety the greatest need is for parking restrictions on the High St between Green Farm and the A4260. Vehicles parking here including on the junction with the main road obscure the view if you are approaching the A4260 from the village.  As proposed the parking restrictions on Lake Walk will only result on cars parking on the other side of the road. I am told by a representative of the Parish Council that the concern is commuters parking on Lake Walk all day, although how this has been established i don't know. i  It makes no sense restricting parking on Lake Walk which as a wide road with essentially limited traffic in one direction is a safe place to park. It will simply drive parking to less suitable places such as the those parts of the High Street without restrictions.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No opinion - I am a resident of Adderbury</p>
(o83) Local resident, (Adderbury, Sir Georges Lane)	<u>Adderbury:</u>

	<p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>There should be double yellow lines on High St around the junction with A4260, rather than parking restrictions on Lake Walk, which unlike the east end of the High St a safe place to park</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No opinion</p>
(o84) Local resident, (Adderbury, Sir Georges Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>I fully support this initiative but am concerned that non visitors to the village (ie assumed to be commuters) may just park on the other side of LakeWalk/South side of the Green. In addition, there should be a similar parking restriction to the end of the High St as it joins the A4260, with total restriction close to the mouth of that junction. Would it not make sense to apply double yellow lines to the opposite sides of the road where these restrictions are to be introduced and, in order to minimise impact upon local residents who may need to use these parking bays, to allow a resident parking permit (free of charge on application)?</p> <p><u>Bloxham:</u></p>

	<p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not a resident</p>
(o85) Local resident, (Adderbury, Sir Georges Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>The comments made on Addeerbury.org are persuasive and valid which means we should not be placing restrictions. The answer is to find a piece of suitable land for more parking such as the Pump House Garage if and when this comes for sale.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't live in Bloxham so have no knowledge or opinion on the subject</p>
(o86) Local resident, (Adderbury, Sir Georges Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Partially support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p>

	<p>feel that 30 mins is not long enough for someone who may come to the village to visit the coffee shop and this should be extended to 1 hour</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>don't live in bloxham so would prefer not to comment</p>
(o87) Local resident, (Adderbury, St Mary's Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>The 2 hour restricted bays are simply unnecessary. In my experience parking isn't an issue at the green unless there's an event on at the Institute, and even then it is useful to contain the parking for Institute events to this area as it tends not to clog up the rest of the Village.</p> <p>The time limit restrictions down by the shop and on the High Street by Croft Lane also seem unnecessary. Many residents park there, as well as staff and customers of the hairdressers. It's just going to make the parking situation worse/more congested and move longer stay parking to adjacent areas.</p> <p>Ultimately I think it will be costly to put up signs and road markings for interventions which are going to be pointless as they'll just move cars to adjacent areas in the village and it won't be policed anyway.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p>

	N/A- commenting on Adderbury only
(o88) Local resident, (Adderbury, St Marys Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Partially support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Partially support</b></p> <p>It is not clear from the descriptions exactly where the double-yellow lines in the High Street and Lake Walk are proposed. I volunteer at the library and at the Lakes for sessions, many of which exceed 3-hours. If the double-yellow lines are only as described in the plan showing The Green (Consultation Plan - Adderbury Parking Restrictions) then I support them.</p> <p>I feel that the parking bays should have a 4-hour limit since many activities in the Institute and based from The Green would be curtailed by a 2-hour limit. A 4-hour limit would have the desired effect of reducing commuter parking.</p> <p>I also object that the scheme only deals with commuter parking around Adderbury Green; this scheme will have the side-effect of "kicking the parking down the road", to West Adderbury and Deddington, and so this scheme should include consultation and recommendations to protect residents near all the bus-stops in Adderbury.</p> <p>Ideally free parking should be established outside the villages to allow commuter parking without impact on village residents.</p> <p>Might you introduce a bus-stop adjacent to the Deddington highways depot where a large lay-by already exists? This style of approach would be seen as positive in contrast to the somewhat negative approach currently proposed.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I probably would support these proposals had I better knowledge of the situation. I do not reside in Bloxham.</p>

<p>(o89) Local resident, (Adderbury, Tanners lane)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>too many cars through the village</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>not a resident, unaware of the impact of parking on Courtington lane but cannot believe a double yellow is not considered on the High Street outside the coop / pharmacy as it creates a bottleneck</p>
<p>(o90) Local resident, (Adderbury, Tanners Lane)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Double yellow lines for safety, particularly for pedestrians, those crossing with prams. Restrictions to ease congestion. I have seen many stand-offs with queues of vehicles having to reverse.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b></p>

	<p>DYs Workhouse Lane – <b>No opinion/objection</b>  SYs (Mon-Sat, 8am-4pm) Courington Lane – <b>No opinion/objection</b></p> <p>Not familiar with issues in bloxham</p>
(o91) Local resident, (Adderbury, Tanners Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYs High Street – <b>Object</b>  DYs Lake Walk/The Green – <b>Object</b></p> <p>1. I assume that all references to Lake Walk should read The Green?  2. your objectives are a) to improve road safety and b) ensure adequate parking for residents  a) with possible exception of the exit from Croft Lane, I don't believe that road safety is an issue - Adderbury has its own traffic control with parked cars preventing speeding through the village - take them away and it's a rat run!  b) residents with no garage have lived for years with the challenge of parking and manage perfectly well - even if they have to walk a few yards!  introduce parking restrictions will only add to their challenge  3. Proposed restrictions will place further pressures on our retailers - it takes more than 30 minutes to have your hair done or have a pint and a meal, and their staff need to park somewhere nearby. So a 30minute restriction doesn't work  4. A survey over the last 2 weeks shows parking on the Green to be inconsistent - sometimes 2 cars, others only a couple of spaces left. If these are people going off on the bus, then they will just find spots further down the High St - doesn't solve the problem  5. Please no double yellow lines - this is a conservation area! Perhaps white lines around the edge of the Croft Lane exit. The suggested lines around the Green (your 'Lake Walk') are unnecessary - good visibility exiting the Green west, and there's No Entry out of the Green east anyway!</p> <p><u>Bloxham:</u></p> <p>DYs Courington Lane – <b>No opinion/objection</b>  DYs Workhouse Lane – <b>No opinion/objection</b></p>



	<p>SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Adderbury</p>
(o92) Local resident, (Adderbury, Tanners Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I feel compelled to add my thoughts to the proposals of parking restrictions in Adderbury. Like most people I am very aware that parking in the village has increased enormously over the past few years but I rather think that this is a sign of the times. Many properties throughout the centre of the village are cottages with no off-street parking facilities, resulting in vehicles having to be parked on the road. There are vital village businesses ie pubs, hairdressers, cafe and our wonderful shop, who depend on customers and delivery vehicles being able to park in close proximity to their premises.</p> <p>I think that painting yellow lines in the village is completely unnecessary and inappropriate in a conservation village environment.</p> <p>With care it is not difficult exiting Croft Lane onto the High Street.</p> <p>Having kept an eye on parking by the Green in front of south House and Rawlins House, some days there are cars parked, some days none at all. If parking was banned on this piece of highway, people would only park further down in the village, thus causing even more of a problem.</p> <p>Something should be done to remove the horse box that seems to have taken up residence on the right hand side as one enters the village from the Oxford Road. No-one seems to know who it belongs to - it may even be someone outside the village - who knows? But it certainly blocks the sight line in both directions and is without doubt a hazard. I have always been of the view that cars parked through the village actually help to restrict the speed of traffic through the village. If there were no - or few - cars parked, speeding would almost certainly be a huge problem.</p> <p>I also think that any restrictions applied would be ignored by residents.</p> <p>I object to the proposals, seeing them as unnecessary and a complete waste of taxpayers money.</p> <p><u>Bloxham:</u></p>

	<p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No opinion</p>
(o93) Local resident, (Adderbury, The Crescent)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>No thought has been given to where local residents would park and to the detrimental impact this would have on local businesses . I drive back and forth through the village multiple times a day and never experienced any issues with parked cars.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I am not a resident of those villages</p>
(o94) Local resident, (Adderbury, The Green)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p>

	<p>As there is no public off-street parking in Adderbury, restricting parking only in these areas will simply move the offending vehicles further along the High Street and into other local residential areas which already suffer from lack of on-street parking and non-residents blocking access to driveways and permitted parking areas. This will only work if the remainder of the High Street (From the Oxford Road to Church Lane) is made a residents only parking zone, with the exception of the 30 minute limit area in front of the Village Store.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not a resident</p>
(o95) Local resident, (Adderbury, The Green)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>The drawings sent out relate to the Green and not Lake Walk so I am responding based on the drawings sent. We support the restrictions on the High Street but see no reason why there should be any restrictions on the Green. If you put restrictions on the Green (outside Rawlins House) then people will just park in other areas such as the slip road outside the Red Lion (which is also used by residents &amp; parents for the school) and on Lake Walk &amp; perhaps on other parts of the High Street. The slip road is already very well used so this additional pressure would make it impossible to park on. Also Lake Walk is used when there are events in the village and when it causes difficulty for residents because people park too close to the turn off the main road. This would make it difficult for local residents. The restrictions on the Green would affect many walkers to the surrounding area who park there and then walk in the area. We would prefer to see a one way system on the road indicated on the Green (outside Rawlins House) as many people despite the sign come out onto the main road via this and it is only a matter of time before there is a serious accident.</p>

	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Do not live in Bloxham so have no opinion on this</p>
(o96) Local resident, (Adderbury, The Green)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>As we live in an area with no proposed parking restrictions, it will move the parking problems elsewhere in the village.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>N/A</p>
(o97) Local resident, (Adderbury, The green)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p>

	<p>I feel that putting time limits on parking effects resident in the village as many terrace houses in the centre of village do not have parking and now these vehicles will have to move elsewhere where to park. There fore just shifting the parking else where in the village. It just pushes the issue to other parts of village. Those using local amenities are only staying for short periods of time.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I am Adderbury based and don't want to speak about effects of Bloxham parking without fully minder standing their issues</p>
(o98) As a business, (Adderbury, The Green)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>We run The Coach and Horses in Adderbury and believe this will have a negative impact not only on our business but other businesses and community functions in the surrounding areas.  Our car park is public and is already heavily used by public, school pick ups and for other business and neighbours due to lack of parking.  We believe this not will only affect the parking for our customers and staff we also believe this will affect all other business in the village without allocated parking.  We also believe the majority of residents are opposed to the changes.  We continue to support our community however believe the demand for parking will affect our services therefore will contest these changes without a resolution rather than moving the issues onto other local residents and directly affecting ourselves.</p>

	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Na</p>
(o99) Local resident, (Adderbury, The Rise)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Pointless waste of money for signs and lines. Who is going to police 30 minutes and 2 hours? Who is even going to know if someone has been 4 hours in the 2 hour zone? Unless Adderbury has a dedicated traffic warden these lines and signs are useless. School parents routinely ignore the new double yellows in The Rise and the single yellow with sign prohibiting drop off/pick up. They don't care. The repeat offenders are 'getting away with it' by having the driver stay in the car and a 2nd adult taking the kids. An obstacle is still an obstacle! They also park in the bus stop on both sides of the Oxford Road. Despite many complaints it carries on daily. It's a waste of money to do more lines and signs which we know will also not be enforced</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I am a local resident who is constantly weaving around illegally parked cars in The Rise, braking for parents and little kids appearing in the middle of the road from behind thes illegally parked vehicles. Due to levels of abuse I was subjected to when politely pointing out their infringement I have given up reporting to the Council as nothing</p>

	<p>happened. You won't do anything to enforce a 30 minute or 2 hour parking limitation in Adderbury so save the money and give more economic migrants driving lessons!</p>
<p>(o100) Local resident, (Adderbury, The Robbens)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Partially support</b>  30-minute parking High Street – <b>Partially support</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Partially support</b></p> <p>I need to know how you came to the conclusion as to what problem you are solving before I could give you my full support: are you solving the correctly identified problem?  If you have decided that you wish to "punish" the drivers who park their cars in these areas then you should realise that you will also be driving loyal customers of local businesses and organisations away from the area. Furthermore, the policing and organisation of these efforts will be onerous and costly to the Council.  If on the other hand the real problem is the lack of car parking spaces, short term and long term for the users of these areas, then your solution should be radically different.  You already know (because Banbury town centre is rapidly dying, if not dead already) due to punitive, exorbitant and extortionate car parking charges) that charging for parking in town and village centres will effectively kill the town and villages - and the small businesses currently serving the residents and visitors will be forced to leave due to lack of footfall - resulting in a hollowed out town centres only worthy of low-value charity shops, tattoo parlours, betting shops and charity shops which do not attract a viable customer number or quality of customer for the town to thrive.  So why not do the opposite? Create more conveniently situated, free, and safe car / vehicle parking in the villages that drivers may use and attract more people to visit and use the facilities your villages offer - thereby increasing the business potential and allowing the towns and villages to thrive!  Yes, there are problems with cars parking everywhere in the villages blocking the roads and slowly suffocating the town centre. But these are symptoms of the real problem: there is no alternative parking for them to use.  I for one avoid these areas because of the traffic and parking problems - so you are already losing one customer who could be shopping and using the facilities the villages offer.  Please consider the argument that you may be solving the wrong problem and put your thinking caps back on to find a solution that keeps our towns and villages alive.</p> <p><u>Bloxham:</u></p>

	<p>DYLs Courtington Lane – <b>Partially support</b>  DYLs Workhouse Lane – <b>Partially support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Partially support</b></p> <p>See my previous response</p>
(o101) Local resident, (Adderbury, Twyford Rd)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I live in Twyford so slightly out of the village and hear that neither the residents not the businesses want them. I do not see a problem at the moment. Its a village whree things are relaxed - please dont spoil it for us</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I dont drive around there regularly so am not sure of any issues</p>
(o102) Local resident, (Adderbury, Twyford Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Partially support</b>  DYLs Lake Walk/The Green – <b>Partially support</b></p>



	<p>The permitted parking times slots are unnecessary. The majority of vehicles parking in these area are residents. Many properties have no or little off-road parking. In addition, visitors to local amenities and business use these areas to park along with people visiting residents. Puttins time restrictions in these area will significantly inconvenience residents and affect the potential revenue stream for local business because customers will not be able to park. I understand why there is a desire to pit double yellows in he stated positions. However, I rarely see ehicle parked in these locations. It is a waste of money. There would be better things to do with tax payers money to improve road safety. For instance,</p> <ol style="list-style-type: none"> <li>1. Improve road marking on the main roads in and out of the village.</li> <li>2. Repair potholes.</li> <li>3. Restrict parking at the end of The Rise near to the school. Many parents park here dangerously and illegally a school drop off and pick. He have been several near misses that I have heard of as a consequence of this dangerous parking by lasy parents at this location.</li> </ol> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I am not familiar enough with Bloxham parking issues, if there are any, to form an informed opinion.</p>
(o103) Local resident, (Adderbury, Wallin Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Partially support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I understand the need for 30-minute permitted parking at the shop on High Street. The 2-hour parking limit on High Street and Lake Walk will impact activities in Adderbury Institute, Adderbury Health Walks and Ramblers Walks. A 4-hour limit would be much better to restrict commuter parking without restricting local activities. I dislike the implementation of double yellow lines in the village.</p>

	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>N/A</p>
(o104) Local resident, (Adderbury, Water Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>All proposals will negatively impact local shop owners and residents, while doing nothing to mitigate traffic issues.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Unfamiliar with Bloxham.</p>
(o105) Local resident, (Adderbury, Water Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Partially support</b></p>

	<p>DYLs Lake Walk/The Green – <b>Partially support</b></p> <p>This will only make people park in front of residences, making the parking of locals even more difficult.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not a Bloxham resident</p>
(o106) Local resident, (Adderbury, Water Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I can only assume that the person responsible for these proposals has zero knowledge of Adderbury's conservation area, where very few houses have off-road parking.</p> <p>The proposals regarding parking restrictions around The Green will impact adversely on</p> <ul style="list-style-type: none"> <li>* local businesses including Squires, The Burrow and the Coach and Horses</li> <li>* users - mainly elderly women - of The Institute who attend day-time craft/community sessions</li> <li>* residents of The High Street and Water Lane, who will find it impossible to park near their houses, when cars displaced from The Green and The Lakes relocate. The S4 bus already regularly struggles to proceed along Water Lane because of incompetent parking by 'outsiders', who seem not to share residents' understanding of the necessity to place all four wheels within an inch of the pavement. We regularly find our evenings disrupted by the consequences of trying to locate interlopers who squat their vehicles on the white line outside 7 Water Lane, or otherwise obstruct the road.</li> </ul> <p>There is also an issue regarding enforcement of these proposals in their entirety. How is it proposed that the restrictions be monitored and enforced? The 20mph limit (which at least has some measure of support), is routinely flouted because there is perceived to be no effective sanction. This will only be amplified in respect of the present</p>

	<p>proposals. To those who say a deterrent is created, I would counter that unenforced regulations lead to cynicism and ultimately to non-compliance with regulations in general, and create contempt for the rule of law, which is undermining of society in general.</p> <p>If the County Council has money to spend on highway-related matters, it can channel it towards ensuring that roadside foliage is cut back so that the signs at all gateways to the village remain visible at the height of the growing season.</p> <p>In conclusions, these proposals involve throwing money at proposals that will not only not achieve their objective, but - by the law of unintended consequences - will exacerbate problems 250 yards away, where the traffic route through the village is at its narrowest point.</p> <p>Please reconsider.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I have no relevant knowledge regarding Bloxham.</p>
(o107) Local resident, (Adderbury, Adderbury court)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Unnecessary</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Object</b>  DYLs Workhouse Lane – <b>Object</b></p>

	<p>SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>Unnecessary</p>
<p>(o108) Local resident, (Adderbury, Chapel lane)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>NO</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Object</b>  DYLs Workhouse Lane – <b>Object</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>NO</p>
<p>(o109) Local resident, (Adderbury, Croft Lane)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>As a resident in the village I appreciate that due to the housing being mainly cottages, many homeowners have no option / facility to park apart from on the road.</p>

	<p>However parking has become problematic and dangerous due to the popularity of Adderbury- for example the tea shop next to Squires hairdressers in High Street. Many a time there has been a car thoughtlessly parked on the corner of Croft Lane and High Street which has led to me not having clear vision of the oncoming traffic! I have had a few near misses as I have pulled out onto High Street.</p> <p>One big concern of mine with the parking restrictions is that more cars will park up in Croft Lane ( as they do already) and they usually park up on the pavement which I believe is unlawful .There is a partially sighted resident who has to use the road because the path is blocked by parked cars.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I am not a resident in Bloxham.</p>
(o110) Local resident, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>The yellow line request is to improve road safety. The other proposals do support us villagers in our daily coming and going.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I live in Adderbury</p>

(o111) Local resident, (Adderbury, Croft Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>There is certainly much more pressure on parking space than there used to be, and some examples of parking obstructing Croft Lane, and it is worth trying these measures to see if this can be improved by restricting non resident parking to the time it would take to use local amenities. There seems to be some dispute as to whether the area off High Street by the cafe and its neighbour are owned as private property or are open to anyone for parking - quite assertive signs have been erected, claiming ownership. I am concerned that at the base of Croft Lane on High Street, the opposite side of the verges to the east and to the west of Croft Lane have been omitted from the plans and are not proposed to be restricted in some way to residents only. I am also concerned that parking on grass verges up Croft Lane, destroying the grass and creating unofficial drives, has not been looked at, as this is an area where cars do park and cause congestion. Note that Croft Lane itself is a single track lane approved by the farmer at Croft Lane for the droving of cattle, and also a road on which parents park short term (say 10 minutes) to walk their children to the primary school, so it is important that it be kept clear. The terraced houses mainly do not have off road parking, and the retention of some provision for them (residents' parking only) at the bottom of Croft Lane on the High Street is advisable. I do not have a strong view on parking on Lake Walk, but daytime events at The Institute sometimes require parking for non residents for longer than 2 hours. When Adderbury roads are closed for the Day of Dance, or fayres, and a field on Croft Lane is opened as a car park for visitors, the logical place for residents to move their cars to is Lake Walk, so restricting daytime parking there to 2 hours will cause a problem for which there is no solution in this plan. Having said this, all praise to you for recognising that there is a problem and for offering options. We have no views on proposals for parking in Bloxham.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b></p>

	<p>SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No comments on proposals for Bloxham</p>
(o112) Local resident, (Adderbury, Cross Hill Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>I support the parking proposals in Adderbury High st. and Lake Walk . My concern is that the parking problem, which is proposed ,will only push the parking problem further down the road in Adderbury to Water Lane, New Road and Cross Hill Road. Any parking at the moment in New Road causes problems when the Oxford to Banbury bus comes through Adderbury, it would prove chaotic if the parking is pushed to this (these) roads.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I live in Adderbury.</p>
(o113) Local resident, (Adderbury, Deene Close)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p>



	<p>This is not London city centre, what are people to do, get the bus in. The cars are there because houses were built. Double yellow lines are not in keeping with the village and will look ugly for a long time. Also, what about the people who use The Institute and local pubs etc. Please don't do this.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't live there</p>
(o114) Member of public, (Adderbury, Faulkner's close)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Stupid idea made by pensioners</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Object</b>  DYLs Workhouse Lane – <b>Object</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>Ridiculous idea!</p>
(o115) As a business, (Adderbury, Green)	<p><u>Adderbury:</u></p>

	<p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Waste of money again when there's bigger issues that need addressing 👍</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No interest</p>
(o116) Local resident, (Adderbury, Green Farm)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>What you describe as Lake Walk is actually The Green as marked on the map.  I am against the 2 hour parking restrictions because</p> <ul style="list-style-type: none"> <li>a) people will have to find other places to park so moving the problem elsewhere.</li> <li>b) How does restricting parking to 2 hours help the residents who have no off-street parking?</li> <li>c) How will this plan be policed?</li> </ul> <p>The restrictions on parking near junctions needs to include the junction of Green Farm with High Street and the junction of High Street and A4269 going towards Banbury.  Road safety would be improved by enforcing the 20 mph speed limit.</p>

	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not a resident in Bloxham</p>
(o117) Local resident, (Adderbury, Greenhill)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Not necessary alongside the green.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>None</p>
(o118) Local resident, (Adderbury, Griffin close)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p>

	<p>As a village resident who regularly uses the facilities in the village I am in favour of the double yellow lines to improve visibility and road safety. As well as the 30minute restrictions down by the shop, this will ease congestion in that area of the village, where there is currently a bit of a bottle neck and stop people parking in hazardous areas. I don't see any need for the 2hr restrictions further up the high street and in lake walk as there is rarely an issue with lack of space and poor parking around that area. In lake walk there is more often than not plenty of space. With the restrictions in place it would prevent local home owners in the vicinity from being able to park near their homes (parking is already limited) which will lead to more cars in more awkward places and on grass verges. The money could also be better spent elsewhere within the community such as on village playgrounds and improving road drainage.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not use that road in bloxham, it has no relevance to me.</p>
(o119) Local resident, (Adderbury, Griffin Close)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I feel that the local businesses still need the client accesses, so 2 hours would be reasonable I would say.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p>

	I live in Adderbury and do not really know Bloxham.
(o120) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Many of the houses on Adderbury High Street, like mine, do not have off road parking and are two-car households. There just isn't enough space for us all. Any additional restrictions will make it even harder to park near our own homes. Just look at the impact of the ongoing building work at the top of Water Lane. Their skip and builders have had a significant impact on the rest of us being able to park near our homes. The best time to get parking near the shop is during its opening hours - the difficulty is in the evening when it is shut. I do not think they are losing business due to lack of parking spaces.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>N/A</p>
(o121) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p>

	<p>Anyone that has lived in Adderbury knows this is completely unfeasible and ridiculous putting pressure on sidelines. An absolute disgrace.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Object</b>  DYLs Workhouse Lane – <b>Object</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>Horrendous</p>
(o122) Member of public, (Adderbury, High street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Outrageous idea means my disabled son won't be able to walk straight to his house. So disappointing this is being considered, if we can manage everyone else can.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Object</b>  DYLs Workhouse Lane – <b>Object</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>No</p>
(o123) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p>

	<p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I would suggest that there needs to be double yellows at the top of Cross Hill Road, partially down New Road and up Water Lane. This is because the parking gets particularly bad on days where there are local events/ children's football on the Lucy Plackett. It's hard to see round these corners when cars are parked all the way along, and often hard to find a space to pull in to let oncoming traffic through.</p> <p>My household and I oppose the permit parking along the high street etc as we believe this will make it unnecessarily expensive for residents &amp; visitors of residents who have 2+ cars with no parking at their house (the majority of houses along the high street). The restrictions could make it harder for people to park close to their homes. It's an inconvenience to household visitors, including carers and tradespeople. In addition to the permit costs for residents, the cost of implementation (painting double yellow lines, signage etc) requires funding that could be spent elsewhere such as addressing the flooding, funding a new football pavilion at the top of the village, or fixing the potholes throughout the village.</p> <p>I believe that implementing these restrictions won't reduce the amount of cars by a great amount as it will displace them further elsewhere in the village, potentially in unsafe areas such as edges of verges or pavements.</p> <p>Ultimately, I object to these restrictions because of the urbanisation of a rural setting which i feel will damage the character of Adderbury. Our village has a relaxed, community feel, and heavy parking restrictions will make it feel overly regulated.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>don't live in bloxham.</p>
(o124) Local resident, (Adderbury, High Street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b></p>

	<p>Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Two big reasons. It will completely ruin the look of the village, the beautiful village with old properties with big yellow lines outside. We also live on the high street so will spoil the look of our house and devalue as i wouldn't buy. There is also the problem of parking. We have no garage and rely on street parking, as do many residents . It will cause a big problem. We are really upset about this proposal.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Object</b>  DYLs Workhouse Lane – <b>Object</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>I live in Adderbury but I can imagine the residents of bloxham feel the same as we do here.</p>
(o125) Local resident, (Adderbury, High street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Lots of residents that live on the high street DO NOT have park at their residential dwellings therefore park Infront of the shop / down the high street.  I have lived in the village for almost 7 years I'm a very social person not one resident has complained about parking .. if these restrictions are imposed it will make it difficult for residents to park there cars causing nightmare parking in other areas . Waste of money</p> <p><u>Bloxham:</u></p>



	<p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>Parking in these areas is an issue and make dirivj through the village dangerous</p>
(o126) Local resident, (Adderbury, High street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Too many homes along the high street without driveway parking. Would only push vehicles to other locations in the village causing further disruption. I don't like all the vehicles but sadly there's no alternative. Spend money and time or more pressing matters. Speed enforcement / road safety. No stopping lines near to junction and lanes would help preventing residents being blocked in their own drive from pub and shop customers.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Unknown streetsbto me</p>
(o127) Local resident, (Adderbury, High street)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b></p>

	<p>DYLs Lake Walk/The Green – <b>Support</b></p> <p>Re</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No objection</p>
(o128) Local resident, (Adderbury, Horn hill rd)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>Congestion through village likely to grow otherwise</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not a resident of bloxham</p>
(o129) Local resident, (Adderbury, Lake Walk)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b></p>

	<p>Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>It's another ridiculous waste of money; as a priority, before wasting any more money Oxfordshire CC on these schemes, please just fix all the massive road potholes around this village and the pathway trip hazards before someone gets killed. Why do you wish to impact a thriving local economy, hairdressers, shops, and pubs? Indeed, they have enough to cope with the rate increases without removing their customers' parking options. Once again, a poorly researched proposal aimed at raising parking fines and destroying the local economy. Look at the mess in Oxford with the new park-and-ride scheme that no one can use. Where are all the Adderbury school parents going to park on drop-off? What about the three school bus picks up for parking for Warwick, Oxford and Sidford? What about parking for the institute that booked the centre for the day? The tennis club users can't even get down Chapel Lane with all the potholes. All OCC is going to do is simply going to move the cars onto other local roads, like Lake Walk, Chapel Lane, Croft Lane and Lambourne way.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I don't live in Bloxham. Hopefully, residents will have their say.</p>
(o130) Local resident, (Adderbury, Meadow View)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Parking restrictions for villages is totally ridiculous, we don't live in a town, there is ample parking available</p>

	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>N/A</p>
(o131) Local resident, (Adderbury, Norris close)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>No real problem and if you can't 'enforce' the 20mph limit (which I support) you won't have the resources to enforce this. Where will residents park?</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Don't know problems in road</p>
(o132) Local resident, (Adderbury, Oxford Road opposite the green with no parking, so need to park around the Green.)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b></p>

	<p>DYs Lake Walk/The Green – <b>Object</b></p> <p>Parking is already limited in the village for residents and associated visitors to residents. Constraining parking will just move the vehicles to other parts of the village that has limited parking already. I do not think that this will improve the parking situation but only make it worse. It might be worth considering if residents have parking permits in the restricted areas.</p> <p><u>Bloxham:</u></p> <p>DYs Courtington Lane – <b>No opinion/objection</b>  DYs Workhouse Lane – <b>No opinion/objection</b>  SYs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not live in Bloxham, so do not feel that I can answer.</p>
(o133) Local resident, (Adderbury, Sir George's lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYs High Street – <b>Object</b>  DYs Lake Walk/The Green – <b>Object</b></p> <p>Horrendous idea where would I park!</p> <p><u>Bloxham:</u></p> <p>DYs Courtington Lane – <b>Object</b>  DYs Workhouse Lane – <b>Object</b>  SYs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>Ridiculous idea proposed by 2 idiots</p>

<p>(o134) Local resident, (Adderbury, St Mary's Rd)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I feel this will hinder village community days and events at the church/day of dance and attendance to local pubs. The pubs hold events like bingo which usually takes more than two hours. If it is more of a guideline than enforcement, I will feel better about it but there's too much pressure and stress with parking in the towns and local cities. when it comes to visiting the village's community areas, this shouldn't be the case. Imagine supporting the pub bingo night and walking out to a yellow ticket on your car?!</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Partially support</b>  DYLs Workhouse Lane – <b>Partially support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Partially support</b></p> <p>N/A not a resident</p>
<p>(o135) Local resident, (adderbury, the green)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Hi there, we live on the Green in Adderbury - parking is already a real problem in the village and whilst I agree yellow lines on corner spots are a great idea for safety, the lack of parking that these restrictions will impose will create chaos and more safety issues in the village which is a concern when there are so many children being dropped etc for school</p>

	<p>and buses. There are two busy businesses (Squires and the cafe) which means a lot of traffic as it is. We often cannot park outside our own home when returning with children from school etc so these restrictions will be problematic.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>don't live in bloxham</p>
(o136) Local resident, (Adderbury, Wallin Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I LIVE IN THE COMMUNITY AND IF YOU RESTRICT PARKING PEOPLE WILL DISREGARD THE 20 SPPED LIMIT FURTHER. THE BUSSES ARE WORTS FOR SPEEDING AND MOST IN THE COMMUNITY PARK RESPECTFULLY IN THE VILLAGE. I ALSO WANT TO SAY BURRY HILL ROAD SHOULD BE A 20 SPEED LIMIT CHILDREN HAVE ALMOST BEEN KNOCKED DOWN BY SPEEDING MOTORISTS</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>THIS DOES NOT AFFECT MY DAILY COMMUTE</p>

<p>(o137) Member of public, (Banbury, Hightown leys)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>Is there any evidence of the road safety being compromised? Have there been any accidents or anyone injured due to a road traffic accident? Can the council provide any proof of road traffic accidents?</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Never visit the roads in question</p>
<p>(o138) Member of public, (Banbury, Lodge close)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>Where are people meant to park when as an example they go to a funeral &amp; then the wake. People who walk the lakes then go for a pub lunch. Customers having their hair done. This will greatly affect the village pubs , businesses, activities in the library. If restrictions are put on these mentioned road, the parking will just move to a different part of the village causing even bigger issues.</p>



	<p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Object</b>  DYLs Workhouse Lane – <b>Object</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>Why? What problems are cars causing at the moment? Again all that will happen is vehicle will park somewhere else.</p>
(o139) As part of a group/organisation, (Banbury, South Parade)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>As a member of the local Morris Dancing Sides these parking restrictions would have a detrimental effect on the Dancing events, and other events held in the village and Adderbury institute. These proposals also provide no indication of a parking alternative to suit aforementioned events, and will simply shift more traffic into other areas of the village.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No opinion.</p>
(o140) Member of public, (Bicester, Bucknell Road.)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b></p>

	<p>Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>No opinion</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>If you want to improve the traffic in Bloxham, double yellow lines outside the co-op would be great, even if it was only at rush hour both ends of the day.  The parking on the roads you highlight is minimal compared to the chaos parked cars outside the shops causes.</p>
(o141) Local resident, (Bloxham, Aldous Drive)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>It will make passing through the village safer, currently the parking on both sides of the high street poses a very dangerous hazard</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p>

	<p>This will make our primary school area safer, I also feel these restrictions should be moved into the Warriner school vicinity, currently parents block junctions and double park in this area, also the mobile speed camera on the bloxham end of the milton road, I have lived here 12 years and have never seen it the bloxham end of the road</p>
(o142) Local resident, (Bloxham, Banbury Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>Not a residence of Adderbury.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>There's a few issues with Courtington Lane and surrounding areas at school time; ie., the obvious one being traffic. However, it's of little consequence unless this stuff is enforced and, of course, management of attendance to and leaving school. So what's the alternative? They'll end up further down the down outside of these areas unless there's an alternative journey in. The nth degree to all this is surely just that the whole town, unless alternatives are sought and available, is double-yellowed / restricted.</p> <p>In principle, this stuff's fine; we need to think of the second-order consequences effects (the above isn't; it's an absurd end point but the point remains on what's the overall provision).</p> <p>There's a wider issue on Courtington Lane in that it's used as a cut through and the 20 mph limit also isn't adhered to at all, when walking my dogs and my baby down there. People park up (bin lorries included) and then people slam around at way more than the 20mph limit.</p>
(o143) Local resident, (Bloxham, Courtington)	<p><u>Adderbury:</u></p>

	<p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>Ffg</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>I live on Courtington lane and the parking is a real issue. I cannot get out of my drive some days</p>
(o144) Local resident, (Bloxham, Courtington Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>N/A</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>Although it would be a shame to have the eye sore of double yellow lines in a village setting, I believe they will make it safer for all road users. When cars are parked on this section of Courtington Lane, you cannot see around them to</p>

	<p>know if it is safe to proceed. Furthermore, cars coming towards you are often exceeding the 20 mph speed limit. Cars often park right up to the “triangle” junction with High Street, making it impossible to see if it is safe to proceed when turning left onto Courtington Lane from the direction of the shops. It also makes it more dangerous when pedestrians are trying to cross the road, as the parked cars really reduce your visibility. I have seen many near misses and also accidents on this section of the road.</p>
(o145) Local resident, (Bloxham, Courtington lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>Not an adderbury resident</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Partially support</b></p> <p>I live on courtington lane and so use this road frequently. The bend of courtington lane at the Banbury road end is a total blind spot if there are cars parked here, causing a dangerous situation. Single yellow lines would not work as the ‘worst’ culprits are parents of the private Bloxham school - 6pm is probably the worst time as school pick up, cars parked, busy as parents turn in workhouse lane junction etc.</p>
(o146) Local resident, (Bloxham, Courtington Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b></p>

	<p>DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I am a Bloxham resident</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Partially support</b></p> <p>People park on corners and the road is narrow  The parking makes the road more dangerous</p>
(o147) Local resident, (Bloxham, High Stret)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Parking has become unsustainable</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>Parking and access within the village has reached a dangerous level</p>
(o148) Local resident, (Bloxham, Highlands)	<p><u>Adderbury:</u></p>

	<p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>No objections</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Partially support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Partially support</b></p> <p>Courtington Lane is quite hazardous, especially towards the primary school. Way too many parked cars.</p>
(o149) Local resident, (Bloxham, Kings Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Make it better for safety</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>Needed as it's so dangerous with cars parking on the bend.</p>

<p>(o150) Local resident, (Bloxham, Salmon Close)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>Don't know Adderbury well enough to comment so will leave that to those who live there</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>The bend on Courtington lane when cars park mean you cannot see the road ahead to know if it's safe to proceed, that makes it dangerous. I think Bloxham school could have done more to stop their parents parking there . Single yellow restriction are a waste of time as people know no one is enforcing it. The double yellow lines on courtington lane do need to be enforced so people know they should not park especially at 5.50pm- 6.15pm when Bloxham school finishes</p>
<p>(o151) Local resident, (Bloxham, The Pound)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I am completing this for for the Bloxham restrictions</p> <p><u>Bloxham:</u></p>



	<p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Partially support</b></p> <p>Double yellows are required on both sides of the road between the A361 and Workhouse House Lane for safety and practical reasons. The Pound residents often have issues getting their bins emptied because the bin lorries can't gain access when people park near the junction. It can also mean residents don't get their oil deliveries for their heating etc. It causes huge traffic issues when cars are parked at that end of the road, on the bend.  Bloxham School children cross the road, on that bend, to gain access to the schools playing field on Courtington Lane, from between parked cars. There are so many hazards to be aware of in such a small area.  Regarding the rest of Courtington Lane, it can be horrendous at school drop off/pick up times. But where else are parents supposed to park if everyone HAS to drive these days?</p>
(o152) Local resident, (Bloxham, The Pound)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>not resident of Adderbury</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>I live in The Pound and parking opposite the entrance makes it difficult to enter and exit.</p>

<p>(o153) Local resident, (Bloxham, The Pound)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>It is hard to get down the roads and this would help with traffic</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>I live on one of the turnings for this road, due to the parking on the road we struggle to get deliveries and our bins emptied due to the lorries struggling to get around. And i have seen cars for the private school park on the junction when pick up which makes driving dangerous</p>
<p>(o154) Local resident, (Bloxham, The Pound)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I am a resident of Bloxham.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b></p>

	<p>DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Partially support</b></p> <p>We live in The Pound. Parking on Courtington Lane and Workhouse Lane regualry compromises access to our road. Cars park on the junction to the Banbury Road and round the blind bend leading up Courtington Lane, which is very dangerous. I have witnessed accidents and many near misses. In addition, parking in this area blocks access to our road for larger vehicles. Our bin collection is regularly missed as the lorry can't turn up The Pound when vehicles are parked on Courtington Lane. This is reported to the council who have to arrange for a second attempt at collection. We have also been unable to accept heating oil deliveries in the winter for the same reason.</p>
(o155) Local resident, (Bloxham, Workhouse Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I'm not an Adderbury resident</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Object</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>I live on Workhouse Lane and I and visitors to my house need to be able to park near my house</p>
(o156) Local resident, (Bloxham, Workhouse Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b></p>

	<p>DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>commenting on Bloxham proposals only</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Partially support</b>  DYLs Workhouse Lane – <b>Partially support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Partially support</b></p> <p>I support the proposed parking restrictions in Courtington Lane.  However, as a resident of Workhouse Lane, I have concerns regarding the knock on effect of the proposed restrictions. Workhouse Lane is increasingly being used as an 'overflow car park' by people using the High Street shops. This is restricting the already narrow lane, resulting in vehicles driving along the pavements, residents unable to park outside their homes and driveways being obstructed. Access for larger vehicles ( eg: emergency vehicles ) is frequently blocked. I am concerned that the parking restrictions in Courtington Lane will add to this problem with people who previously parked in Courtington Lane trying to park in Workhouse Lane.  Also, Workhouse Lane is increasingly being used by vehicles as a 'rat run' between High St and Courtington Lane which adds to the problem.  Perhaps a solution would be to make Workhouse Lane a residents only parking area and to close Workhouse Lane off at the High Street end ?</p>
(o157) Local resident, (Bloxham, Workhouse Lane)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>I am not resident of Adderbury, so I am not in a position to comment</p> <p><u>Bloxham:</u></p>

	<p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>The current parking situation on both Courtington Lane &amp; the corner of Workhouse Lane is dangerous to both other road users &amp; more importantly the numerous school children walking from the playing fields to Bloxham School plus parents with young children walking to &amp; from the Primary School. With the considerable increase in traffic flows through the village, an accident is waiting to happen. The parking restrictions as proposed would alleviate the inevitable.</p>
(o158) Local resident, (Bloxham, Chipperfield park road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>Please proceed</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>Fully support, please can you also look into this on the high street outside the shops. Bus stops and pavement is blocked at this location Frequently as well as causing delays to the local bus route. If you have money for 20mph schemes you have money for this.</p>
(o159) Local resident, (Bloxham, Cumberford Hill)	<p><u>Adderbury:</u></p>

	<p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>Not in Adderbury</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>Stopping for Bloxham school causes serious traffic issues on blind corners</p>
(o160) Local resident, (Bloxham, Painters close)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>Not a resident in Adderbury - commenting on Bloxham proposals</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>I have witnessed many near misses of vehicles and unnecessary congestion due to lack of visibility due to parked cars, vans and Lorrie's in courtington lane.</p>

(o161) Local resident, (Bloxham, The Pound)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p> <p>Live in Bloxham</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>*Double yellow lines perfect, as it id dangerous trying to drive into The Pound, particularly driving in off the main Bloxham /Chipping Norton Road. View obscured from cars driving in opposite direction along Courtingham Road.  * Impossible at times for heaving vehicles reversing into The Pound to make deliveries.  *Single yellow lines in Courtingham Road not ideal, as this will obscure view of vehicles leaving The Pound. Needs to be double yellow lines.  * Who will police?, best way install camera on pole on island at junction and issue automatic parking tickets.</p>
(o162) As part of a group/organisation, (Bloxham, The Ridgeway)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>No opinion/objection</b>  Two-hour Lake Walk/The Green – <b>No opinion/objection</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>No opinion/objection</b></p>

	<p>Only wish to comment on Bloxham's proposals</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>These are Bloxham Parish Council's proposals.</p>
(o163) Member of public, (Deddington, Mill Close)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Partially support</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>As a regular user of the small businesses located on the high street I am really concerned that any restrictions to parking of less than 2 hours will cause significant lose of trade to established and valuable small business owners.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I'm unclear on the value of these schemes on the overall management of traffic and parking in the village. Bloxham is fast becoming a no go place for car drivers with significant congestion on the A361 and random parking in the side streets.</p>



<p>(o164) Member of public, (Hook Norton, Scotland End)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>These seem totally unnecessary to me. I am a regular visitor to Adderbury, I have to drive as I do not live in the village and if these restrictions are implemented I will not be able to park whilst visiting the village. Therefore I strongly object to these far fetched proposals.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>I do not visit Bloxham per se</p>
<p>(o165) Member of public, (Middleton Cheney, Main Road)</p>	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Partially support</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>No opinion/objection</b>  DYLs High Street – <b>No opinion/objection</b>  DYLs Lake Walk/The Green – <b>Partially support</b></p> <p>I object to the very tight restrictions in the parking being proposed around the Adderbury village Green. As someone who lives a few miles away, I often make use of facilities in Adderbury such as local pubs, coffee shop, pubs and church in combination of walks in the area including the "Lakes" and countryside nearby. This would take me over the 2-hour proposed time limit.</p>

	<p>If the perceived problem is commuters to Oxford, which in some ways should be encouraged if travelling by Bus then other solutions may be possible. Maybe better car parking arrangements on the bus route that don't conflict with residents? If restrictions are needed, then maybe a 4 hour or 6 hour limit would be sufficient to deter commuters but allow for others to visit, and support, the area?</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>No opinion/objection</b>  DYLs Workhouse Lane – <b>No opinion/objection</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>No opinion</p>
(o166) Member of public, (Oxford, Oxford)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Support</b>  Two-hour Lake Walk/The Green – <b>Support</b>  30-minute parking High Street – <b>Support</b>  DYLs High Street – <b>Support</b>  DYLs Lake Walk/The Green – <b>Support</b></p> <p>This will make it more difficult for people from using the roads as a park and ride.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Support</b>  DYLs Workhouse Lane – <b>Support</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Support</b></p> <p>This will make the roads safer for pedestrians</p>
(o167) Local resident, (Twyford, Griffin Close)	<p><u>Adderbury:</u></p>

	<p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>I don't think it would make any sense to have parking in neither of those. I believe people that park in the High Street live in there as there's quite a few houses without parking spaces especially as you go up to the traffic lights towards Banbury.</p> <p><u>Bloxham:</u></p> <p>DYLs Courtington Lane – <b>Object</b>  DYLs Workhouse Lane – <b>Object</b>  SYLs (Mon-Sat, 8am-4pm) Courtington Lane – <b>Object</b></p> <p>People that live there, where are they supposed to park? I think as long as they are parked correctly and not causing an obstruction or unsafe parking then they should be allowed to park when they don't have a parking space.</p>
(o168) Local resident, (Twyford, Kemps Road)	<p><u>Adderbury:</u></p> <p>Two-hour parking High Street – <b>Object</b>  Two-hour Lake Walk/The Green – <b>Object</b>  30-minute parking High Street – <b>Object</b>  DYLs High Street – <b>Object</b>  DYLs Lake Walk/The Green – <b>Object</b></p> <p>The proposal states: “Non-residents are using the roads in the village to park all day to drive to work in Oxford and other locations.”</p> <p>This seems peculiar to me as it suggests that people are driving to the village, parking, and then getting in another car to drive to Oxford.</p> <p>I know it's easy to blame non-residents for issues; most villages suffer from that same attitude. However, in this instance, I really think the issue is caused by it being an old village not suited to multiple cars per household.</p>

	<p>Sure, people possibly drive to the local shop. However, I doubt they are there for long, and I really doubt that it's non-residents going out of their way to visit Adderbury Stores (as wonderful as it is).  All these proposals will do is push the residents who lack driveways into other areas.  I know finding a parking space is frustrating, but these proposals won't solve the issue.  Unless, of course, I'm wrong and non-residents really are driving to Adderbury in order to park and drive to Oxford.  But I just can't see how that even works.</p> <p><u>Bloxham:</u></p> <p>DYLS Courtington Lane – <b>No opinion/objection</b>  DYLS Workhouse Lane – <b>No opinion/objection</b>  SYLS (Mon-Sat, 8am-4pm) Courtington Lane – <b>No opinion/objection</b></p> <p>Not a resident of Bloxham.</p>
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Divisions affected: *Various in Cherwell & West Oxon districts*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**27 MARCH 2025**

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

**Report by Director of Environment & Highways**

#### **RECOMMENDATION**

The Cabinet Member is RECOMMENDED to:

Approve the following:

- a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Station Road, Alvescot; Abbey Road, Banbury; Crouch Hill Road, Banbury; Foscombe Rise, Banbury; Kings Road, Banbury; Mold Crescent, Banbury; Withycombe Drive, Banbury; Woodgreen Avenue, Banbury; Blake Road, Bicester; Hertford Close, Bicester; Leach Road, Bicester; Wear Road, Bicester; Little Green, Bloxham; Orchard Rise, Chesterton; Cornish Road, Chipping Norton; Walterbush Road, Chipping Norton; Cleveley Court, Enstone; Merton Close, Eynsham; Saywell Crescent, Eynsham; Marlborough Avenue, Kidlington; North Green, Kirtlington; Troy Lane, Kirtlington,
- b) The proposed removal of Disabled Persons Parking Places (DPPP) at: Cromwell Road, Banbury; Hailey Road, Chipping Norton,
- c) To not approve the provision of a DPPP at the following location: Church Street, Deddington; The Village Close, Upper Arncott; Mill Farm Lane, Witney,
- d) To not approve the removal of a DPPP at the following location: Honor Close, Kidlington.

#### **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 the Cherwell and West districts.
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 28** 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. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant regulations.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

### **Equality and Inclusion Implications**

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

### **Sustainability Implications**

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

## Formal Consultation

10. Formal consultation was carried out between 6 February 2025 and 7 March 2025. A notice was published in the Banbury Guardian and the Bicester Gazette, 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 and West Oxfordshire District Councils, and the relevant local County Councillors representing the divisions affected.
11. Letters were also sent to approx. 400 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
12. Sixty-nine responses were received from members of the public during the course of the consultation, and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Alvescot	Station Road	1	1	
Banbury	Abbey Road		2	
	Cromwell Road (Removal)	1		
	Crouch Hill Road			1
	Foscote Rise	2	3	1
	Kings Road		1	
	Mold Crescent	1	1	
	Withycombe Drive			1
	Woodgreen Avenue		1	
Bicester	Blake Road			1
	Hertford Close		1	
	Leach Road	1		2
	Wear Road		6	1
Bloxham	Little Green		2	2
Chesterton	Orchard Rise	1	1	1
Chipping Norton	Cornish Road			2
	Hailey Road (2 x Removal)	1		
	Walterbush Road		1	
Deddington	Church Street		1	
Enstone	Cleveley Court	1		
Eynsham	Merton Close		4	
	Saywell Crescent	1	1	
Kidlington	Honor Close (Removal)		1	

	Marlborough Avenue			1
Kirtlington	North Green	1	7	1
	Troy Lane	1		
Upper Arncott	The Village Close		8	
Witney	Mill Farm Lane		1	

13. Thames Valley Police responded expressing no objection.
14. The County Cllrs responsible for the Banbury Ruscote, Bicester West and Witney West & Bampton supported all the proposals within their divisions. Witney Town Council and Cherwell District Council expressed no objections. Unlimited Oxfordshire supports the proposals.
15. Kirtlington Parish Council responded, supporting the proposal on Troy Lane, but objected to the proposal for North Green on the grounds that they believe the road in the location is too narrow to accommodate a disabled parking space., coupled with the fact that there is no pavement at the roadside for safe entry/exit of a vehicle by a disabled person without stepping into the road.
16. The responses are shown in **Annex 29**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

## Officer Response to Objections/Concerns

17. Comments and recommendations are provided in response to the concerns and objections as given in Annex 29 in respect of each of the proposed sites in the following paragraphs.
18. The eligibility for a blue badge is determined by teams at the County Council following thorough assessments, which are separate to the process for Disabled persons parking places applications (DPPP's). If through the DPPP application process evidence is provided that a valid blue badge is being used by the applicant this is deemed acceptable for the purposes of promoting the introduction of a DPPP.
19. 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.

### Alvescot – Station Road: proposed new DPPP

20. One objection and one expression of support was received; the positioning of the proposed DPPP could cause an obstruction to traffic and pedestrians in the area; it is recommended that this proposal is approved, but consideration needs



to be taken into the most suitable safe location for a DPPP, so as not to cause any obstruction.

Banbury – Abbey Road: proposed new DPPP

21. Two objections were received; parking is problematic here and there is no room for another disabled bay, given that the applicant already parks in Abbey Road, it is recommended to approve the disabled parking place.

Banbury – Cromwell Road: proposed removal of DPPP

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

Banbury – Crouch Hill Road: proposed new DPPP

23. One expression of concern was received; concerns over the location were received; the positioning of the DPPP is proposed to be outside the applicant's house, it is recommended to approve the disabled parking place.

Banbury – Fosgate Rise: proposed new DPPP

24. Three objections, one expression of concern and two expressions of support were received; concerns were received that there is a drive available for the resident and concerns over inconsiderate parking in the street; the applicant's disability prevents him from using the driveway, therefore it is recommended to approve the disabled parking place.

Banbury – Kings Road: proposed new DPPP

25. One objection was received; concerns were received over another DPPP in the vicinity that is not utilised, it is recommended to approve the disabled parking place and advertise the existing DPPP for removal.

Banbury – Mold Crescent: proposed new DPPP

26. One objection and one expression of support was received; concerns were received over delivery drivers and visitors not being able to park in the road, as well as driveways being obstructed; it is recommended to approve the disabled parking place, locating the DPPP so as not to obstruct adjacent drives.

Banbury – Withycombe Drive: proposed new DPPP

27. One expression of concern was received; there is already an unused DPPP in the road, there are no parking issues, another DPPP would take away a place for everyone to park, it is recommended to approve the disabled parking place and advertise the existing DPPP for removal.

Banbury – Woodgreen Avenue: proposed new DPPP

28. One objection was received; lack of parking places is an issue in this part of the road, given that the applicant already parks here, it is recommended to approve the disabled parking place.

Bicester – Blake Road: proposed new DPPP

29. One expression of concern was received; parking is very limited, commuters and shoppers park in the road; given that the applicant already parks in this location, it is recommended to approve the disabled parking place.

Bicester – Hertford Close: proposed new DPPP

30. One objection was received; none of the residents need a DPPP, given that the applicant reached the criteria for a DPPP, it is recommended to approve the disabled parking place.

Bicester – Leach Road: proposed new DPPP

31. One expression of support and two expressions of concern was received; the location is not suitable, the road is very busy, speeding is an issue, there is no need for a DPPP; given that the applicant already parks in this location, it is recommended to approve the disabled parking place.

Bicester – Wear Road: proposed new DPPP

32. Six objections and one expression of concern was received; parking is at a premium with no places available most of the time, there are no residents with disabilities; given that the applicant reached the criteria for a DPPP and already parks in the road, it is recommended to approve the disabled parking places.

Bloxham – Little Green: proposed new DPPP

33. Two objections and two expressions of concern was received; parking is an issue, the roads are narrow, it appears that no residents have a disability; given that the applicant reached the criteria for a DPPP and already parks at the location, it is recommended to approve the disabled parking places.

Chesterton – Orchard Rise: proposed new DPPP

34. One objection, one expression of concern and one expression of support was received; concerns were received over the proposed location in the layby, parking is an issue with cars parking on paths and verges throughout the day; given that the applicant has agreed the location would be suitable and would park at this location, it is recommended to approve the disabled parking place.

Chipping Norton – Cornish Road: proposed new DPPP

35. Two expressions of concern were received; concerns were received over the proposed location; given that the applicant has requested this location, it is recommended to approve the disabled parking place.

Chipping Norton – Hailey Road: proposed removal of two DPPP's

36. One expression of support was received; the applicants no longer require disabled parking places; it is recommended to approve the removal of the disabled parking places.

Chipping Norton – Walterbush Road: proposed new DPPP

37. One objection was received; grass verges should be turned into parking areas instead of providing DPPP's; there are no plans to remove grass verges to create more parking in this area at this current time, it is recommended to approve the disabled parking places.

Deddington – Church Street: proposed new DPPP

38. One objection was received; concerns were received over the proposed location of the DPPP outside a residential property, it is recommended to not approve the disabled parking place and look at a more suitable location closer to the retail premises.

Enstone – Cleveley Court: proposed new DPPP

39. One expression of support was received; a DPPP would be beneficial as parking is a real issue; it is recommended to approve the disabled parking place.

Eynsham – Merton Close: proposed new DPPP

40. Four objections were received; concerns over road safety issues with the applicant's vehicle being a high sided van and obscuring the view for vehicles; further road safety investigations were carried by Officers on site, and no issues were raised, it is therefore recommended to approve the disabled parking place.

Eynsham – Saywell Crescent: proposed new DPPP

41. One objection and one expression of support was received; there is parking available behind the property; given that the applicant is unable to use the parking, it is recommended to approve the disabled parking place.

Kidlington – Honor Close: proposed removal of DPPP

42. One objection to the removal was received; the DPPP is still needed and used by a resident for their children who are blue badge holders; it is recommended to not approve the removal of the disabled parking place.

Kidlington – Marlborough Avenue: proposed new DPPP

43. One expression of concern was received; parking is always difficult, please ensure the DPPP is located in such a way that it respects how others park; it is recommended to approve the disabled parking place with Officers to take into consideration how other vehicles are parking, so a further parking place is not lost.

## Kirtlington – North Green: proposed new DPPP

44. Eight objections (including the Parish council), one expression of concern and one expression of support was received; parking is very limited in the area around the green, concerns over the DPPP causing reduced road width and poor visibility from nearby accesses, concerns were also raised over the need of a DPPP; given that vehicles already park in this location and that the applicant reaches the criteria for a DPPP, it is recommended to approve the disabled parking place, taking in to account the nature of traffic using the road, the overall carriageway width. Officers could consider providing a narrower DPPP than the recommended dimensions.

## Kirtlington – Troy Lane: proposed new DPPP

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

## Upper Arcott – The Village Close: proposed new DPPP

46. Eight objections were received; parking is available to the rear of the property and is used by the applicant, the applicants house has recently been put on the market; it is therefore recommended to not approve the disabled parking place at this time.

## Witney – Mill Farm Lane: proposed new DPPP

47. One objection was received; the applicant has informed us that the DPPP is no longer required, it is recommended to not approve the disabled parking place.

**Paul Fermer**  
**Director of Environment & Highways**

**Annexes:**

Annexes 1- 28: Consultation plans  
Annex 29: Consultation responses

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

March 2025

Drawing No.

0



Proposed Disabled Persons  
Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUS 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



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Project title

DISABLED PERSONS  
PARKING PLACES

Drawing title

ALVESCOT  
B4020 STATION ROAD

Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	01/25		

Oxfordshire Project No. & File Ref

P0214

Drawing No.

DPPPC&W/145

Revision

0

Gassons Mead

9

B 4020 STATION ROAD

10

Forge Cottage

Elm Cottage





Drawing No.

0

Proposed Disabled Persons  
Parking Place

Existing Disabled Persons  
Parking Place to remain

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/BRIEFS 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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Project title

DISABLED PERSONS  
PARKING PLACES

Drawing title

BANBURY  
ABBEY ROAD

Drawing Status

CONSULTATION

Scale @ A3

Drawn by

Checked by

Approved by

N.T.S.

Date drawn

Date checked

Date approved

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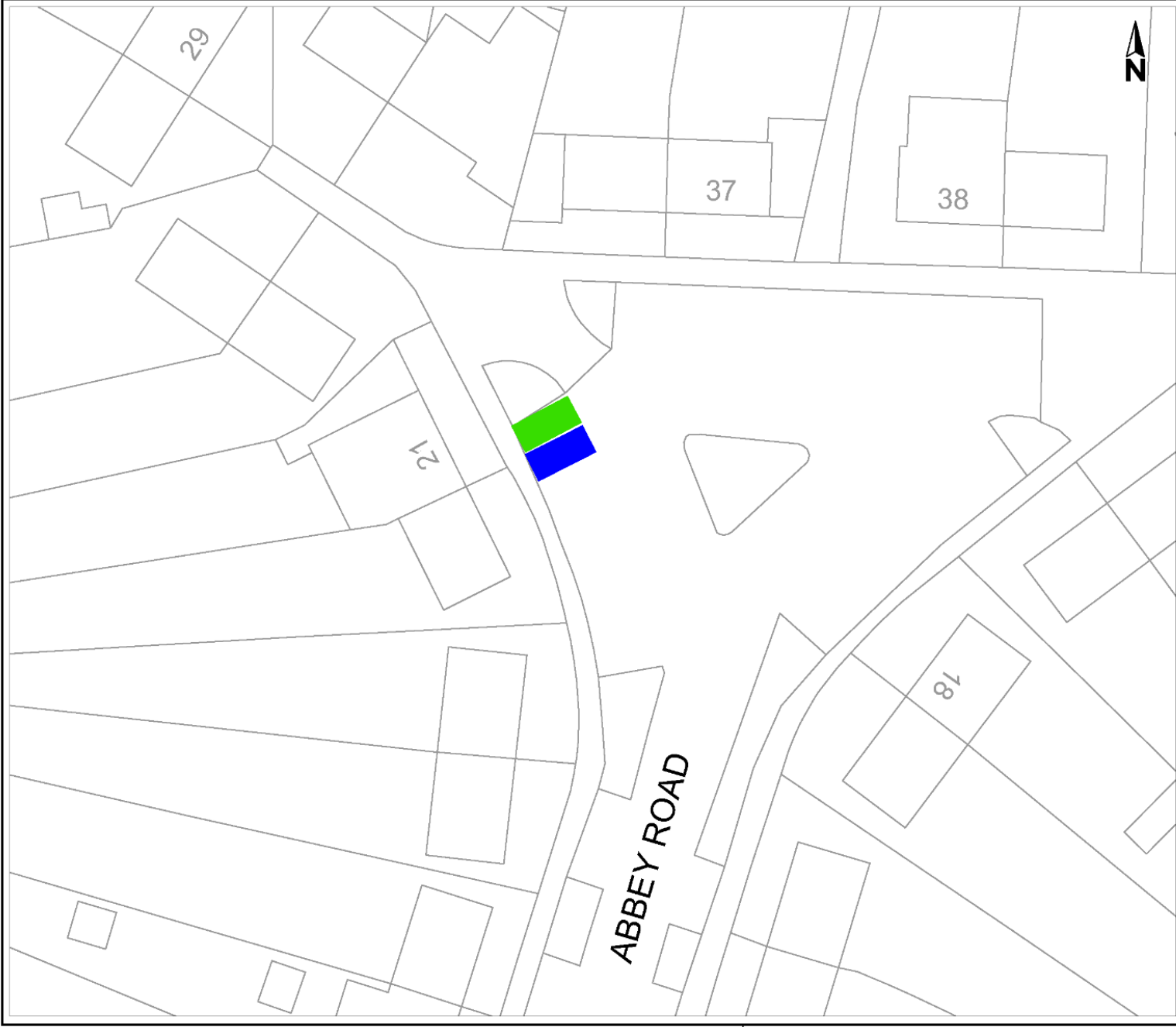
P0214

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Revision

0



Drawing No.

0



Proposed removal of a  
Disabled Persons Parking  
Place

## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

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MAINTENANCE/CLEANING

(ENTER NONE IF APPLICABLE)

USE

(ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION

(ENTER NONE IF APPLICABLE)

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## Project title

DISABLED PERSONS  
PARKING PLACES

## Drawing title

BANBURY  
CROMWELL ROAD

## Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	12/24		

Oxfordshire Project No. &amp; File Ref

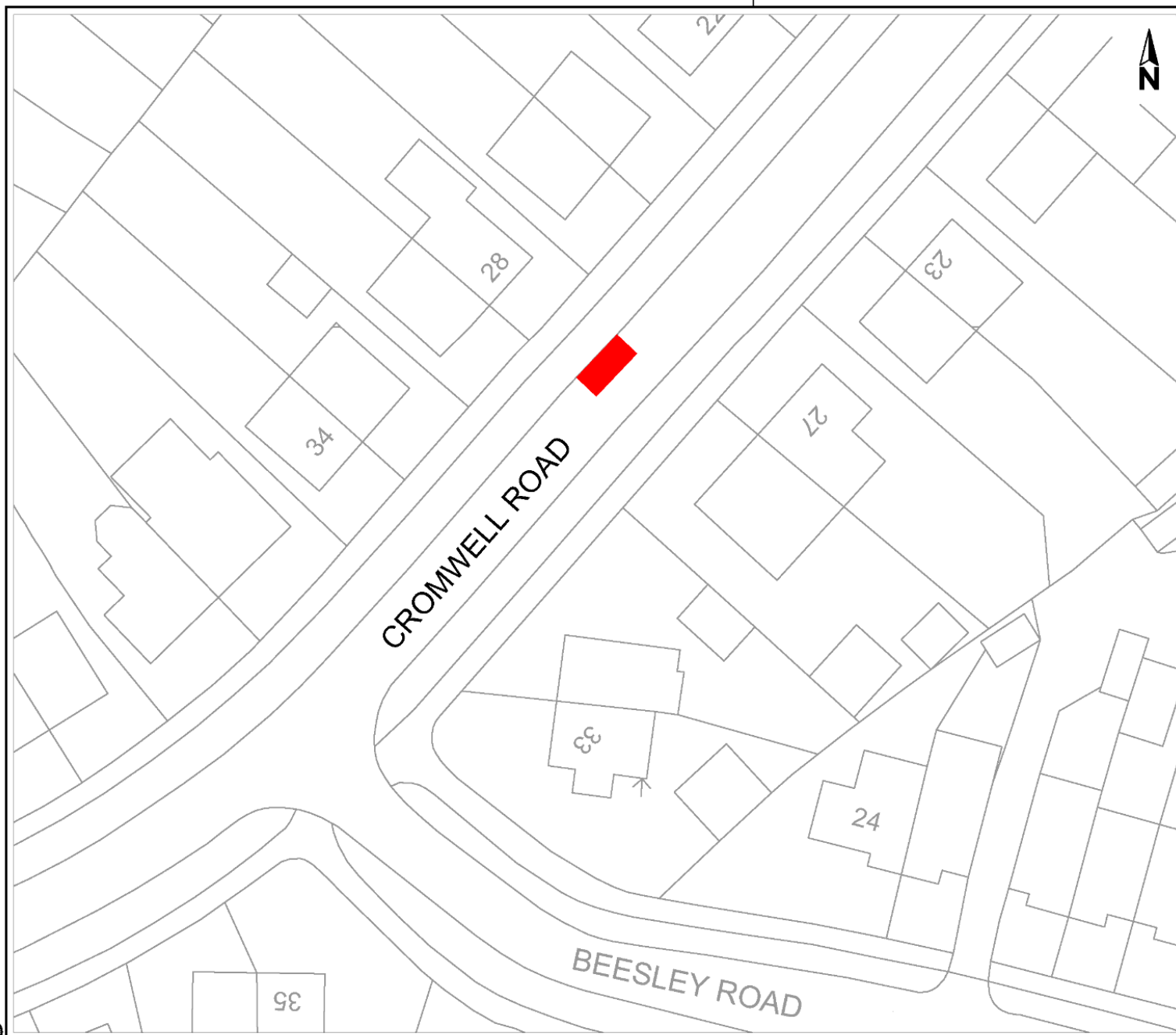
P0214

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Revision

0



Drawing No.

U



Proposed Disabled Persons  
Parking Place

## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUS 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

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**OXFORDSHIRE  
COUNTY COUNCIL**  
Paul Farnham  
Director for  
Environment and Highways  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0345 310 1111

## Project title

DISABLED PERSONS  
PARKING PLACES

## Drawing title

BANBURY  
CROUCH HILL ROAD

## Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	12/24		

## Oxfordshire Project No. &amp; File Ref

P0214

## Drawing No.

DPPPC&amp;W/120

## Revision

0

CROUCH HILL ROAD

BROUGHTON ROAD

205  
207

65

209

Beech  
House

1



Drawing No.

1 OF 1000001 0



Proposed Disabled Persons  
Parking Place

## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUS 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

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## USE

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## DECOMMISSIONING/DEMOLITION

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Tel: 01845 310 1111

## Project title

DISABLED PERSONS  
PARKING PLACES

## Drawing title

BANBURY  
FOSCOTE RISE

## Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	01/25		

## Oxfordshire Project No. &amp; File Ref

P0214

## Drawing No.

DPPPC&amp;W/148

## Revision

0

FOSCOTE RISE

49

47

23

Drawing No.

11000000010

Proposed Disabled Persons  
Parking Place

Existing Disabled Persons  
Parking Place to remain

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD 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


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DECOMMISSIONING/DEMOLITION

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Tel: 0345 310 1111

Project title

DISABLED PERSONS  
PARKING PLACES

Drawing title

BANBURY  
KING'S ROAD

Drawing Status

CONSULTATION

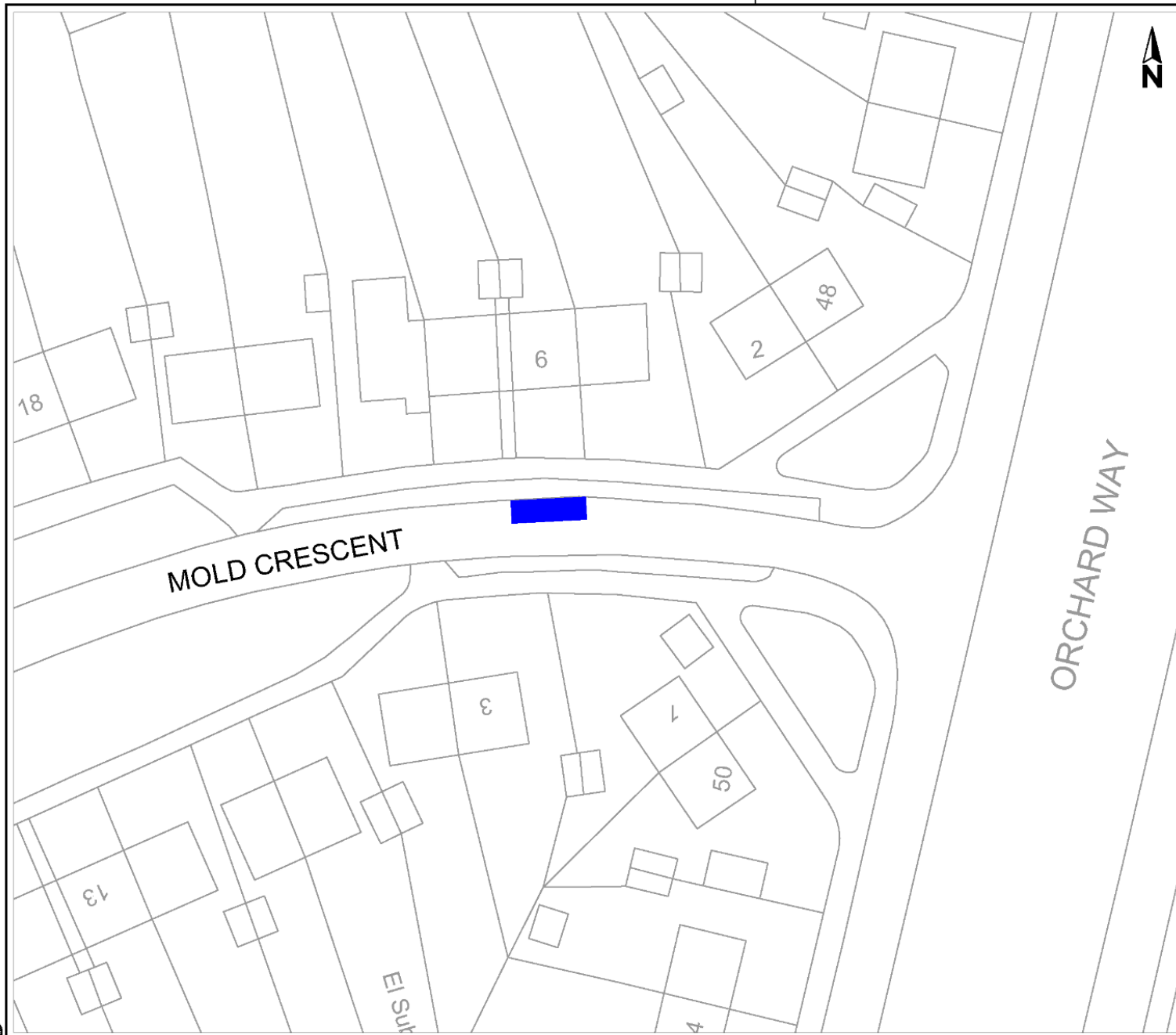
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 12/24	Date checked	Date approved

Oxfordshire Project No. & File Ref

P0214

Drawing No.	DPPPC&W/115	Revision	0
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# ANNEX 7

Drawing No.

0

 Proposed Disabled Persons Parking Place

## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUS 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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Project title  
DISABLED PERSONS  
PARKING PLACES

Drawing title  
BANBURY  
MOLD CRESCENT

Drawing Status  
CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 12/24	Date checked	Date approved

Oxfordshire Project No. & File Ref

P0214

Drawing No. DPPPC&W/114

Revision 0

Drawing No. 1000000001 0

Proposed Disabled Persons  
Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD 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)

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Tel: 01865 310 1111

Project title  
DISABLED PERSONS  
PARKING PLACES

Drawing title  
BANBURY  
WITHYCOMBE DRIVE

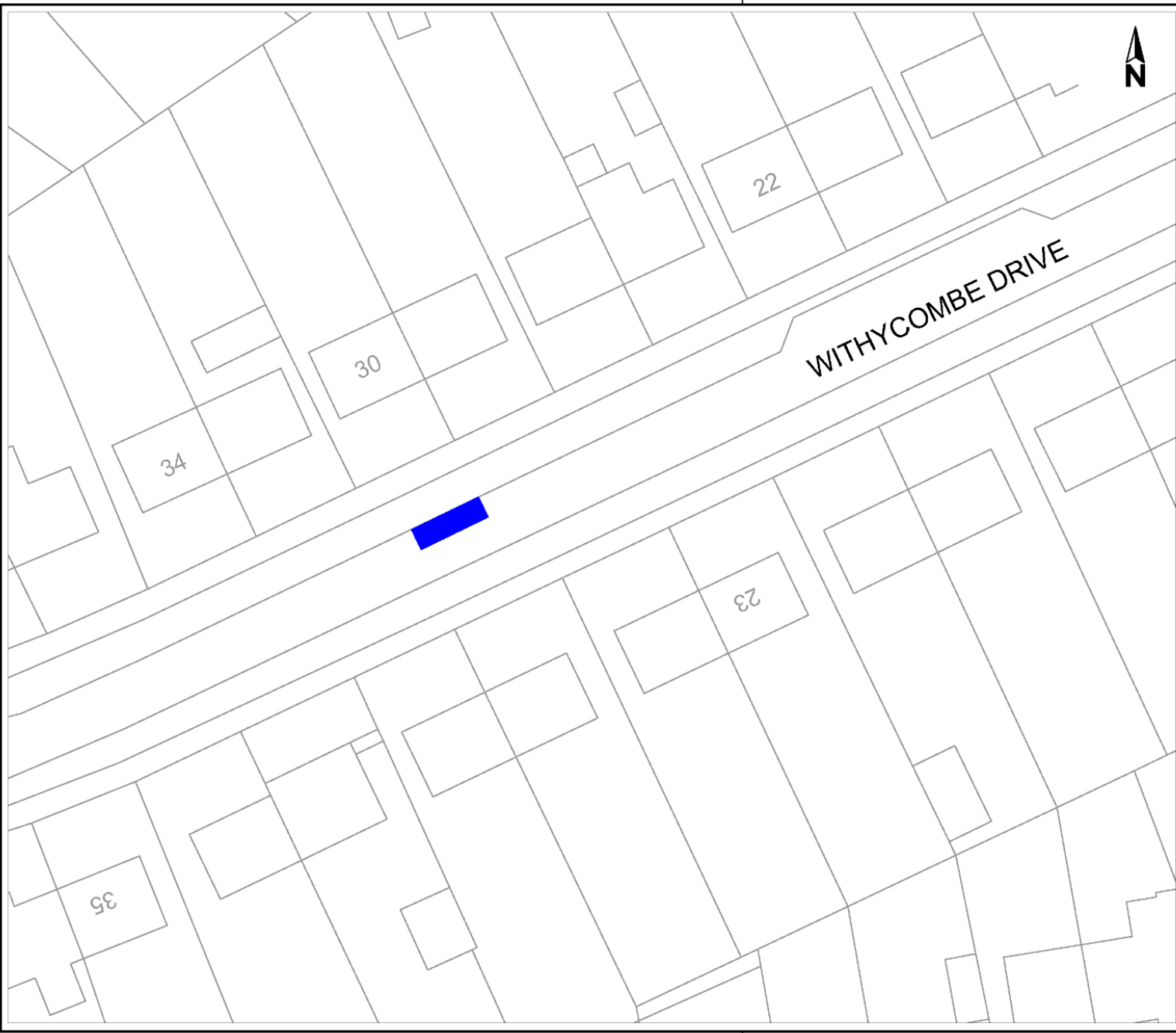
Drawing Status  
CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 12/24	Date checked	Date approved

Oxfordshire Project No. & File Ref  
P0214

Drawing No. DPPPC&W/113

Revision 0



Drawing No.

0

Proposed Disabled Persons  
Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUS 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


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Project title

DISABLED PERSONS  
PARKING PLACES

Drawing title

BANBURY  
WOODGREEN AVENUE

Drawing Status

CONSULTATION

Scale @ A3

Drawn by

Checked by

Approved by

N.T.S.

Date drawn

Date checked

Date approved

12/24

Oxfordshire Project No. & File Ref

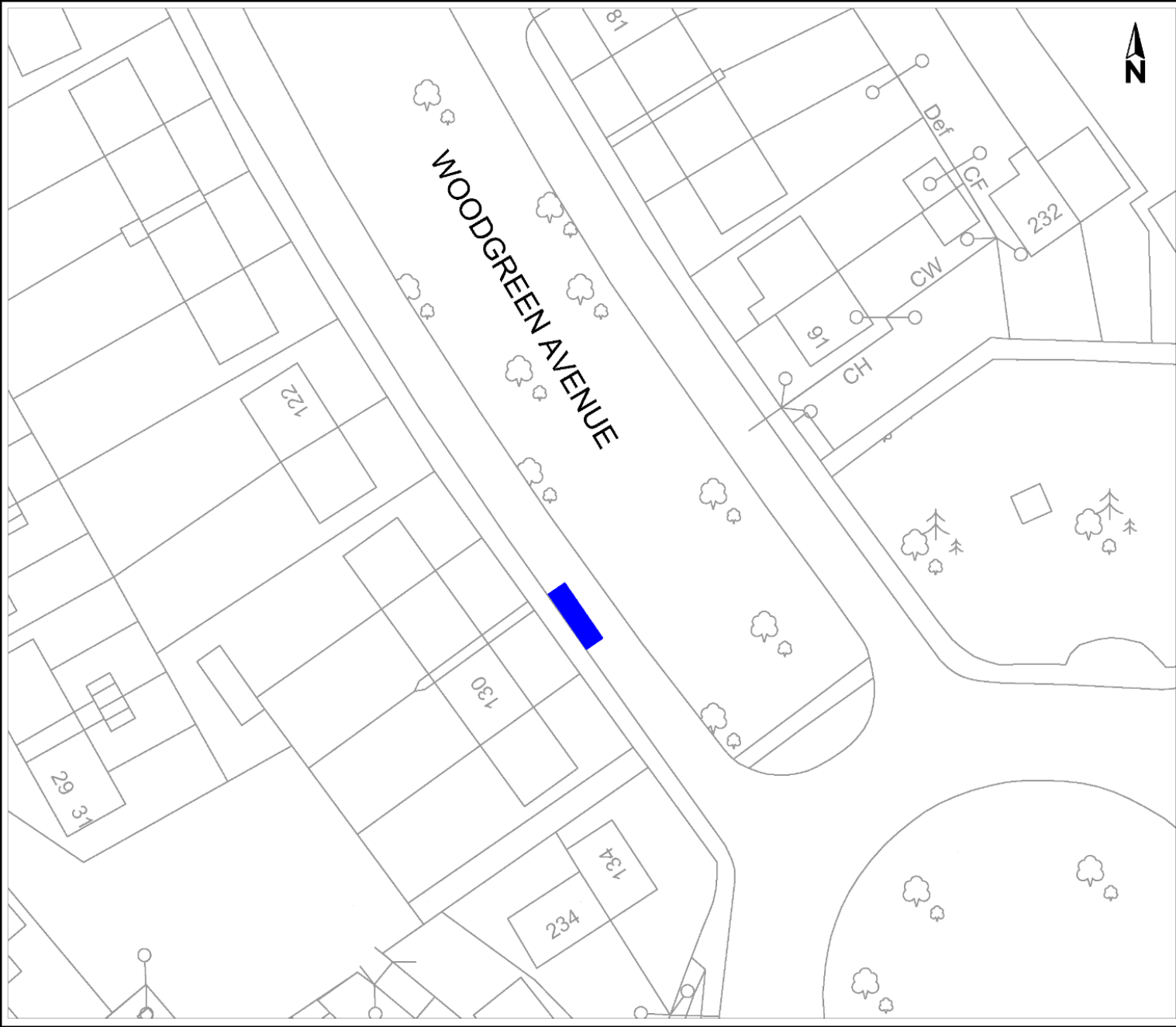
P0214

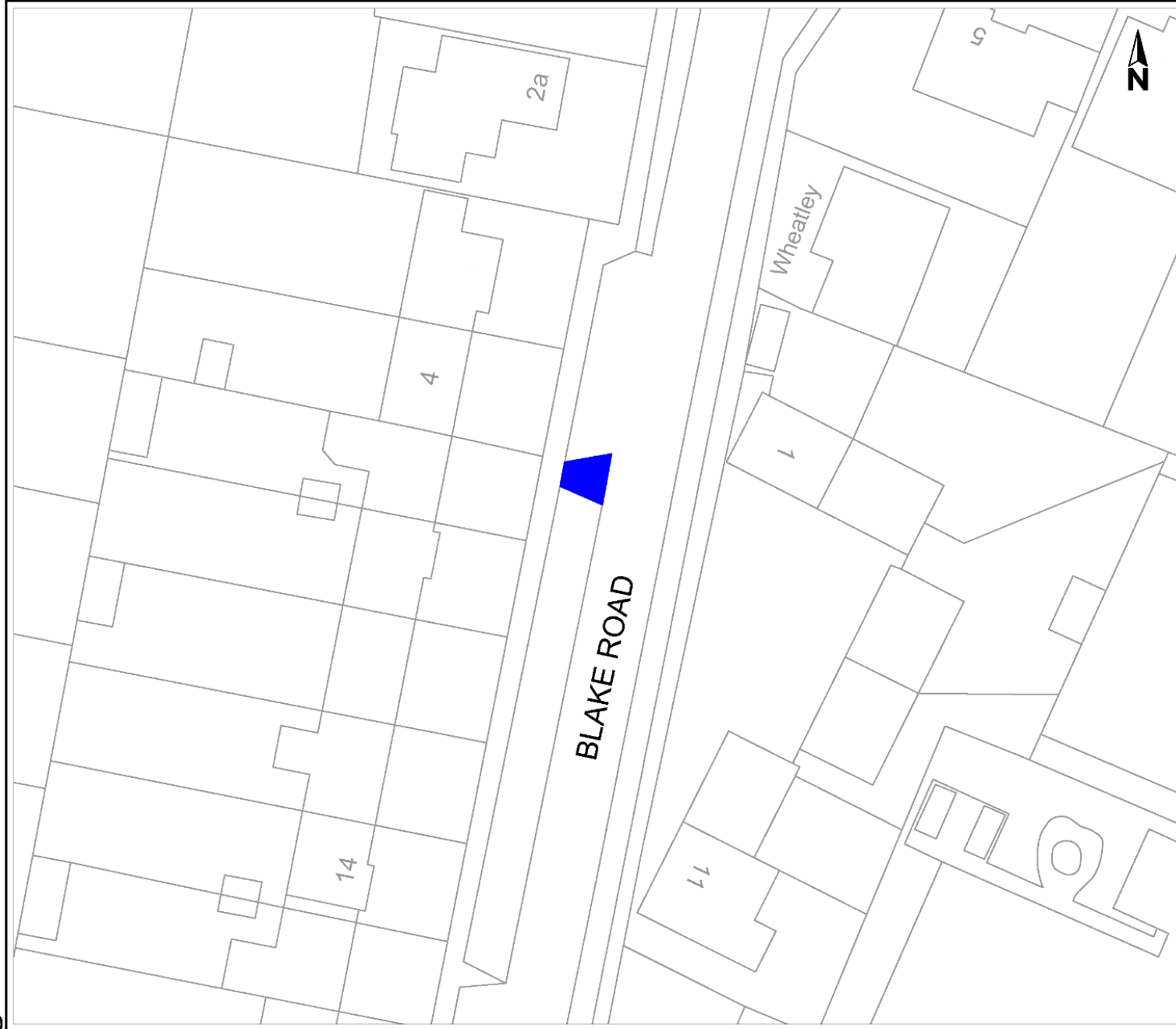
Drawing No.

DPPPC&W/112

Revision

0





Drawing No.		0	
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<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b> <small>IN ADDITION TO THE HAZARDOUS RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:</small> CONSTRUCTION (ENTER NONE IF APPLICABLE) MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE) USE (ENTER NONE IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)			
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<div style="display: flex; align-items: center;"> <div> <b>OXFORDSHIRE COUNTY COUNCIL</b>  <small>Paul Farmer Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 310 1111</small> </div> </div>			
Project title		DISABLED PERSONS PARKING PLACES	
Drawing title		BICESTER BLAKE ROAD	
Drawing Status <span style="float: right;">CONSULTATION</span>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	12/24		
Oxfordshire Project No. & File Ref			
P0214			
Drawing No.		Revision	
DPPPC&W/122		0	



Drawing No.

0

Proposed Disabled Persons  
Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION  
(ENTER NONE IF APPLICABLE)


MAINTENANCE/CLEANING  
(ENTER NONE IF APPLICABLE)

USE  
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DECOMMISSIONING/DEMOLITION  
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Tel: 01865 310 1111

Project title

DISABLED PERSONS  
PARKING PLACES

Drawing title

BICESTER  
HERTFORD CLOSE

Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 12/24	Date checked	Date approved

Oxfordshire Project No. & File Ref

P0214

Drawing No.

DPPPC&W/123

Revision

0

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\O Live Instructions\Permanent TROs\P0214 - Cherwell & West DPPPs Mar 25\PLANS\Cherwell & West DPPPs (Jan 25).dwg

Page 379

Drawing No.

0

Proposed Disabled Persons  
Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUS 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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Tel: 01865 310 1111

Project title

DISABLED PERSONS  
PARKING PLACES

Drawing title

BICESTER  
LEACH ROAD

Drawing Status

CONSULTATION

Scale @ A3

Drawn by

Checked by

Approved by

N.T.S.

Date drawn

Date checked

Date approved

12/24

Oxfordshire Project No. & File Ref

P0214

Drawing No.

DPPPC&W/121

Revision

0



Drawing No.

1000000010

Proposed Disabled Persons  
Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD 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

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DECOMMISSIONING/DEMOLITION

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Tel: 01865 310 1111

Project title

DISABLED PERSONS  
PARKING PLACES

Drawing title

BICESTER  
WEAR ROAD

Drawing Status

CONSULTATION

Scale @ A3

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Checked by

Approved by

N.T.S.

Date drawn

Date checked

Date approved

01/25

Oxfordshire Project No. & File Ref

P0214

Drawing No.

DPPP/C&W/147

Revision

0

SHAKESPEAR DRIVE

WEAR ROAD

10

16

18

19

23

24

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28

9

5

50

Page 381

P:\2. Network Management\Traffic Regulation Orders\TRO TEAM FOLDER\3. Live Instructions\Permanent TROs\P0214 - Cherwell & West DPPP's Mar 25\PLANS\Cherwell & West DPPP's (Jan 25).dwg

Drawing No.

0

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

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## DECOMMISSIONING/DEMOLITION

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Tel: 0345 310 1111

## Project title

DISABLED PERSONS  
PARKING PLACES

## Drawing title

BLOXHAM  
LITTLE GREEN

## Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 12/24	Date checked	Date approved

Oxfordshire Project No. &amp; File Ref

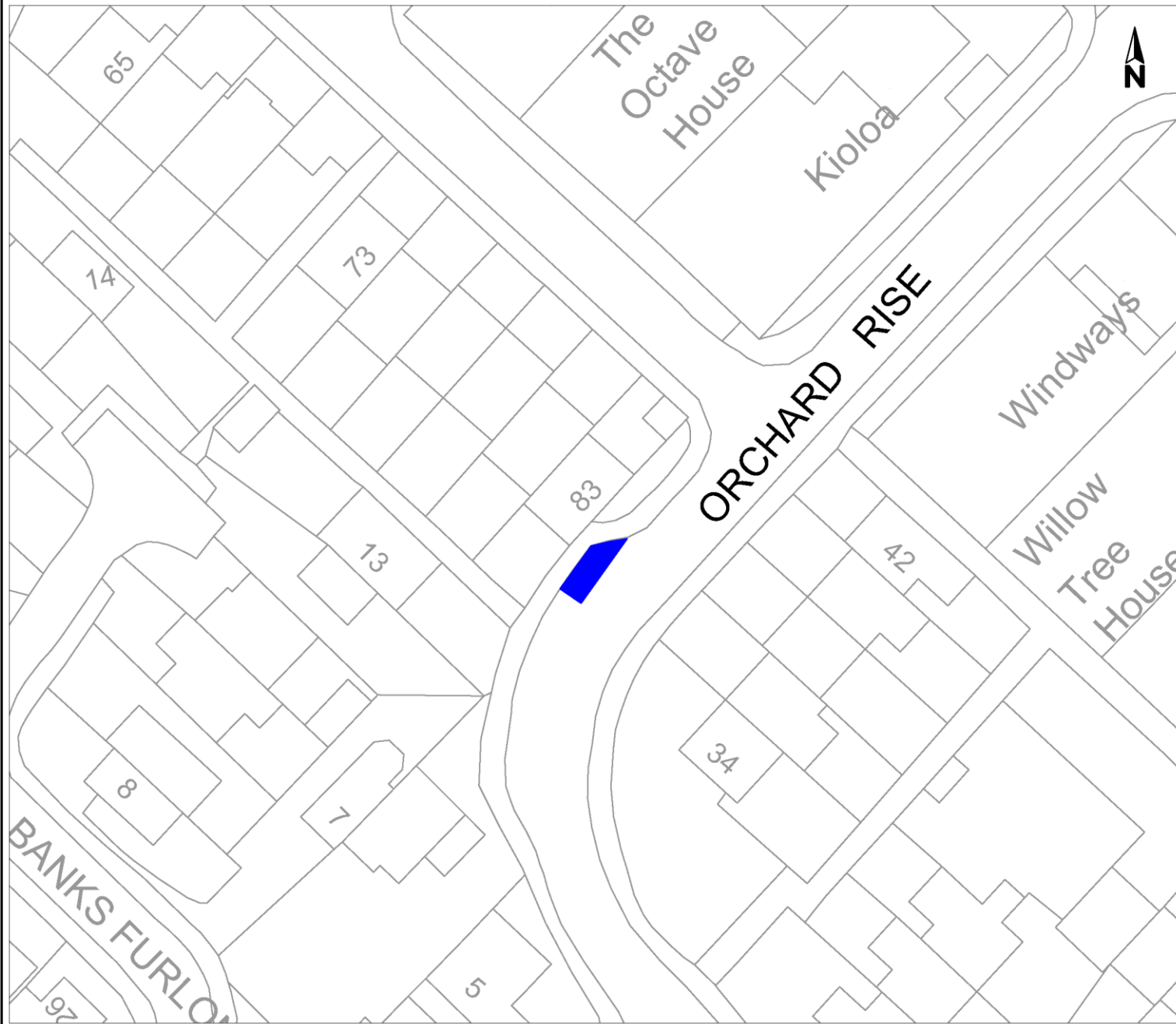
P0214

Drawing No. DPPP&amp;W126

Revision 0



Drawing No.		0	
<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></div> Proposed Disabled Persons Parking Place </div>			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
<small>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small>			
CONSTRUCTION			
<small>(ENTER 'NONE' IF APPLICABLE)</small>			
MAINTENANCE/CLEANING			
<small>(ENTER 'NONE' IF APPLICABLE)</small>			
USE			
<small>(ENTER 'NONE' IF APPLICABLE)</small>			
DECOMMISSIONING/DEMOLITION			
<small>(ENTER 'NONE' IF APPLICABLE)</small>			
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<div style="display: flex; align-items: center;"> <div> <p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p><small>Paul Farmer Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel 0345 310 1111</small></p> </div> </div>			
Project title		DISABLED PERSONS PARKING PLACES	
Drawing title		CHESTERTON ORCHARD RISE	
Drawing Status			
CONSULTATION			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
12/24			
Oxfordshire Project No. & File Ref			
P0214			
Drawing No.		Revision	
DPPPC&W124		0	



Drawing No.

0



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

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Project title

DISABLED PERSONS  
PARKING PLACES

Drawing title

CHIPPING NORTON  
CORNISH ROAD

Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	12/24		

Oxfordshire Project No. &amp; File Ref

P0214

Drawing No.

DPPPC&amp;W/137

Revision

0

CORNISH ROAD

Drawing No.

0



Proposed removal of two  
Disabled Persons Parking  
Places

## 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

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## USE

(ENTER 'NONE' IF APPLICABLE)

## DECOMMISSIONING/DEMOLITION

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## Project title

DISABLED PERSONS  
PARKING PLACES

## Drawing title

CHIPPING NORTON  
HAILEY ROAD

## Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	12/24		

Oxfordshire Project No. &amp; File Ref

P0214

Drawing No.

DPPPC&amp;W138

Revision

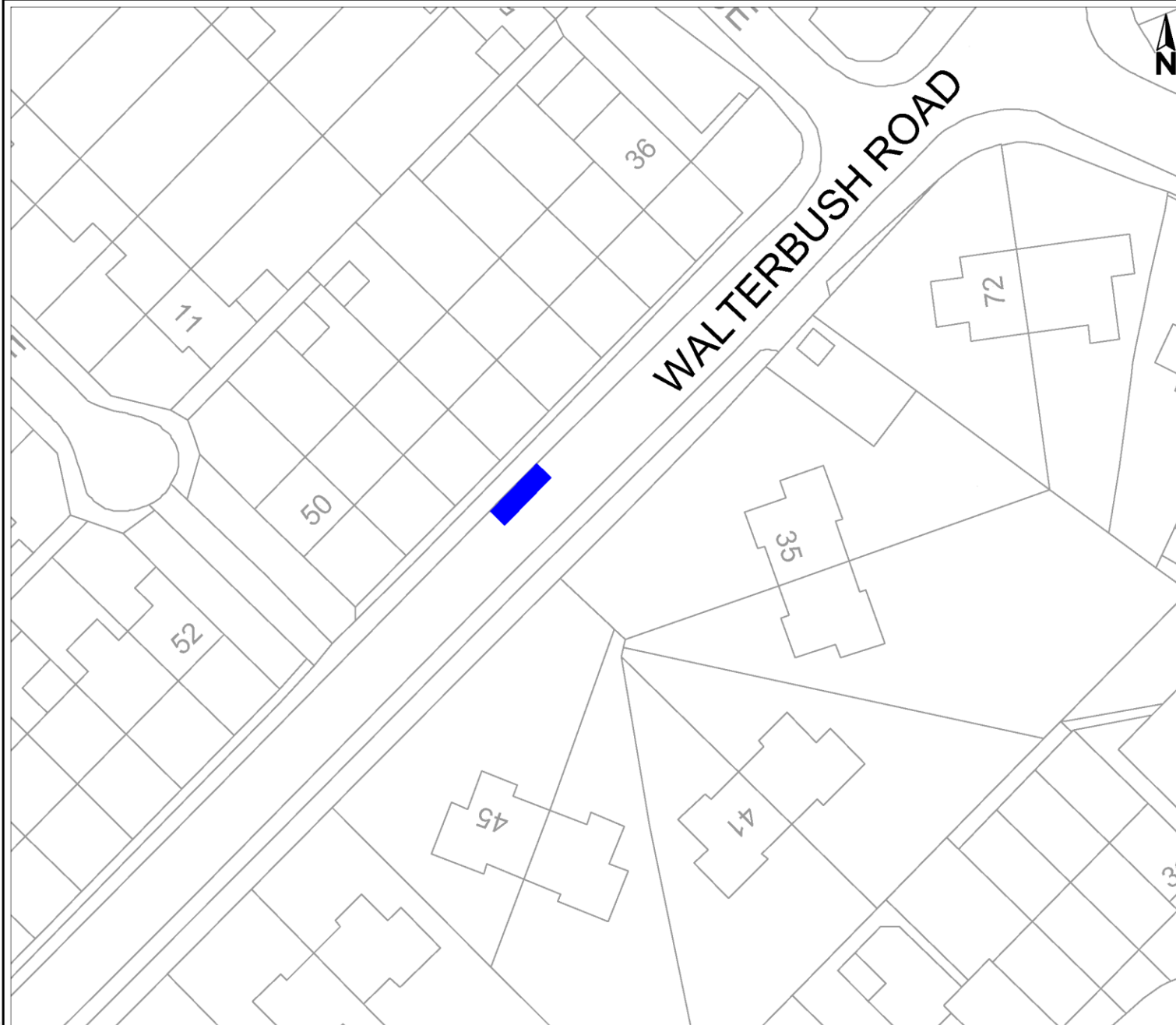
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HAILEY AVENUE

HAILEY ROAD







Drawing No.		Revision	
		0	
<div><div></div>Proposed Disabled Persons Parking Place</div>			
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>			
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
<div><div></div><div>Paul Farmer Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0345 310 1111</div></div>			
Project title DISABLED PERSONS PARKING PLACES			
Drawing title CHIPPING NORTON WALTERBUSH ROAD			
Drawing Status CONSULTATION			
Scale @ A3 N.T.S.	Drawn by JaC	Checked by JaC	Approved by
	Date drawn 12/24	Date checked	Date approved
Oxfordshire Project No. & File Ref P0214			
Drawing No. DPPPC&W138		Revision 0	

Drawing No.

0



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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Tel: 0345 310 1111

## Project title

DISABLED PERSONS  
PARKING PLACES

## Drawing title

DEDDINGTON  
CHURCH STREET

## Drawing Status

CONSULTATION

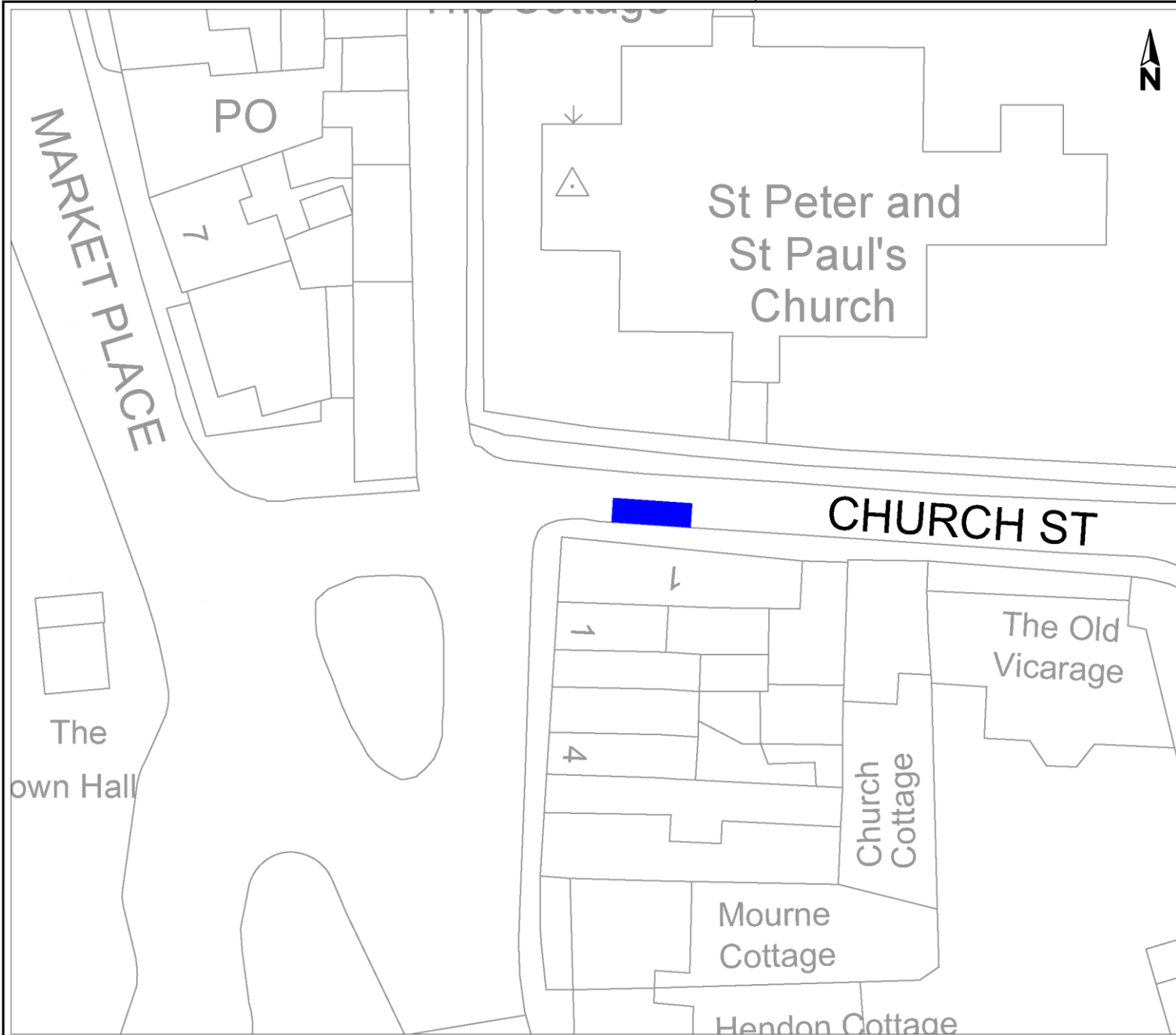
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
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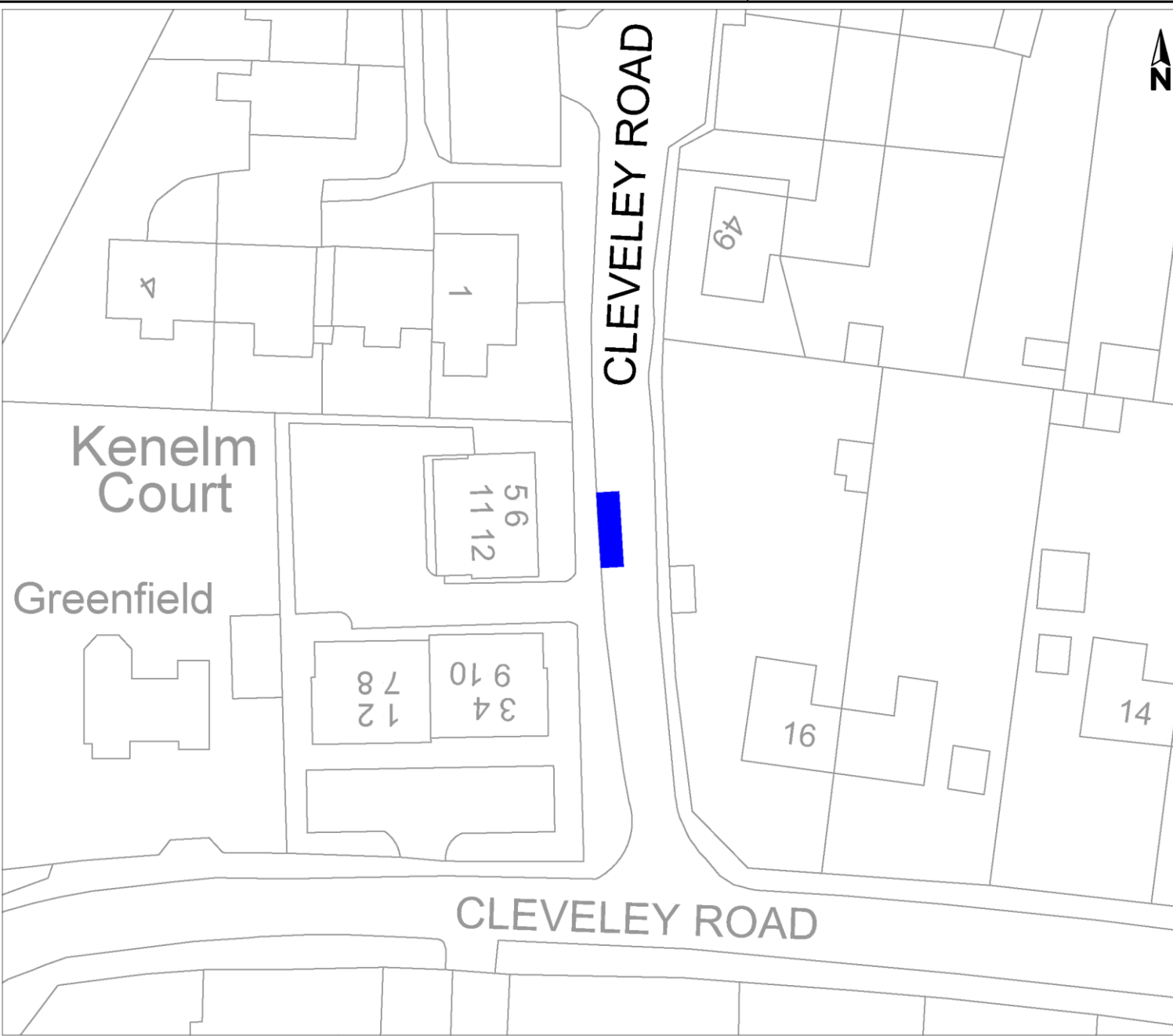
Oxfordshire Project No. & File Ref

P0214

Drawing No. DPPP&W127

Revision 0





## ANNEX 20

Drawing No.		0			
<div><div></div>Proposed Disabled Persons Parking Place</div>					
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
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
<div><div></div><div>Paul Farmer Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0345 310 1111</div></div>					
Project title DISABLED PERSONS PARKING PLACES					
Drawing title ENSTONE CLEVELEY ROAD					
Drawing Status CONSULTATION					
Scale @ A3 N.T.S.	Drawn by JaC	Checked by	Approved by		
Date drawn 01/25	Date checked	Date approved			
Oxfordshire Project No. & File Ref P0214					
Drawing No. DPPPC&W139					Revision 0



Drawing No.

0



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

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Project title

DISABLED PERSONS  
PARKING PLACES

Drawing title

EYNHAM  
MERTON CLOSE

Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	01/25		

Oxfordshire Project No. &amp; File Ref

P0214

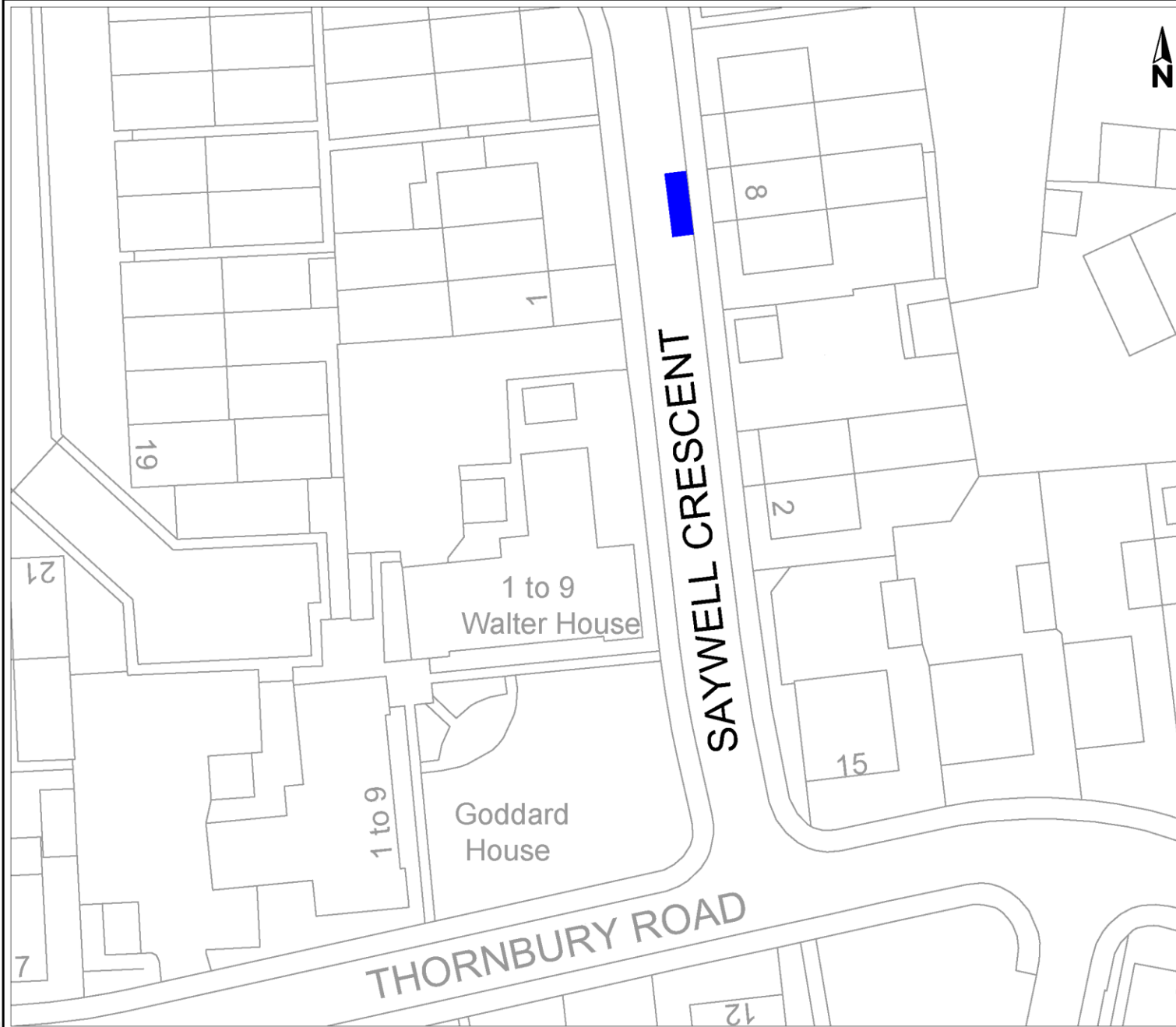
Drawing No.

DPPPC&amp;W/141



Revision

0





## ANNEX 22

Drawing No.		0			
		Proposed Disabled Persons Parking Place			
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
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
		Paul Farmer Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0345 310 1111			
Project title		DISABLED PERSONS PARKING PLACES			
Drawing title		EYNSHAM SAYWELL CRESCENT			
Drawing Status		CONSULTATION			
Scale @ A3	Drawn by	JaC	Checked by	Approved by	
N.T.S.	Date drawn	01/25	Date checked	Date approved	
Oxfordshire Project No. & File Ref P0214					
Drawing No.		DPPPC&W/140		Revision 0	

Drawing No.

0



Proposed removal of a  
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

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## Project title

DISABLED PERSONS  
PARKING PLACES

## Drawing title

KIDLINGTON  
HONOR CLOSE

## Drawing Status

CONSULTATION

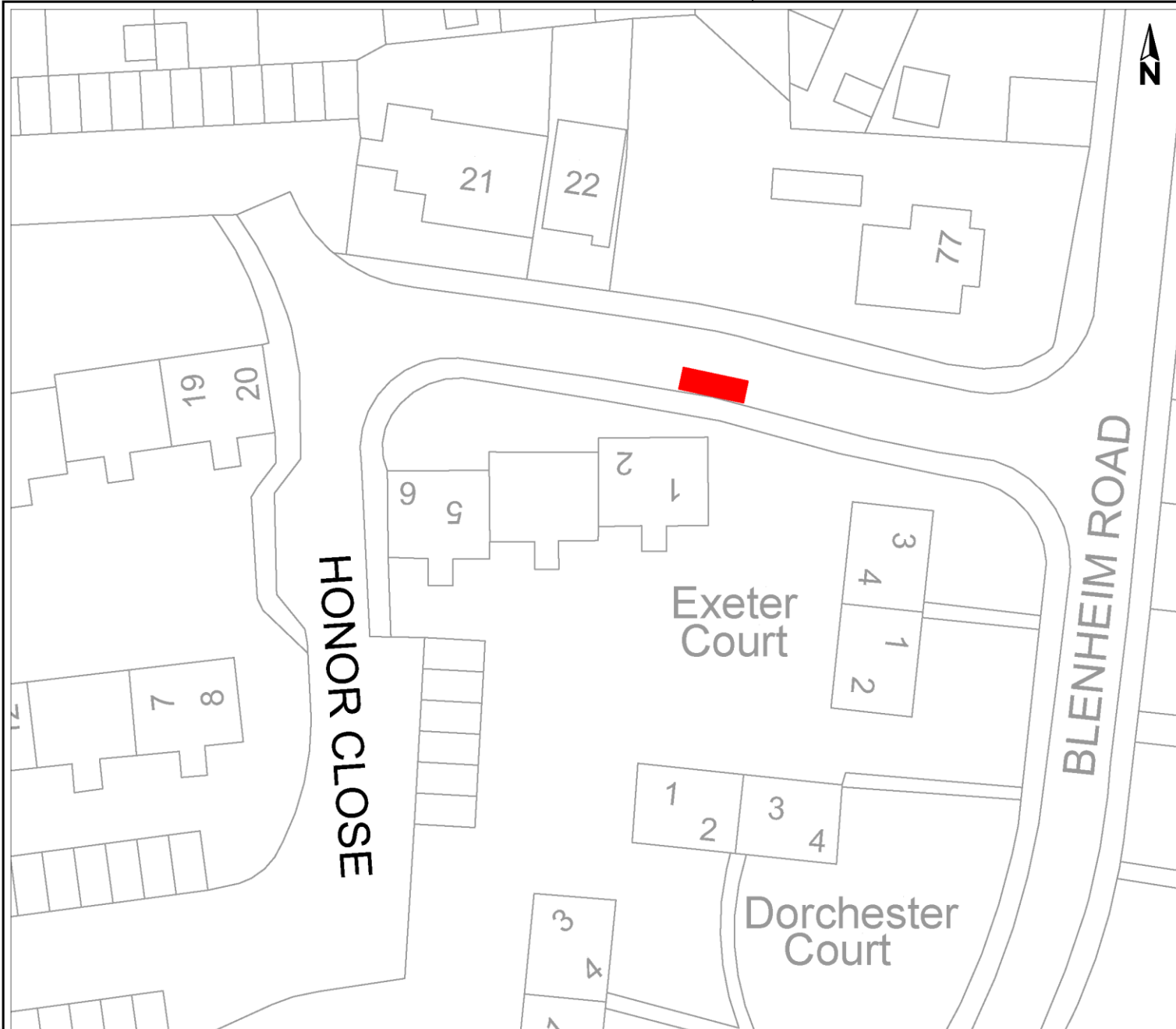
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	12/24		

Oxfordshire Project No. & File Ref

P0214

Drawing No. DPPPC&W135

Revision 0



Drawing No.

0



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

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## Project title

DISABLED PERSONS  
PARKING PLACES

## Drawing title

KIDLINGTON  
MARLBOROUGH AVENUE

## Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	12/24		

Oxfordshire Project No. &amp; File Ref

P0214

Drawing No. DPPP&amp;W128

Revision 0



Drawing No.

0



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

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Project title

DISABLED PERSONS  
PARKING PLACES

Drawing title

KIRTLINGTON  
NORTH GREEN

Drawing Status

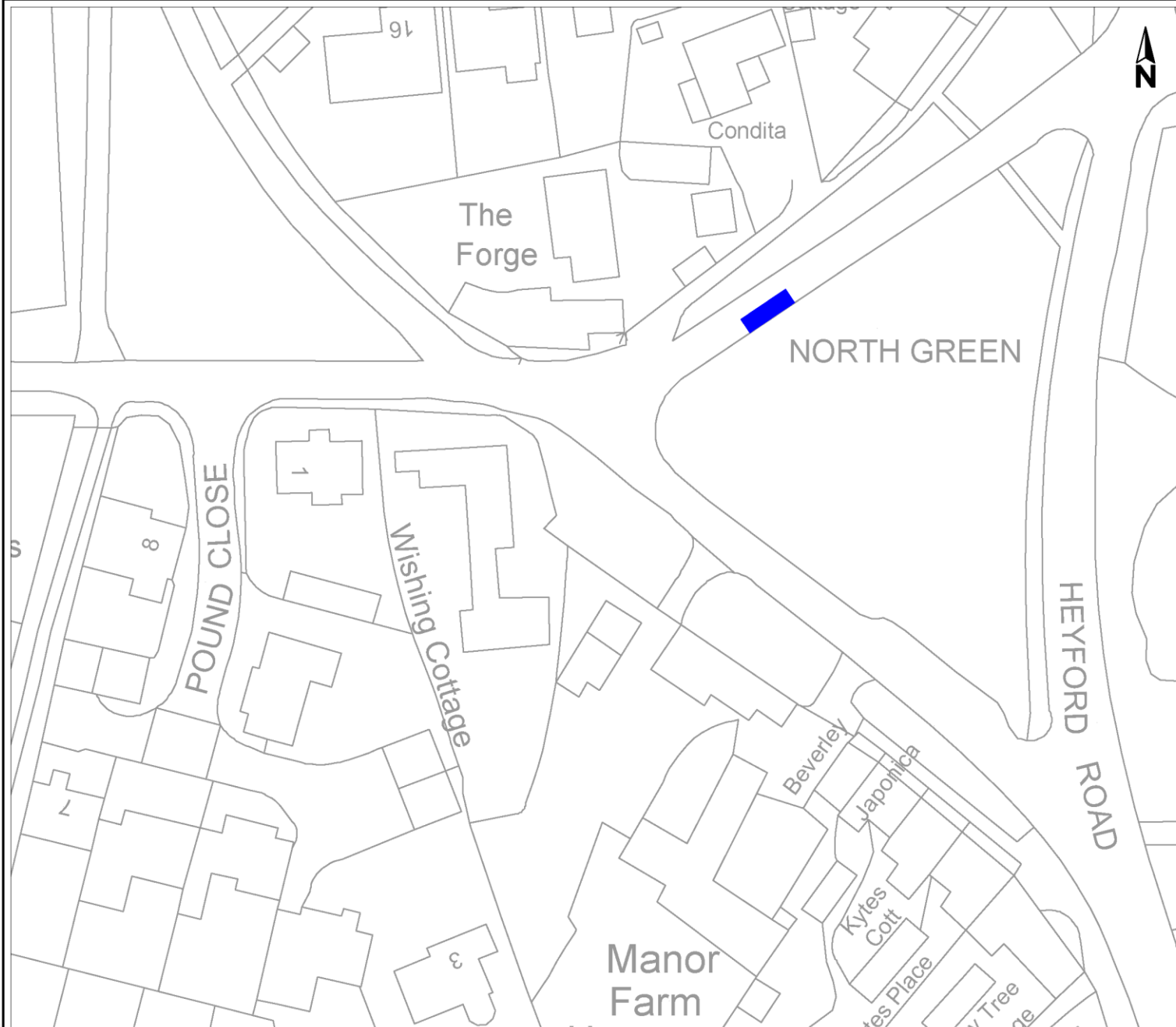
CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 12/24	Date checked	Date approved

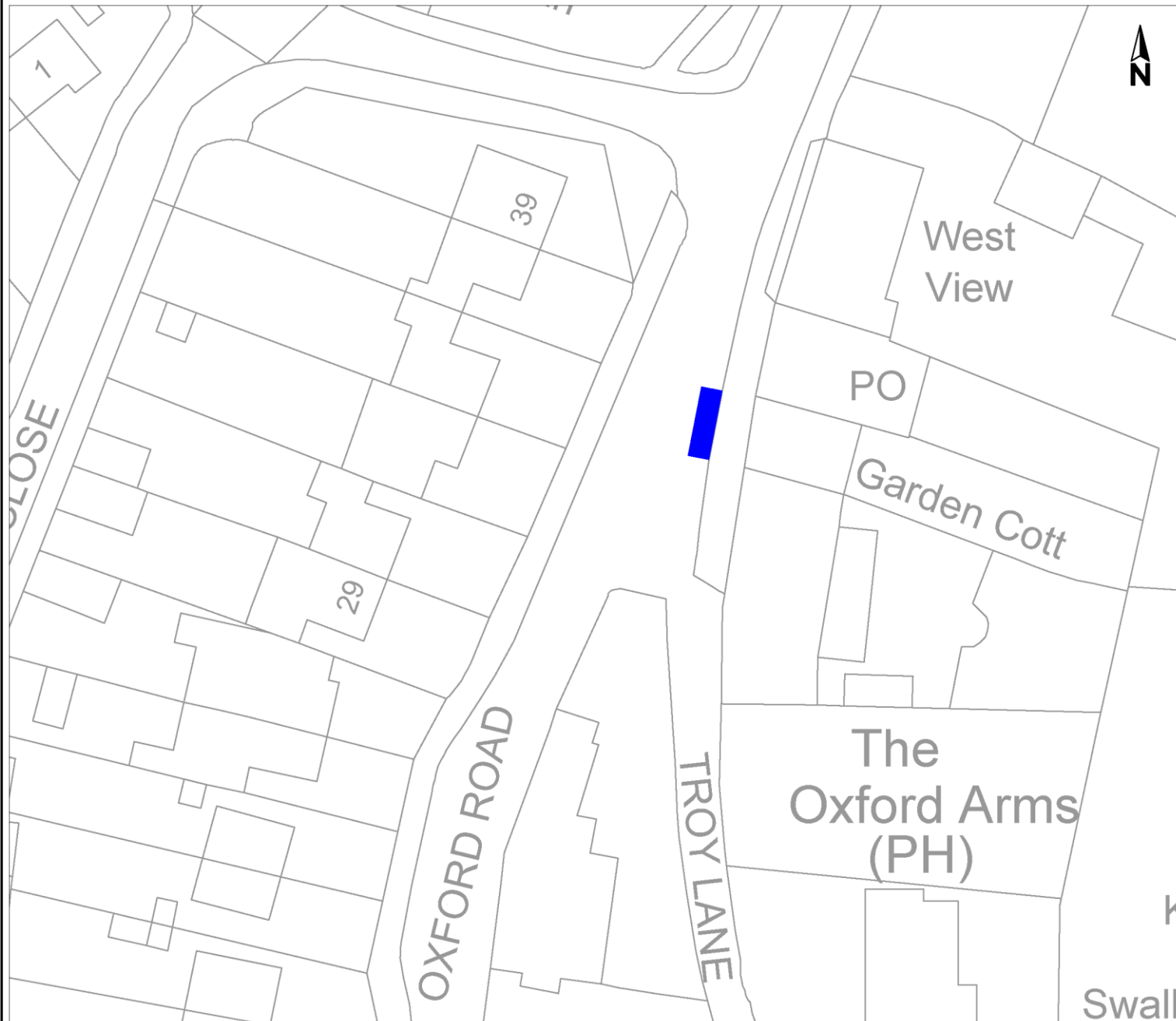
Oxfordshire Project No. &amp; File Ref

P0214

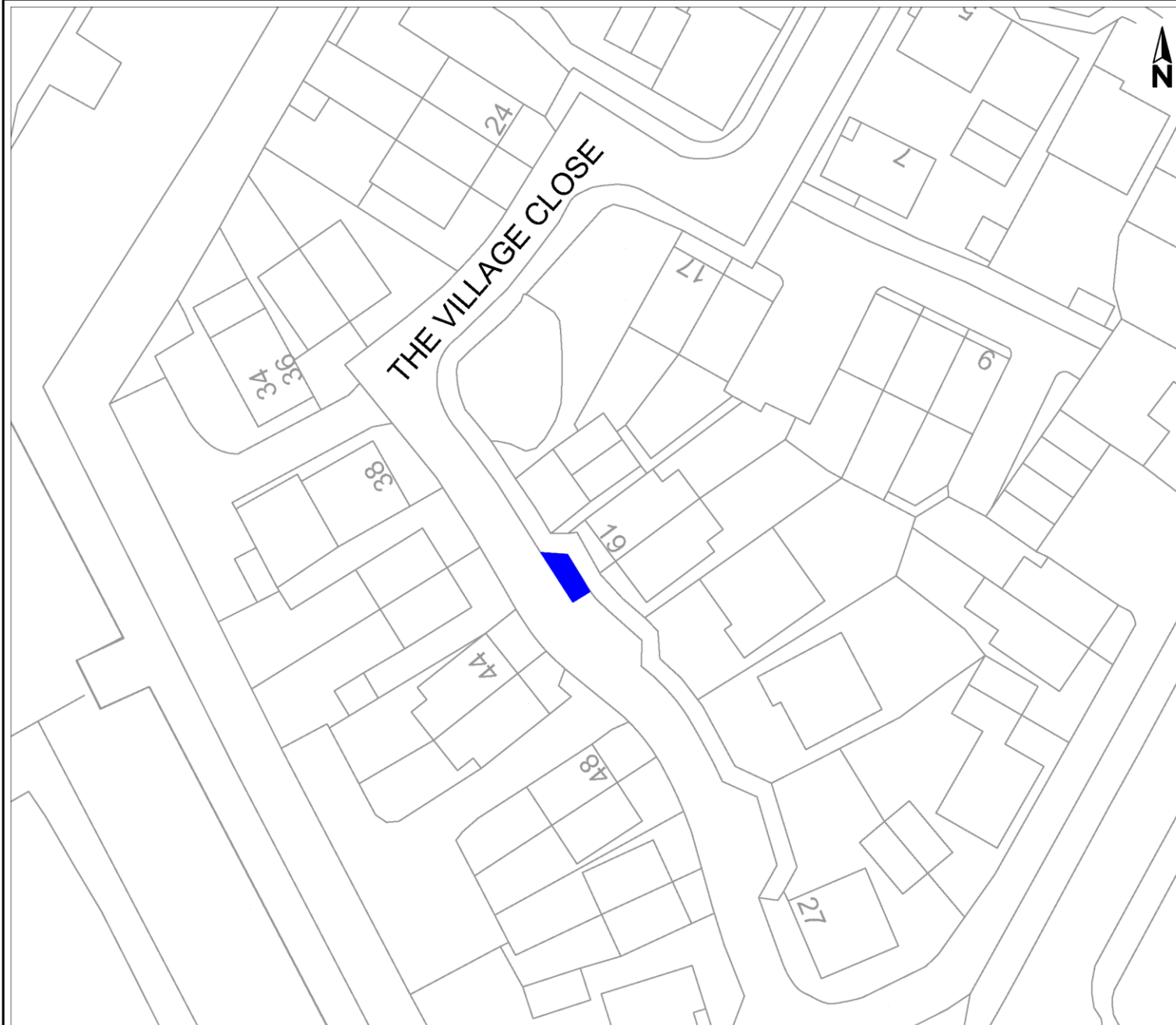
Drawing No.	Revision
DPPPC&W/129	0



Drawing No.		0	
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<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b> <small>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small> CONSTRUCTION <small>(ENTER 'NONE' IF APPLICABLE)</small> MAINTENANCE/CLEANING <small>(ENTER 'NONE' IF APPLICABLE)</small> USE <small>(ENTER 'NONE' IF APPLICABLE)</small> DECOMMISSIONING/DEMOLITION <small>(ENTER 'NONE' IF APPLICABLE)</small>			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<div style="display: flex; align-items: center;"> <div> <p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p><small>Paul Farmer Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel 0345 310 1111</small></p> </div> </div>			
Project title		DISABLED PERSONS PARKING PLACES	
Drawing title		KIRTLINGTON TROY LANE	
Drawing Status <span style="float: right;">CONSULTATION</span>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
12/24			
Oxfordshire Project No. & File Ref			
P0214			
Drawing No.		Revision	
DPPPC&W130		0	







## ANNEX 27

Drawing No.		11/01/2024/1		0	
<div><div></div>Proposed Disabled Persons Parking Place</div>					
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
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
<div><div></div><div>Paul Farmer Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0345 310 1111</div></div>					
Project title DISABLED PERSONS PARKING PLACES					
Drawing title UPPER ARNCOTT THE VILLAGE CLOSE					
Drawing Status CONSULTATION					
Scale @ A3 N.T.S.	Drawn by JaC	Checked by	Approved by		
	Date drawn 12/24	Date checked	Date approved		
Oxfordshire Project No. & File Ref P0214					
Drawing No. DPPPC&W/132				Revision 0	

Drawing No.

1 OF 10/20/2011 0



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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Tel: 0345 310 1111

## Project title

DISABLED PERSONS  
PARKING PLACES

## Drawing title

WITNEY  
FARM MILL LANE

## Drawing Status

CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	01/25		

Oxfordshire Project No. &amp; File Ref

P0214

Drawing No. DPPEC&amp;W/143

Revision 0





RESPONDENT	SUMMARISED COMMENTS
(a) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(b) Kirtlington Parish Council	<p>Kirtlington Parish Council (KPC) supports OCC's initiatives to provide appropriate parking for disabled persons with mobility needs. KPC has therefore adopted the following two criteria as policy for considering all applications for disabled parking spaces in Kirtlington:</p> <ol style="list-style-type: none"> <li>1. Is there a need for the disabled parking space requested. (Either at a relevant person's home or for access to an amenity)?</li> <li>2. Is the location requested for the disabled parking space safe and suitable for a disabled parking space?</li> </ol> <p>KPC has applied these criteria to the two current applications in Kirtlington as below:</p> <p>Garden Cottage (New application)  Need? Yes. The applicant is nearly 85 years of age, is registered disabled on health and mobility grounds and has a blue badge. His wife drives him everywhere as DVLA has refused him a licence on health grounds for some years. The space requested is directly in front of his home, which is next door to the Oxford Arms where there is regular competition for parking with customers visiting the pub. The village bus also uses this parking area.  Safe, suitable location? Yes. The road in the location requested is wide enough for a disabled space. There is a wide pavement at the roadside here for safe boarding of a vehicle by a disabled person without stepping into the road. The location is not in the village conservation area (although it is only just on the outside edge of it) so harm to local rural character here is low.</p> <p>Conclusion: KPC <b>supports</b> the application at Garden Cottage.</p> <p>North Green (Repeat application for North Green. Different location from application previously refused by OCC and to which KPC objected)  Need? Unknown. No amenities nearby. No known need at a relevant person's home.</p>

	<p>Safe, suitable location? No. The road in this location is too narrow to accommodate a disabled parking space. There is no pavement at the roadside for safe boarding of a vehicle by a disabled person without stepping into the road. Parked cars along this side of the Green reduce all traffic to a single lane for both directions. The location is an unsafe exposed corner of the Green directly opposite the wide access gate to the farmyard at 'The Forge'. (Farm currently unoccupied following owner's death). North Green is in the village conservation area and, to preserve its rural character, the Green and its verges have no kerbs and there are no road markings.</p> <p>Conclusion: KPC <b>objects</b> to the application at North Green.</p>
<i>Station Road (Alvescot) - Proposed new DPPP</i>	
(1) Local Resident, (Alvescot)	<p><b>Object</b> (Station Road) – We welcome the proposal to provide parking for those with a permanent or substantial disability but see the actual positioning of the proposed bay is critical to road and pedestrian safety. The DPPP is positioned on the B4020 Station Road where all other parking places are set back, off the highway. The DPPP when a vehicle is parked there, will cause an obstruction to traffic and will significantly increase the risk of a Road Traffic Accident (RTA). The DPPP, when a vehicle is parked there, will cause an obstruction to cars turning into the driveway of Elm Cottage, therefore increasing the risk of an RTA. The DPPP will also impact pedestrians. A parked car in this location will increase the risk of an RTA. In particular, those pedestrians using this route are Primary School Children walking between St Peter's CofE School and residences in the eastern part of the village. Move the DPPP 10-15 metres east, along the B4020. Ideally, set back off the highway and on the verge / roadside. With some sensible design, the DPPP could sit off the highway and create a natural 'end' to the footpath in front of Gassons Mead.</p>
(2) Local Resident, (Alvescot)	<p><b>Support</b> (Station Road) - We have no objection to this as long as it stops the obstruction of the Footpath that parking at present is causing.</p>
<i>Abbey Road (Banbury) - Proposed new DPPP</i>	
(3) Local Resident, (Banbury)	<p><b>Object</b> (Abbey Road) – the proposed bay will be alongside an existing bay, so will serve no realistic purpose as a disabled bay as vehicles either side of the bay prevent disabled access. Local parking is problematic and two bays for the same household seems unnecessary.</p>

(4) Local Resident, (Banbury)	<b>Object</b> (Abbey Road) – the reason for my objection is that there is no need for another disabled parking space as it is only one household that uses the current one. There is no room to have another disabled parking space next to an existing disabled parking space, not only that there is limited parking down here as it is. This will make it harder for other residents to park within the distance of their homes. It is not needed.
<i>Cromwell Road (Banbury) - Proposed removal of a DPPP</i>	
(5) Local Resident, (Banbury)	<b>Support</b> (Cromwell Road - Removal) - Since this disabled spot has been in place people have been parking on what was the grass now mud and it make the street messy and dangerous for people on 2 wheels. Furthermore, i have not seen it used at all.
<i>Crouch Hill Road (Banbury) - Proposed new DPPP</i>	
(6) Local Resident, (Banbury)	<b>Concerns</b> (Crouch Hill Road) –Your diagram i.e. map is incorrect. I do not want the bay opposite. I am also not sure why a disabled parking space is required as each of our houses has a driveway.
<i>Foscote Rise (Banbury) – Proposed new DPPP</i>	
(7) Local Resident, (Banbury)	<p><b>Object</b> (Foscote Rise) – I do not see why this is needed by the resident who drives the car as her drive is next to where you are proposing the disabled bay. She does not use her drive out of choice rather than necessity. I believe this would have been requested on grounds of her husband; however he is able to and has used the drive to get out of the car and walk into his house on occasion the applicant has not been able to park in the spot she prefers.</p> <p>Parking has always been an issue in this road due to some of the neighbours choosing to keep their drives vacant and parking on the road.</p>
(8) Local Resident, (Banbury)	<b>Object</b> (Foscote Rise) – I object to this proposed disabled parking space because it will be next to the property owner's drive. There is no need for this space when they have a drive that can be used.

(9) Local Resident, (Banbury)	<b>Object</b> (Foscote Rise) – The person who is requesting the disabled parking has a driveway adjacent to the requested spot which they do not use, and parking is already difficult in the close.
(10) Local Resident, (Banbury)	<p><b>Concerns</b> (Foscote Rise) - I am emailing with some concerns for the disabled parking space that has been requested by a resident in the street. I just want to make it clear from the outset I'm not against any resident from having a dedicated disabled space but in this instance I'm struggling to understand how it would benefit them when the unused drive they have seems to be a much safer option.</p> <p>My first concern is we have a number of households that have spaces on their drives for their cars but choose to park on the street, unfortunately this seems to be done out of spite towards other residents. Fortunately, we are not involved in this childish behaviour but have seen firsthand the arguments and had the police visit the street due to this situation. Many households have more than one vehicle these days and find it extremely hard to park safely in the street due to the actions of a few.</p> <p>My seconded concern, which I previously touched on is the location on the proposed disabled space, this would block the pathway leading to the residents front door, which means the disabled gentleman would have to walk across a grassed area to access the pathway.</p> <p>If all of the consideration mentioned above have been covered and the council are satisfied then I have no issues, however i do feel these points mentioned need to be addressed as it seems this is a reason to reserve a parking space in a street which resembles a car park most days rather than a benefit to her disabled husband.</p>
(11) Local Resident, (Banbury)	<p><b>Support</b> (Foscote Rise) - I wish to express my full support as presently there is no provision for this in Foscote Rise.</p> <p>However, when disabled with mobility and other health issues, level access to their nearest pathway is required even though a driveway may be available.</p> <p>Owing to the large number of cars and vans parked on the highway, this is not always possible as a disabled person needs to have the passenger door fully open to alight to enable assistance from their carer.</p> <p>Unfortunately, cars parked alongside, park too close and there is insufficient space to receive assistance from a carer and use any mobility equipment to access the nearest pathway. There is also no pavement and access across the grassed areas are unsuitable for people with limited mobility.</p>

(12) Local Resident, (Banbury)	<b>Support</b> (Foscote Rise) - I fully support the proposal for a disabled parking place outside number 49 Foscote Rise. It would enable the disabled gentleman to access his pathway safely without fear of falling.
<i>Kings Road (Banbury) – Proposed new DPPP</i>	
(13) Local Resident, (Banbury)	<b>Objection</b> (Kings Road) - I'm unsure why we need another disabled parking bay? The one outside number 13 is rarely used, I'm surprised this was allowed to go ahead, when they are a two person household with one car and a driveway. There was absolutely no need for the household to have a disabled bay so I'm unsure why there would be another one needed next door for a family that doesn't even own/have use of a vehicle? Parking is already an issue in this area, this will compound the problem. I'm emailing as the link included in your letter does not work, but please accept this email as an objection.
<i>Mold Crescent (Banbury) - Proposed new DPPP</i>	
(14) Local Resident, (Banbury)	<b>Object</b> (Mold Crescent) - We have received the new proposal for the disabled bay, we have a few concerns. If you were to place it where you intend to, this would leave no space for delivery drivers to park and people visiting to park as this is the last space available on a first come basis and this will also lead to delivery drivers and other people parking and blocking our drives, so I am against the proposal. As you are aware of how difficult it is to park on this road and if you place a disabled bay this will take away another place to park for everyone else.
(15) Local Resident, (Banbury)	<b>Support</b> (Mold Crescent) - I have received a letter for the proposed disabled person parking place in the front of my house. I am fine with this, but can you please confirm if the space will be put in the middle of where the grass bit is? I only ask because if this is put right to where my drop curb is it is then difficult trying to get my car on and off my drive. There is not enough room there for two cars to park so feel if it is in the middle will give enough room for myself to get on/off my drive and also my next-door neighbour at number 6. I will attach a photo of how a car is now parked there which is fine because it is in the middle so has left room for me to be able to get out. I hope this doesn't sound like I'm being petty at all it's just if cars are too close to the drop curb, I end up having to reverse up the curb on the opposite side to avoid car/lampposts and I don't want to be doing that.

<i>Withycombe Drive (Banbury) - Proposed new DPPP</i>	
(16) Local Resident, (Banbury)	<b>Concerns</b> (Withycombe Drive) - If this is supposed to be a public place for disabled people, I say it is unnecessary. We already have one such place on the street and I have never seen anyone park there. There is plenty of space for everyone to find a place for their car. Blocking the space only for disabled people will mean that no one will use this place, and now everyone can use it.
<i>Woodgreen Avenue (Banbury) - Proposed new DPPP</i>	
(17) Local Resident, (Banbury)	<b>Object</b> (Woodgreen Avenue) - I live in the area of the proposed disabled bay and in this stretch road from the Broughton Road roundabout to the Bretch Hill junction, there is already 2 disabled spaces. There is no need for more disabled spaces in the area, the parking in this area is ridiculous already for non-badge holders do we really need to make it worse.
<i>Blake Road (Bicester) - Proposed new DPPP</i>	
(18) Local Resident, (Bicester)	<b>Concerns</b> (Blake Road) - I would like to raise a concern about limited parking spaces on Blake Road, and how much is affecting residents. We have few parking bays outside homes, people are taking an advantage of walking distance to the train station, local shops, nursery on Buckingham Road, Victoria House surgery. On a number of occasions, I had to ask people if they live here, and explained to them how rude it is to block a parking space, but they can park on Blake Road as residences are not protected and parking bays are not reserved for residents as they should be. This year we will be asking for planning permission to have a driveway done, I do not want any Disabled parking bay on my side of property and possibly of not be able to access my property. I'm caring for my 82 year old mother with epilepsy and my son on autistic spectrum disorder. The driveway way is essential for our existence.

<i>Hertford Close (Bicester) - Proposed new DPPP</i>	
(19) Local Resident, (Bicester)	<b>Object</b> (Hertford Close) - They do not even have a car so why the bay, if it is for another person in the close they do not need a disabled bay as can walk perfectly well always out doing gardening even other people's so it's definitely not necessary we all have a problem parking round the close so it's unfair to give someone a bay when it's not needed at all.
<i>Leach Road (Bicester) - Proposed new DPPP</i>	
(20) Local Resident, (Bicester)	<b>Concerns</b> (Leach Road) - The proposed site is both unnecessary and not suitable for disabled. Leach Road is a very fast, busy road which takes buses, lorries and school traffic. A more suitable site would be the two lay-bys in the area or the car park by the side of the allotments. There is no general need for a disabled bay but there are people who wish for a personal parking bay in a road where finding parking space is problematic.
(21) Local Resident, (Bicester)	<p><b>Concerns</b> (Leach Road) – I agree there is a large increase in demand for parking along this road and an allocated disabled parking bay, for anyone with a blue badge, would help those that may need it.</p> <p>The proposed spot outside number 83 is not an ideal location for this. This part of the road is the most congested and busiest part of the whole of Leach Road. It is dangerous and cars often speed down without giving way causing wing mirrors to constantly be knocked off and putting traffic at a standstill in peak times. It is also a main busy route for the local town bus and double decker buses from Oxford. I have had my own car door wrapped round me when putting my daughter in her car seat when she was younger causing injury as the driver did not give way to oncoming traffic. My sister-in-law was also hit outside my property when getting back in her car and had her ribs broke due to the same reason. Therefore, I think a safer option would be to put an allocated disabled parking bay on the lay-by on the opposite side so that at least it would not be directly on the road.</p>

	<p>Personally, this road is a death trap. Ideally a speed hump needs to be placed outside to slow people down as it is also on a slight bend so often people don't see what's coming. It is also used by most of the school children, primary and secondary, as it is the main journey to 3 of the local schools and 2 nurseries, sports centre and to the town centre.</p> <p>There is a large car parking area with garages that are hardly used. I'm pretty sure most of them are empty. It would be beneficial to knock these down which would create a huge amount of parking spaces for this entire street and free up the road to ease congestion and create more safety for people accessing their cars.</p>
(22) Local Resident, (Bicester)	<b>Support</b> (Leach Road) – As a disabled driver living in this area, I would find this designated parking bay very useful. Just would like confirmation that any disabled driver could use this space.
<i>Wear Road (Bicester) - Proposed new DPPP</i>	
(23) Local Resident, (Bicester)	<b>Object</b> (Wear Road) – Regarding the proposal for disabled parking in Wear Road Bicester, I object. My reason for this is that of an evening all spaces are already filled by the residents that live here. There is already a struggle to find parking on occasion. If you were to put this bay in place and no other places were available to the local residents, would that person be subject to a fine if this bay was used by them?
(24) Local Resident, (Bicester)	<b>Object</b> (Wear Road) – We already have a significant parking issue and the removal of a space for general use will further impact this issue. All residents have a garage which can be used to park your car in a block right next to houses. Additionally, there are no current residents displaying a disability badge and therefore indicating a need for this. I strongly object to this proposal for reasons stated.
(25) Local Resident, (Bicester)	<b>Object</b> (Wear Road) – There are already serious parking problems in Wear Road. Is the council fulfilling a quota or have they received information that a disabled place is required? Creating a disabled space which will not be used is totally unnecessary.
(26) Local Resident, (Bicester)	<b>Object</b> (Wear Road) – I strongly object to a disabled parking bay in Wear Road. I live in the area. At 81, I consider myself the only candidate for such a space at some stage in the future, but I am currently capable of walking my two dogs daily. Another gentleman is older than me, but he plays several rounds of golf every week. We are a friendly, helpful group who feel quite free to ask for help with garden maintenance or gutter clearance, as needed. We certainly do not need a disabled parking space which none of us would be entitled to use!



(27) Local Resident, (Bicester)	<b>Object</b> (Wear Road) – there currently isn't enough parking for all the residents as it is at the minute, so unless the space is to be used by a resident with a disability who needs the space every day, then this is a terrible idea and residents without disabilities will just park there anyway.
(28) Local Resident, (Bicester)	<b>Object</b> (Wear Road) – Nobody in the street has a disability that justifies having a personal parking spot, due to the volume of cars already in the street it's hard enough to find a place to park. Other residents living opposite are in total agreement, as are all the other neighbours I've spoken with.
(29) Local Resident, (Bicester)	<b>Concerns</b> (Wear Road) – I know of no-one that either lives or visits the area that uses / needs any walking aids, parking in the area is of a premium, and we really cannot afford to lose a valuable parking space on the off chance that a disabled person may visit. Yes, we all have garages, but most people nowadays don't use their garage for parking their vehicle in, because most people's cars are a lot bigger today and will not fit in their garage, so they have no option to park in the lay-bys noted on your diagram, which are nearly always full at any time of the day. If this is a legal requirement, then of course it will have to happen, but if it is not, then in this time of economic recession, I would have hoped our council tax money could be better spent.
<i>Little Green (Bloxham) - Proposed new DPPP</i>	
(30) Local Resident (Bloxham)	<b>Object</b> (Little Green) – I received your letter regarding the proposed disabled person parking place on Little Green in Bloxham. We have lived here for almost ten years, in that time there has always been an issue with lack of parking in our area. This is mainly because not only residents of Little Green, park here, but also residents of Unicorn St and Kings Rd. Most families have two cars and therefore the parking we do have is used up quickly, particularly at weekends and when people have returned from work. I have been in a position a number of times where I have come back with my young children to find no parking and needing to hunt for a space elsewhere in Bloxham. I can only assume whoever has come up with the idea of the disabled bay here does not live locally and does not have any relevant experience of Little Green or they would know that such a place is not appropriate. A few years ago there was a disabled bay put into place for one of the residents of LG, it was a complete waste of council money because the young lady it was in place for promptly moved out of the property, we were then one space down with no one being able to utilise the space (as there were no residents that required it) until the council came and removed it. Looking at the residents of LG/US/KR there are no residents that require disabled parking, none have a badge, given that there is already not enough parking it would greatly have an impact on residents losing a space for a purpose that doesn't exist. Obviously, we all know that taxpayer's money is precious, I would believe this to be a waste of money given that we have zero disabled residents.

	<p>Thank you for reading my reasons to oppose the proposed bay, I hope common sense will prevail.</p>
(31) Local Resident (Bloxham)	<p><b>Object</b> (Little Green) – Width of roadway. Proposed position on a blind bend. General layout/geography of the area. Existing severe lack of parking spaces/options for other residents. Previous application for parking in same location refused, alternative installation caused untold problems, effectively resulting in loss of several other parking spaces due to placement. Lack of notification to/consultation with all interested and affected parties. Parking in this area works 'as is' only with co-operation/consensus of all residents concerned. Vast majority of the time this ensures most are able to park outside their properties, or in their 'usual' spot. Having been notified by a neighbour of this application, and having completed the online questionnaire, I wanted to expand a little on the brief details given there.</p> <p><b>Road Safety</b> - This is the second such application to add a disabled parking space in this location - albeit with different applicants. The previous application was rejected, largely, we understand, due to the proposed location on a blind bend, coming out of one of the narrowest parts of a road within the Conservation Area. Nothing whatsoever has changed. This remains a dangerous place to park, particularly for anyone with restricted mobility. Despite the 20mph limit, as a resident in this area for the past 33 years, I can confidently state that a considerable proportion of drivers pass through at greater speed.</p> <p><b>Geography</b> - The historic and unique geography of this area means only a very small proportion of properties have their own parking option. The road width is such that a number of properties don't even have a pavement onto which the residents themselves can step, let alone anywhere to park their vehicle(s). For many, parking in Little Green is the only realistic option, as the narrow streets in this part of Bloxham do not allow for much else.</p> <p>Parking hereabouts relies on co-operation/consensus of residents. It has largely worked very well over the years we have been here. Everyone does their best to park considerately, so that those fortunate enough to have road frontage are generally able to park immediately in front of their properties. The width of the road here, with parking both sides, means unless vehicles are parked at an angle to the pavement on the north side, vehicles parked behind them on the south side can (and have) prevented those on the north side being able to manoeuvre out. Some years ago, residents got together and agreed to park at an angle. Despite changes of residents over the years this continues to work well 99% of the time.</p> <p><b>Previous disabled bay</b> - The only major 'blip' was when the original placement for the earlier application was rejected. The disabled bay was instead installed north side, at right angles to the verge. With side hatches, this effectively took out 2 of the precious spaces, as well as making life extremely difficult for anyone lucky enough to find an empty slot. The placement of the bay meant everyone had to park at the same right angle. With vehicles parked parallel along the</p>

	<p>south side, it became nigh on <i>impossible</i> to get out of those spaces, given the restricted width. This was NOT an efficient or effective solution for anyone and caused huge problems for residents where previously there were none.</p> <p><b>Appropriate notification</b> - There is - if everyone parks sensibly - an absolute maximum of 12 parking spaces available in Little Green. At a conservative estimate there are 12 properties in Unicorn Street, the end of King's Road and Little Green who regularly use this parking. Others in the immediate area also do so on occasion, given restricted availability of parking in this part of Bloxham. Yet we understand very few of our neighbours have been directly notified of this application. We learned of the application only through one such neighbour, despite having used Little Green parking every day for the 33 years we have been here.</p> <p>Anything which might reduce the already limited availability of parking spaces, when there is little or no alternative parking <i>for anyone</i> in this area, should receive very careful consideration indeed, particularly as this has already been tried and - in all honesty - caused more problems than it solved.</p> <p>Whilst I do genuinely appreciate the needs of residents with restricted mobility - I am one of them - sadly, this area does not readily lend itself to this provision. The knock-on effect for other residents would be - yet again - considerable.</p>
(32) Local Resident (Bloxham)	<p><b>Concerns</b> (Little Green) – It will be dangerous on that corner cars speeds round the corner. It will block the corner There is no one here who has a blue badge. We had one before it was in the corner where the dog and litter bins are.</p>
(33) Local Resident (Bloxham)	<p><b>Concerns</b> (Little Green) – We don't think this would be good for any of the residents and from my knowledge everyone is able bodied. You could not get a worse place to live for parking and most people park courteously, but lots do not. Many times the road is blocked and would never be able to get Emergency Vehicles through. A Fire Engine got stuck in Kings Road one year when there was a chimney fire.</p> <p>We had a Disabled place previously and the people that applied for it didn't get removed when there was no requirement for it, leaving to others to ask for it to be removed. We also had to put up with the inconvenience of not being able to park there even though it was never sued.</p> <p>It feels more like a way to get a reserved space outside the house.</p>

	<p>Parking is really bad in Kings Road and Little Green, by all means put it outside the Church on the main road as this is less congested. People that visit us will not even drive down this road. No bin collection this week as the lorry cannot get down the road, this happens frequently with bins left outside for days.</p> <p>It would be a lot easier if the person talked to their neighbours and explains and we would keep that free, I have never parked in that place in 15 years, as I know they want to park outside their house, I respect that. 99% of the time their car is parked there all day every day anyway.</p>
<i>Orchard Rise (Chesterton) - Proposed new DPPP</i>	
(34) Local Resident (Chesterton)	<p><b>Object</b> (Orchard Rise) – I am writing to oppose the proposal for a disabled parking space on Orchard Rise.</p> <p>Nobody on Orchard Rise are blue badge holders that are in close proximity to the bay. There are already issues with parking during school drop off, throughout the day (buildings and school staff) and drivers lack of following the restrictions currently in place. We also have drivers parking on paths and verges throughout the day.</p> <p>Most residents with blue badge holders park along the back of the bungalows on Banks furlong while their visitors take up valuable spaces on Orchard rise both in the week and at the weekend. This causes residents with young children to park further from their houses while having to carry items back and forth from cars.</p> <p>By restricting access to a valuable parking space on Orchard Rise I think this would further encourage more inconsiderate parking and hazards for both pedestrians and road users. As well as the potential for an accident.</p>
(35) Local Resident (Chesterton)	<p><b>Concerns</b> (Orchard Rise) – I would like to voice my concern regarding yet another disabled parking area. There are already a number of these parking spaces, some are necessary and are used daily. Other spaces are not, for whatever reason. This area is already highly congested for residents parking. The school has now 26 staff members, due to its recent expansion, and very limited staff parking. The consequence of this is that the staff park on the road outside residential houses, from 8am till often 5.30pm. School drop off &amp; pick up is chaos, the parents park literally anywhere, including disabled spaces. There are also residents that require 24-hour care, this also add to the parking pressure of the residents. I feel strongly that yet another area where residents are unable to park will cause more congestion. I have approached Chesterton Parish Council about having residents only parking, as this situation is becoming increasingly difficult for the residents.</p>

(36) Local Resident (Chesterton)	<p><b>Concerns</b> (Orchard Rise) – I support the need of the applicant to have a designated parking place but question the wisdom of placing it in the lay-by.</p> <p>The tenants currently park their car, responsibly, behind their bungalow, in the lane between them and Kioloa. Their main reason being that the back access to their home from there, is more direct and easily accessible than it would be from the lay-by to either their front or back entrance (see map) as mobility poses an increasing problem.</p> <p>There is adequate space for them to park in the lane and plenty of room for cars and the refuse lorry to pass them with ease. Although the space is at the end of the lane, vision is not obstructed as their car is tucked well in from the junction. Consequently, I see no issue with an allocated spot being there and not taking a space in the lay-by, also needed by other residents and which is unlikely to be helpful the applicant.</p> <p>But they do need a designated parking space.</p>
Cornish Road (Chipping Norton) - Proposed new DPPP	
(37) Local Resident (Chipping Norton)	<p><b>Concerns</b> (Cornish Road) – In my opinion more parking spaces are needed in the town to help disabled people when shopping. I have adequate parking space for overnight behind my bungalow.</p>
(38) Local Resident (Chipping Norton)	<p><b>Concerns</b> (Cornish Road) – I have reviewed the plans online and wondered if you would be able to tell me how the location has been decided? The area marked on the maps falls in the middle of the area adjacent to the grass. If this space was to be used for disabled parking, the person would be either stepping out on to the road or onto the sloped grass. Neither option seem very sensible for someone which you have described in your letter as " with a permanent or substantial disability, such that walking is not possible or presents a considerable difficulty over longer distances". Would it not be better to put the bay a little further up where the parking bay would be next to the pavement therefore having hard standing on both sides of the vehicle? I have marked on the attached image of your map where this is. Are you also able to tell me if this parking space has been applied for by one of the residents? At present there is only one person who resides in this area with a disabled badge, they never choose to park next to the grass because of the risk of the grass and their mobility scooter - they park further up next to the path. In my attached image, I have highlighted in yellow where I think the bay should go. Alternatively, the disabled bay may be better to be in the parking bay opposite the blue proposed space rather than just on the road.</p>

<i>Hailey Road (Chipping Norton) - Proposed removal of two DPPP's</i>	
(39) Local Resident (Chipping Norton)	<p><b>Support</b> (Hailey Road - removal) – I support the removal of the disabled parking places at Hailey Road as they the residents they were put in for are 1 no longer living at the address and 2 no longer drives.</p> <p>I feel that the removal on one disable parking place would be the best solution as this way it will free up potential 2 parking spaces as parking around Hailey Road can be difficult. I feel that leaving one disabled parking place would benefit some of the residents who have carers and family who have use of the residents' disabled badges when collecting them to take them out. This is why the removal of one disabled parking place would be in the best interest of all residents in this block of bungalows so we can cater for all.</p>
<i>Walterbush Road (Chipping Norton) - Proposed new DPPP</i>	
(40) Local Resident (Chipping Norton)	<p><b>Object</b> (Walterbush Road) – Council should look at grass areas that could be turned into parking bays - they don't cut the grass anyway and it looks terrible. Especially on bus routes or when not many residents have drives and more than one car per household. Cottsway could also look at areas to help residents.</p>
<i>Church Street (Deddington) - Proposed new DPPP</i>	
(41) Local Resident (Deddington)	<p><b>Object</b> (Church Street) – I am writing to say that I am shocked and anxious about the proposed disabled parking space directly outside my house. There are currently spaces for three cars outside my house, but the two other spaces not discussed here (i.e. further back from the market square) are often blocked by the Coop van, which drives backwards up Church Street and parks to do its deliveries to the shop via an alley next to my house. This means that I often have to use the proposed disabled parking space to park, to ensure that I will be able to exit when necessary. Limiting this parking space to only disabled permit cars will hugely affect my access to and from my house. As a single parent with two young children, I need to be able to park on Church Street so that I can ferry my children into the house and then get all their paraphernalia etc from the car while keeping an eye on them in the house. If I were to park elsewhere - for example if I managed to find somewhere to park on the market square - this would mean having to leave my young children in the house while running back and forth to fetch stuff from the car. Obviously, I don't feel the safety of my</p>

	<p>children is guaranteed if this were the case. It is already difficult to find a parking space that would not become blocked at certain (unpredictable) times by the Coop on Church Street, and your proposed disabled parking space is literally the only spot that ensures access to my house while keeping my children in eye's view. I suggest that the proposed space be moved somewhere such as around the village green, or in front of the (unused!) Otters Restaurant, or indeed anywhere near the Town Hall - i.e. not in a place directly outside someone's house, which will limit safe access for me and my children to our house!</p>
<p><i>Cleveley Court (Enstone) - Proposed new DPPP</i></p>	
<p>(42) Local Resident (Enstone)</p>	<p><b>Support</b> (Cleveley Court) – I am a disabled resident and requester of the above application. I am in receipt of your letter. In support of my request for a dedicated disabled space I would like to submit the following.</p> <p>Over the last year two out the block of four flats have been sold and are now holiday lets (one on Air Bnb and another on Cottages.com) which are marketed as being convenient for The Soho Club at Great Tew. This now causes some parking issues especially at weekends and some late-night noise (that I know is a separate issue). I have politely spoken to the owners of the flats asking that “Guests” are made aware that this is a residential area and to park considerately, some do some don't. I am not against these holiday rentals but would just like to be certain of a parking space close to my front door when I return home, that's all. I attach a recent picture to highlight my point of one incident where the opposite happened, and I was boxed in.</p>
<p><i>Merton Close (Eynsham) - Proposed new DPPP</i></p>	
<p>(43) Local Resident (Eynsham)</p>	<p><b>Object</b> (Merton Close) –I recall that this request was made back at a similar time in 2023. Most of text of the email that I sent back then is repeated here, as the issues are still the same as they were then. In fact, currently, the resident who has applied is parking not one but two vehicles of similar size on the roadside, and as far as I can tell, neither of these are frequently used, nor are there any difficulties in finding sufficient parking. The picture attached shows this, shot from outside the and facing south-west further into the close. In addition to this, the past couple of years has seen 2 residents whose properties are on the opposite side of the junction into Blankstone close park high sided vans for business purposes outside their properties, straddling the pavement, and further compounding the visibility issues around the bend on the road.</p>

	<p>For your records, I have copied and pasted the following from my email back in 2023, all of which is still relevant to this proposal:</p> <p>There are a number of parking / road safety issues that we have raised concerns about to the Eynsham Parish council and Cottsway Housing in the past about regulations regarding parking on this stretch of Merton Close. These concerns relate to the nature of the vehicles being parked at this 'pinch point' in the close; concerns which have in the past led to actual collisions or dangerous situations arising for pedestrians and road users.</p> <p>To clarify the safety issues:</p> <p>1) The size of the vehicle currently being parked in the space you indicate is a high sided van with blacked out windows. This blocks visibility for those exiting Blankstone close, including those on mobility scooters, children on bicycles and cars. It also blocks visibility for anyone trying to pull out of the parking spaces allocated for #23, #25, #27 etc. This combined with a restricted view of vehicles approaching from the entrance to the Close (due to vehicles, bushes etc at the front of properties across the street) combines to create a number of hazards.</p> <p>2) Due to the nature of the vehicle being parked, delivery trucks, refuse vehicles and other larger vehicles such as firefighting trucks mount the pavement on the opposite side of the road in order to navigate the bend. This not only has damaged the kerbstones but presents an additional hazard to pedestrians.</p> <p>In additional to this, we have also pointed out a number of times to all concerned that there is a parking bay which is available but never used by the residents in question at the rear of their property. To request an additional designated space seems totally unnecessary, given that one is already provided.</p> <p>We feel strongly that these issues need careful consideration by those in Cottsway and County Council prior to any further action.</p>
(44) Local Resident (Eynsham)	<p><b>Object</b> (Merton Close) – Regarding the above reapplication, this was first applied for in 2023. The same criteria applies now as then. The difference being they now have 2 high vans to park and climb into, with no difficulty whatsoever. Which are parked, without any difficulty on the street. One outside his bungalow and one down the road outside a neighbour's bungalow. At no time does he try to park either van in his designated parking space at the side, which gives him back access to his bungalow. Or the pavement to the front. I'm sure if you find the reply I sent back in 2023 the same issues apply.</p>



	<p>We now also have obstructed views in the evening due to other work vans being dangerously parked on corners and paths.</p> <p>Our objections are as valid today as they were in 2023.</p>
(45) Local Resident (Eynsham)	<p><b>Object</b> (Merton Close) – After sending in my objections regarding the disabled parking space. I've been asked by a neighbour to please add his name to the objections. He is registered blind and has himself a blue badge. His friends when taking him shopping and returning, park alongside his bungalow. He feels the same as we all do that it's not a necessity to have a marked disabled parking area right outside his bungalow.</p>
(46) Local Resident (Eynsham)	<p><b>Object</b> (Merton Close) – The proposed Eynsham disabled space is in no way appropriate for the type of road it is on (a small village close) due to the fact that the resident requesting said space has one, sometimes two, large van vehicles. These vehicles are already a huge safety risk as they completely obstruct all vision up the road when coming round the corner from either direction. This has been reported multiple times to local council, with no action being undertaken to increase safety. Furthermore, the resident requesting this parking space has no need for the vehicle he has, as he is the driver and does not actually use the disabled access part of the vehicle. Along with this, he often has a second vehicle of similar size that he parks along the same street, increased danger to the public through obstruction of view. Lastly, this resident has absolutely no issues obtaining this parking space without it being marked as a disabled space, as no one else ever parks there. There is no need for government money to be spent on this.</p>
<i>Saywell Crescent (Eynsham) - Proposed new DPPP</i>	
(47) Local Resident (Eynsham)	<p><b>Object</b> (Saywell Crescent) – House nr 8 have 2 assigned spaces on the car park a few meters from front door and they never use them. The person never parks in the front of the house where you are planning the space.</p>
(48) Local Resident (Eynsham)	<p><b>Support</b> (Saywell Crescent) – I live near to the proposed disabled bay and have no objections to the planned disabled parking i think it's a great idea as parking can be difficult.</p>
<i>Honor Close (Kidlington) - Proposed removal of a DPPP</i>	

(49) Local Resident (Kidlington)	<p><b>Object</b> (Honor Close) – I am objecting to removing the bay at Honor Close.</p> <p>After our neighbour who the bay was registered to passed away last year the bay was empty as we didn't really know if we can use it. Yet, since around summer 2024 it started to be much more difficult to find space to park at Honor Close. Lots of residents from Honor Close area park in Honor Close and often residents from Honor Close cannot find parking place. That's why we started to use the bay because our son who is known to Oxfordshire County Council is a blue badge holder. Having the bay allows our family to find a safe and close space to our home for our son.</p> <p>Please have this in mind while deciding about future of the bay.</p>
<p><i>Marlborough Avenue (Kidlington) - Proposed new DPPP</i></p>	
(50) Local Resident (Kidlington)	<p><b>Concerns</b> (Marlborough Avenue) – I am writing to you regarding the proposed disabled person parking place outside 82 Marlborough Avenue. You are probably aware that there are already three disabled person parking places between numbers 72 and 86, and that would make it the fourth one. While we obviously understand why these are needed and we would not want to go against these, as a family with very young children, we are feeling very frustrated with the parking situation outside our house. Since it's not a permit restricted area, anyone can and does park there, making it difficult for us to find a space at times. Also, when the latest disabled person parking place was added in front of number 78, it was done in a way that did not respect the way people were parking, removing space for cars and reducing the number of cars that could park there. If a new disabled place is added in front of number 82, could it please be done in a way that still enables cars to park properly around it. There is currently space to fit five cars between the disabled person parking places between numbers 78 and 84. It would be great if it could remain that way, including the new disabled person parking place. We would still like to be able to park our cars in front of our house, making it as safe as possible for our children.</p>
<p><i>North Green (Kirtlington) - Proposed new DPPP</i></p>	
(51) Local Resident (Kirtlington)	<p><b>Object</b> (North Green) – I have recently become aware of the above application for a “proposed disabled persons parking place” opposite ‘The Forge’ entrance on North Green.</p> <p>Parking has always been difficult around the Greens in Kirtlington, this proposed side of North Green is no exception. Homeowners who buy properties in these areas are fully aware that they have no priority for parking when purchasing their homes. This application would take up a very large section of the available parking area alongside the</p>

	<p>Green. Disabled parking spaces are typically larger than regular parking spaces, measuring 2400mm x 4800mm with a 1200mm wide marked access zone on either side and at the rear, consequently reducing the sought-after spaces for all other residents and restricting the width of an already narrow road, potentially causing damage to the verge etc. by a huge amount of commercial vehicles travelling around the Green throughout the day.</p> <p>As far as I am concerned the creation of a disabled space in this area of North Green would put all the local residents at a disadvantage where parking is very limited. There are many residents that use the spaces mentioned on a first come first serve basis with an overflow very close by on Heyford Road.</p> <p>There are many other appropriate places in Kirtlington where this parking area could be positioned. One of which is on the Heyford Road just a few steps away where the road is much wider, it is a public highway and not part of the narrow road and green rural space of North Green in Kirtlington.</p> <p>For these reasons I place my objection to the above application.</p>
(52) Local Resident (Kirtlington)	<p><b>Object</b> (North Green) – Thank you for the opportunity to comment on this proposal which we strongly oppose.</p> <p>We are aware that accessible parking bays are essential for disabled motorists who need extra room to safely get into, and out of, their vehicles. As you will know, disabled parking spaces are wider and longer than the average car parking space. Disabled parking bays should be at least 2.4m wide, 4.8m long with a 1.2m “access zone” around each side of the bay. The proposed disabled person parking place would, therefore, using these measurements, protrude dangerously into a very busy narrow road.</p> <p>We are interested to know whether Kirtlington Parish Council has been consulted over this proposal. Also, has a public survey been conducted in Kirtlington to explore suitable sites for a disabled person parking space?</p> <p>In your letter seeking our views, you state that the proposal is being put forward in response to increased local demand for parking for those with a permanent or substantial disability. Any disabled parking bay must, of course, be made available for use by all members of the public with a substantial disability, not solely for the use of any one local individual.</p> <p>Finally, an application for the same proposal, sited on the opposite side of North Green (Ref: JaC.12.6.P0134) was made in April 2024. Could you please let us know what decision was made, about this proposal, by OCC?</p>

	We would appreciate confirmation that our opposition to current proposal will be submitted as part of the statutory consultation process.
(53) Local Resident (Kirtlington)	<p><b>Object</b> (North Green) – With reference to your letter regarding the above matter, I would like to confirm my objection to this proposal on the following grounds:</p> <ol style="list-style-type: none"> <li>1. North Green highway is a narrow residential road 5450mm wide (the width is less than Kyles place) and has a high bank onto the 'Green' on the right side which does not allow for exiting a vehicle on this side of the highway. On the left side of the highway, you have a mix of banked grass and private driveways. To necessitate a disabled person's parking bay (Minimum dimensions are 2700mm wide) this would place the disabled person when exiting their vehicle onto the narrow highway, so with that said the Disabled person's bay should be 3300mm, in my understanding. To establish this width, it would require excavation of the 'Green' at additional costs.</li> <li>2. I would also have a concern over the health and safety of any disabled person exiting in this narrow residential road as only last Friday we had an incident whereby a car went into two parked vehicles caused by the road being congested with all parking spaces full.</li> <li>3. It should be noted that 'The Forge' vehicle access is sited very close to the proposed disabled person's bay which again is a potential health and safety issue as a high wall obstructs their view of the road whilst exiting their premises.</li> <li>4. I note some of the residents on that part of the highway have medical vehicles in attendance and I wonder if the said vehicles and emergency vehicles would be able to attend if the proposed Disabled person bay was constructed.</li> <li>5. The reduced width will deny access for the two school buses (Marlborough and Cokethorpe) that pickup/drop off school children during term time will impact this service to local children.</li> <li>6. The resident applicant does not show signs of difficulty in walking when she resides at her property and therefore it is my opinion, they do not necessitate a disabled parking bay around the green, furthermore, I do not believe that the 'Green' is an appropriate place for a disabled person's parking bay.</li> </ol>

(54) Local Resident (Kirtlington)	<p><b>Object</b> (North Green) – I am writing to object to the Proposed Disabled Person Parking Place - North Green Kirtlington.</p> <p>Your letter states the proposal is '<i>in response to increased local demand for parking for those with a permanent or substantial disability, such that walking is not possible or presents a considerable difficulty over longer distances.</i>'</p> <p>I live on North Green and don't think there is 'an increased local demand' for this - or indeed any demand for it.</p> <p>I have spoken to the only two people living on the Green with mobility issues: two elderly people. They both say they don't need a disabled parking place since they have driveways. My understanding is that the only person living on North Green with a disability does not have mobility issues. She is a young woman who is very active and doesn't appear to have a disability that makes walking difficult.</p> <p>If the provision of the place is in response to a wider need in the village, then I question the appropriateness of placing it on North Green.</p> <p>a) The lane is very narrow, and a wide disabled parking place would make access difficult for the larger vehicles which need to regularly access the Green and beyond (the refuse lorry, farm vehicles, school minibuses and delivery vans and trucks etc).</p> <p>b) Additionally North Green isn't central to the village and it's amenities, so I would question why people with '<i>permanent or substantial disability, such that walking is not possible or presents a considerable difficulty over longer distance</i>' would find it useful to park there.</p> <p>I therefore object to the proposal.</p>
(55) Local Resident (Kirtlington)	<p><b>Object</b> (North Green) – I wish to strongly object to the proposal to place a disabled parking place virtually outside my house on North Green, Kirtlington. Neither I nor my immediate neighbours are disabled, and there is usually plenty of parking places for cars on North Green. I therefore fail to see the need for a designated disabled place on North Green.</p>

(56) Local Resident (Kirtlington)	<p><b>Object</b> (North Green) – The houses on that side of North Green all have driveways and they appear to use them. This isn't a suitable location near any of the amenities in Kirtlington, the pubs both have car parks and then Quarry has plenty of parking much closer to it. I don't think there would be enough space width wide to fit a disabled bay in without causing issues for other traffic to get past it. There is always space to park cars along that side if needed.</p>
(57) Local Resident (Kirtlington)	<p><b>Object</b> (North Green) – I am objecting the north green, Kirtlington disabled bay as I believe that it is the wrong location for the bay, I suspect it has been requested after a previous request was denied. I see very similar issues with that one as with this. A few months ago, a disabled space was requested outside 6 Kytes place which is the opposite side of the green. This new request is on the north side of the green which arguably has even less space to offer for a disabled spot. The physical requirements of a disabled spot would cause a narrowing of the road preventing such vehicles as ambulances or fire engines from being able to pass. I also wonder who this space would benefit as it is further away from amenities such as the school, village hall or local pub. All houses on the north side of the green have personal driveways and so if the request belongs to those houses, I'd suggest there is ample room already on their property. If it does not serve those houses, then I believe this space would be too far away from any other dwelling to efficiently serve anyone else.</p> <p>Parking is limited on the green and it was made very clear when buying houses around it that parking is a first come first serve basis. I believe that the disabled space system is being taken advantage of to essentially claim a 'personal' parking space for the requester. If it was truly to benefit everyone who may require it, then I'd suggest a more appropriate location would be closer to south green (centre of the village) or mill lane (near to the nature reserve).</p>
(58) Local Resident (Kirtlington)	<p><b>Concerns</b> (North Green) – I do not agree regards the "distance walking" as a case for the space. I assume is for a property within North Green without a drive or garage. If this is the case, then most properties are only 50 meters away from the highways on flat level ground.</p> <p>I am also aware there is no residents within the North green roadways that need walking aides. Secondly the area marked up is a very narrow highway so potentially could become a potential hazard.</p>

	<p>I would however be happy to consider the area of North green to be listed and signed posted as residents only parking and given to those properties without driveways or garages.</p> <p>For your information we have one property that has a driveway with the owner placing a Bollard on the road opposite, so no one parks in front. Could this be dealt with please.</p>
(59) Local Resident (Kirtlington)	<p><b>Support</b> (North Green) – I have no objection to the above proposal because I would be one of the beneficiaries as I hold a blue badge.</p> <p>I have a disability and find it difficult to carry things a long way. Since you last consulted on this issue the parking situation around North Green has worsened with there often being no parking spaces for residents. This, as you can imagine is frustrating for some who struggles with day-to-day tasks.</p> <p>I understand that when you previously consulted the position of the proposed space was on the Parish Council's land. Could you please ensure the bay be positioned somewhere where Highways have authority rather than the Parish Council that way the previous consultation issues do not arise for a second time.</p> <p>Finally, I urge you and the Cabinet Member to reconsider the proposal to allow a disabled space somewhere on highways around the Green. Thank you for your attempt to assist me.</p>
<i>Troy Lane (Kirtlington) - Proposed new DPPP</i>	
(60) Local Resident (Kirtlington)	<b>Support</b> (Troy Lane) – No objection
<i>The Village Close (Upper Arncott) - Proposed new DPPP</i>	
(61) Local Resident (Upper Arncott)	<b>Object</b> (The Village Close) – I am writing to formally oppose the proposal in its entirety regarding the request for a Disabled Persons' Parking Place (DPPP) in our area (The Village Close, Upper Arncott).

Firstly, the individual requesting this space currently has their house on the market, as evidenced in the attached photo. This raises a fundamental issue—once they move, the allocated space would become redundant, rendering it completely unnecessary. A DPPP should serve a long-term essential need, not a temporary request that will soon be irrelevant.

Additionally, the applicant has an abandoned car occupying the very space they wish to claim. This vehicle has been left stationary for months and is not in active use. If this parking space were truly necessary for the family, it would be in regular use rather than simply holding a place that has remained empty except for an unused vehicle.

Furthermore, this household already benefits from a private off-road parking space located behind their property, which they actively use. According to the Oxfordshire County Council website, a DPPP can only be granted under specific conditions, one of which is:

*"There is no access to off-street parking (unless the applicant is the vehicle driver, and their disability prevents them from using the off-street facility)."*

Since this family has a private off-street parking space that they use, they do not meet the necessary qualifications for a DPPP. Allowing this application to proceed would contradict the stated eligibility criteria and set an unfair precedent.

If the current abandoned vehicle were removed, the space could be used efficiently by myself, my partner, our visitors and every other visitor for families across this extremely busy street. Instead, we are forced to navigate around this abandoned car, making parking unnecessarily difficult.

Given these factors, I strongly urge you to reject this proposal. It does not meet the eligibility requirements, it is not a genuine necessity for the applicant, and it unfairly impacts those of us who actually need and use parking in this area.

I appreciate your time and consideration in reviewing this matter. Please confirm receipt of this objection and do let me know if you require any further information.

To clarify, the house at No. 44 The Village Close is indeed for sale, and the family has been actively hosting viewings for prospective buyers. Given this, the request for a Disabled Persons' Parking Place (DPPP) appears unnecessary, as the applicants may no longer reside in the property in the near future.



	<p>Furthermore, the household currently makes full use of their private off-road parking space. The parking area they claim to be unsuitable is, in fact, actively used. The space in question, which they have requested be designated as a DPPP, currently has one of their cars abandoned on it and has remained there for several months. It is clear that this space is not being reserved for a disabled individual's use but rather to prevent myself and my partner from parking there.</p> <p>I want to emphasise that I have a family member with a disability, and under normal circumstances, I would not object to a DPPP being installed where it is genuinely required. However, in this case, we have recorded footage on our security camera capturing the resident stating that they are pursuing this request out of malicious intent, rather than genuine necessity. This raises serious concerns about the legitimacy of the application.</p> <p>Given the above, I strongly urge you to reconsider granting this DPPP request. I appreciate your time in reviewing this matter and would be grateful for an update on the next steps.</p>
(62) Local Resident (Upper Arncott)	<p><b>Object</b> (The Village Close) – I'm writing to formally object to this proposal, as I strongly believe it is completely unnecessary and unfair.</p> <p>Firstly, the family applying for the space already has private off-road parking behind their house, which they actively use. According to Oxfordshire County Council's own guidelines, a DPPP should only be granted where there is no off-street parking available, unless the applicant is unable to use it due to their disability. Since they do have off-street parking and are clearly using it, they do not meet the requirements for a DPPP.</p> <p>On top of this, their application doesn't make sense in the long term, as their house is currently on the market (as shown in the attached photo). If they move, the space will serve no purpose, making it a waste of a designated parking spot.</p> <p>Another issue is that the very space they are trying to claim is currently occupied by an abandoned car that has been sitting there unused for months. If this space was genuinely needed, it would be in regular use, rather than just holding an unused vehicle. This car is just taking up valuable parking space, making things harder for those of us who actually need to park here.</p> <p>For all these reasons, I strongly urge you to reject this proposal. It doesn't meet the council's own criteria, it's not needed, and it unfairly impacts others in the area. I would appreciate confirmation that my objection has been received, and please let me know if you need any further information.</p>

(63) Local Resident (Upper Arncott)	<p><b>Object</b> (The Village Close) – I am writing to formally object to the proposal for a Disabled Persons Parking Place (DPPP) in The Village Close, Upper Arncott, OX25 1QU as outlined in the recent consultation letter I received. While I fully support accessibility measures for residents with permanent or substantial disabilities, I believe that this specific application does not meet the necessary qualifying requirements under the UK's DPPP guidelines.</p> <p>According to UK regulations, a DPPP should only be granted if the applicant meets specific conditions, which I'm sure you are aware of and can be found here:</p> <p><a href="https://www.oxfordshire.gov.uk/transport-and-travel/street-maintenance-z/disabled-parking-places#paragraph-9791">https://www.oxfordshire.gov.uk/transport-and-travel/street-maintenance-z/disabled-parking-places#paragraph-9791</a></p> <p>This explains the following:</p> <ul style="list-style-type: none"> <li>• Possession of a valid Blue Badge.</li> <li>• Proof that the applicant has significant mobility impairments that prevent them from walking or pose a considerable difficulty over longer distances.</li> <li>• A demonstrated <b>need</b> for a dedicated parking space due to the absence of existing suitable parking.</li> </ul> <p>The resident applying for this space – House number 44, currently has off-street parking available, meaning that there is no genuine necessity for an additional designated bay. Furthermore, the resident has previously abandoned a vehicle in the proposed space, which raises concerns regarding the responsible use of parking facilities within the area.</p> <p>Additionally, the applicant's property is currently on the market, meaning that any space allocated for their use would potentially become redundant soon. It would be inappropriate to designate a permanent DPPP for a resident who may no longer live at the property, limiting availability for others who may have a genuine and long-term need for accessible parking in the area.</p> <p>Please see the link to the property's estate agency in which the property is currently listed as for sale.</p> <p><a href="https://www.bartonfleming.co.uk/property-details/5828/oxfordshire/bicester-88">https://www.bartonfleming.co.uk/property-details/5828/oxfordshire/bicester-88</a></p> <p>Approving this request could unfairly monopolise valuable parking space that is shared among residents. Given that the applicant already has private parking, granting them an additional designated bay would place unnecessary strain</p>

	<p>on the limited number of available spaces, potentially disadvantageous to other residents who also require access to parking.</p> <p>The proposal, if approved, may set a concerning precedent, where individuals with existing parking solutions seek to claim additional spaces that are meant for those in genuine need. This could lead to misuse of disabled parking provisions, undermining the purpose of the DPPP scheme. Furthermore, an unoccupied or misused space could pose a safety risk, increasing congestion and potential disputes among residents.</p> <p>In light of these points, I strongly urge the council to reconsider granting this DPPP request. Remembering that at this crucial time financially, this could be seen as wasting council money and resources. The application does not align with the necessary qualifying criteria, and approval could create unnecessary limitations for other residents while enabling the misuse of shared parking resources. Instead, I propose that the council prioritise DPPP requests for individuals who genuinely lack accessible parking options and whose needs are permanent and substantial.</p>
(64) Local Resident (Upper Arncott)	<p><b>Object</b> (The Village Close) – I am writing to formally object to the proposal to provide a 'disabled persons parking place' within my area, as outlined in your recent correspondence for The Village Close, Upper Arncott. I believe this is located outside Number 19 for the Applicant of Number 44.</p> <p>While I fully support initiatives that assist individuals with disabilities, I have concerns regarding the specific location of the proposed parking space and its potential impact on residents and the wider community. My objections are based on the following points:</p> <ol style="list-style-type: none"> <li>1. Impact on General Parking Availability – The introduction of a designated disabled parking space may further reduce the already limited parking options available to local residents, many of whom rely on on-street parking.</li> <li>2. Alternative Solutions – There may be more suitable locations for such a parking space that would have less impact on existing parking and traffic flow. I urge a reconsideration of alternative sites that could better accommodate the needs of all members of the community.</li> <li>3. Traffic and Safety Concerns – Depending on the proposed location, the new parking space could contribute to congestion, visibility issues, or access restrictions for other road users and trying to get on and off drives where high volumes of traffic pass through here daily narrowly missing small children.</li> <li>4. Existing Off-Street Parking for Applicant – The applicant at Number 44 already has access to two off-street parking spaces, meaning that the proposed additional space would further limit available parking for residents who are already struggling to find adequate parking in the area. Allocating an additional space may not be the most efficient use of parking resources.</li> </ol>

	<p>5. Property on the Market – The applicant's property is currently on the market, meaning that the designated parking space may soon become obsolete. This raises concerns that council funds and resources would be wasted on an allocation that may no longer be necessary in the near future. These funds could be better utilized elsewhere to support long-term community needs.</p> <p>I respectfully request that my objection be considered during the consultation process, and I would appreciate further details on how objections will be reviewed and addressed. Additionally, I would welcome the opportunity to discuss potential alternatives that balance the needs of disabled individuals while minimizing disruption to residents.</p>
(65) Local Resident (Upper Arncott)	<p><b>Object</b> (The Village Close) – I am writing to express my concern about the proposal to add a disabled parking space on The Village Close, Upper Arncott, OX25 1QU (Ref: JaC / 12.6.P0214). We also opposed the previous request and many of the reasons for our opposition remain the same. While I understand the importance of accessible parking, I believe the proposed space is unsuitable due to the following reasons:</p> <p>1. Accessible Off-Street Parking: The household requesting the disabled parking spot already has access to two off-street parking spaces. Since our previous opposition, where we stated the spaces were not being used at all, the individual has started using one of the spaces around the back of the house. However, despite only having a single driver at the moment, the household currently owns two cars, with the second car being left stagnant in the layby opposite the house and not moved for months on end. I would argue that, if the individual really struggled to access the car at the back of the house, then they would move the unused car to the back and use the space opposite the house for easier access. As they have been using the space at the back of the house for some time now we would argue the reasons for requesting a disabled space in the layby are not sufficient enough.</p> <p>2. Limited street space: The street is already overcrowded, making parking for visitors etc. difficult. The layby is open for use and therefore allows visitor cars and delivery vans to park there when necessary. Removing one of these spaces for the requested disabled space will significantly hamper this and lead to further obstruction of pathways and green areas. The grass areas on our street are already turned up because of people parking on them due to lack of available space - with the nearby park gates often being blocked by visiting vehicles. This will only get worse. Removing a space from a street that is already busy would cause significant issues, which could easily be avoided by use of the available off-street spaces from the requesting household.</p>

	<p>3. The requesting house being up for sale: The requesting household currently has their house on the market (see: <a href="https://www.primelocation.com/for-sale/details/67981848/?search_identifier=a31f40d991aaca00464fc12edb2eeb27">https://www.primelocation.com/for-sale/details/67981848/?search_identifier=a31f40d991aaca00464fc12edb2eeb27</a>). Our worry is that if the household gets granted the space, and then manages to find a buyer, the street will be left with an unused disabled space for an extended period until it can be removed.</p> <p>As such, we strongly oppose the proposal for the disabled parking space.</p>
(66) Local Resident (Upper Arncott)	<p><b>Object</b> (The Village Close) – The applicants already have private off-road parking behind their house, which they actively use. According to Oxfordshire County Council guidelines, they do not qualify for a DPPP. Their house is currently on the market, meaning the space would become redundant once they move. The parking space in question is occupied by their abandoned car that has been sitting unused for months. If they genuinely needed this space, it would already be in use. This proposal is unfair and unnecessary, and I urge the council to reject it based on the above reasons.</p>
(67) Local Resident (Upper Arncott)	<p><b>Object</b> (The Village Close) – The person applying for this has got her house currently up for sale. This makes the parking space a waste as would serve no purpose in the long term. According to Oxfordshire County Council's own guidelines, a DPPP should only be granted where there is no off-street parking available, unless the applicant is unable to use it due to their disability. Since they do have off-street parking and are clearly using it, they do not meet the requirements for a DPPP. So, they are not even eligible for this space</p>
(68) Local Resident (Upper Arncott)	<p><b>Object</b> (The Village Close) – The road is already overcrowded with cars, the layby us used on a daily basis and still there are cars parked in the street. Having a disabled space will push more cars to park on the street. It is already hard to drive in the street and it will make it further unsafe for driving especially as you are unable to see round the park which is next to the layby to see oncoming cars. It is also making it less safe for the children playing in the street. Any further overcrowding could affect the value of the houses surrounding and driveways are the same distance as the layby to the house and this does not seem to be an issue at present. I will also go back to my last objection that too much parking will make it difficult if not block any emergency services getting down the street that is already narrow, this will also apply to rubbish collections and bulk deliveries.</p>
<i>Mill Farm Lane (Witney) - Proposed new DPPP</i>	
(69) Local Resident (Witney)	<p><b>Object</b> (Mill Farm Lane) – Thank you for your letter dated 6th February regarding the proposed disabled parking space which I requested last year on behalf of my elderly mother.</p> <p>The parking issues in Farm Mill Lane have not improved unfortunately and parking seems to be at a premium!</p>

	<p>In light of the fact that we will soon be putting our house on the market, I feel a designated disabled space outside our house would put an added complication in the path of a potential sale.</p> <p>I think that a residents permit parking space regulation on Farm Mill Lane would be a fairer alternative for all users/ residents of the lane.</p> <p>I would also like to put forward the suggestion that painted " white box" parking bays be marked out on the tarmac itself to assist residents, vet surgery clients and visitors alike to park more tidily and use space more efficiently. Very often a badly parked vehicle can really inhibit the turning circle at the end of the cul -de -sac. Also, the hatch lines on the tarmac have worn away in front of the parking space I frequently use. Additionally, it would be helpful if OCC could arrange the regular clearance/ cutting back of overhanging vegetation at the end of the cul-de-sac?</p> <p>Yes, it looks as though adding a disabled bay outside our house would now be unnecessary and ultimately would cause a problem down the line for the new owners.</p>
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Divisions affected: *Thame & Chinnor*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**27 MARCH 2025**

### **THAME – PROPOSED INTRODUCTION OF ZONAL CAR CLUB PERMITS**

**Report by Director of Environment & Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of hybrid Car Club vehicles in the central area of Thame for use within bays displaying a 'TH' prefix.**

#### **Executive Summary**

1. The purpose of this order is to introduce a zonal based `Car Club` for the central area of Thame. Under the provisions of the order, users would be able to access the use of a hybrid car club vehicle which will be available via geo-located in bays with a 'TH' prefix.
2. The proposals are being funded through a S.106 agreement paid for by a nearby development and the justification of the proposed car club is as follows:
  - To provide local residents in Thame access to a low emission hybrid car club vehicle, presenting an alternative to private car ownership (or second car ownership) and therefore make it possible for local residents to make lower carbon transport choices (including more active and public transport choices) rather than relying on individual private car ownership.
  - To provide local residents without their own private transport affordable access to a low emission shared vehicle, without the cost and hassle of ownership or conventional car rental.
  - To provide local businesses and other organisations with an opportunity to access a shared low emissions car club vehicle for work use as an alternative to current higher emissions fleet/grey fleet vehicles.

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

## **Sustainability Implications**

5. 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 Implications**

6. The proposed introduction of a hybrid car club vehicle in Thame is being funded through a section 106 agreement with a nearby development and as such, there are no risks or funding required from existing council budgets.

## **Legal Implications**

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980. and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## **Equalities and Inclusion Implications**

9. No negative implications in respect of equalities on inclusion have been identified in respect of the proposals. The scheme will be available to all users who register for an account with the car club provider.

## **Formal Consultation**

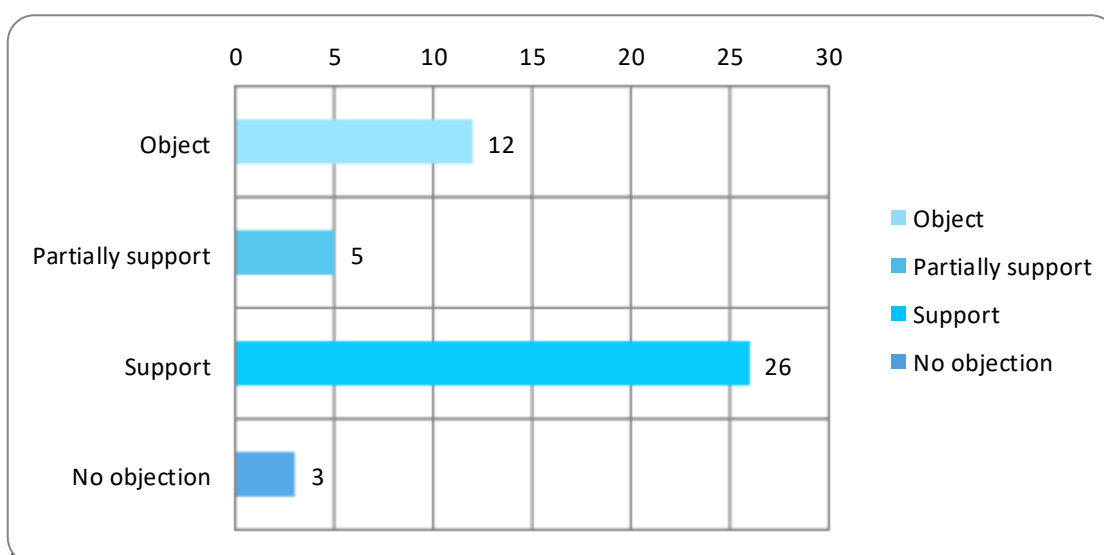
10. Formal consultation was carried out between 16<sup>th</sup> January and 14<sup>th</sup> February 2025. A notice was published in the Oxford Times newspaper, and an email



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, Thame Town Council, South Oxfordshire District Council, the local District Councillors, and the County Councillors representing the Thame & Chinnor division.

11. A total of 46 responses were received via the online survey during the course of the formal consultation, with 43 identifying as residents, one responding as part of a business, one as a local councillor and one as a general member of the public.
12. The chart shown below presents the general position of the respondent to the proposal for the introduction of a zonal car club permit. 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.

chart 1. Responses to the proposed introduction of a 'Zonal Car Club' utilising existing parking bays, within central Thame.



13. Thames Valley Police responded to confirm that they have no objection to the proposal.

## Officer Response to Objections/Concerns

### a) Responses in support of the proposals

14. In response to the proposals there were a high level of support with over 56% of the on-line responses welcoming the changes being put forward.
15. Residents who responded commented (21) that car clubs are a good idea, as they reduce the number of cars sitting idle for the majority of the day. Also,

club initiatives provide a low cost option for occasional journeys without the costs of car ownership.

16. The environmental benefits was mentioned in 6 responses, where residents felt that reducing the need for car ownership would be better for the environment both in terms of reducing our carbon footprint, but also locally through better air quality and changing user behaviours.

Officer response

17. It's brilliant to hear such a positive response from the Thame community to this proposal and that so many people immediately grasp the benefits of a car club. As respondents rightly point out, this car club will offer a convenient and affordable alternative to private car ownership and the opportunity for people to potentially give up their cars (or second cars) that might be sat idle on the drive a lot of the time. This will hopefully be a useful way to encourage residents to adopt more sustainable travel behaviours.

**b) Responses in objection to the proposals**

18. In opposition to the proposals 12 residents (26% on-line responses) chose to raise objection to the changes. The main reason given was that the proposal was not needed and that money would be better spent on ideas that would benefit all the residents of Thame, not just a select few. Some (3) questioned that the car club would only be accessible to part of Thame and as such, it wouldn't change user behaviours.
19. A small number of respondents (3) raised concerns that the car club vehicle would take up a space for visitors to Thame, which would impact on local businesses.
20. Other comments included questions about the cost to the tax payer for the proposal and the council should be focusing on other ideas like providing road links to the A40 park and ride plus increasing the number of parking spaces.

Officer response

21. The new car club vehicle will be available to anyone in the local area to use – residents and also businesses. Car club operators usually see the potential user base for any vehicle as being primarily those within a 10 minute walk, which means the Thame car club has the potential to meet the needs of a large number of residents. Hopefully if this scheme proves popular, there will be the opportunity to introduce more car club vehicles in Thame in the future, to meet the needs of even more residents.
22. Note that this particular allocation of S106 funding was very specifically for 'the provision of a car club in Thame', and therefore this funding allocation could not have been spent on other initiatives outside of this description.

### **c) Other general comments received**

23. In response to the proposals a number of general comments were made which included points made about a car club being tried before in Thame which wasn't successful. Suggestions were made that officers of the council should contact Thame Green Living who trialled the previous initiative for their input and advice.
24. The supporting documents for the proposals mentioned that the initiative was being promoted as part of a development in the area of Wenman Road. This seemed to have caused confusion as some respondents questioned why the scheme was only available for residents of the new housing site.
25. A small number of respondents felt that they couldn't fully comment on the proposals as details of how the car club would work have not been provided.
26. One resident commented that the scheme should use a fully electric vehicle and not a hybrid to ensure the full benefits to the environment are realised.

#### Officer response

27. The Officer involved in this project has been in contact with Thame Town Council and with the Thame Green Living group who are supportive of the re-introduction of a car club in Thame, in spite of the fact that the previous car club – provided by Thame EV Hire Club – was discontinued after not being financially viable. It is hoped that this new car club vehicle – being based at this much more visible location off Thame's High Street – will potentially attract more users. It is also hoped that being a hybrid car for the time being will mean some drivers who are not confident with EV (through e.g. concerns about range or new technology for example) will find the car club more accessible, and hopefully there will be enough committed usage in the future for Co Wheels to afford to swap this for an EV.
28. The S106 funding allocation for this project is associated with the Wenman Road development, and being within a 10-minute walk of this new development it will indeed be accessible to its residents. However, the car club facility is not restricted to these users and is accessible to anyone who is eligible to be a Co Wheels member.
29. With reference to the choice of a hybrid vehicle over a fully Battery Electric Vehicle (EV), it is certainly the intention once public EV chargers are installed on Upper High Street to ask Co Wheels to switch this vehicle to an EV, in order to offer greater environmental benefits and increase the accessibility of EV to local residents. However, with the cost of provision of EV car club services being significantly more expensive, and with EV car clubs needed to be based at a dedicated EV charger in most cases, it was seen as better value for money and a more sensible choice at this stage to spend the S106 funding on a hybrid vehicle in a highly visible location for two years than to offer an EV car club

vehicle in for one year only and in a less visible location (such as Southern Road car park).

## Monitoring & Evaluation

30.It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved.

**Paul Fermer**  
**Director of Environment and Highways**

Annexes:                      Annex 1: Consultation responses

Contact Officers: James Whiting (Team Leader – TRO & Schemes)  
Jenny Figueiredo (Lead Technologist EV Integration)

March 2025

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Local resident, (Thame, Cavendish Walk)	<b>Object</b> – It will only serve a very small number of Thame residents. I think there are better ways the money could be spent to benefit the wider community
(3) Local resident, (Thame, Chinnor Road)	<b>Object</b> – Can not remove private car ownership
(4) Local resident, (Thame, Croft Road)	<b>Object</b> – Loss of car parking
(5) Local resident, (Thame, Dormer)	<b>Object</b> – Not enough demand to justify set up and running costs. Further burden on council tax payers. Reducing car parking spaces.
(6) Local resident, (Thame, Marston Road)	<b>Object</b> – When are you people going to get it in to your heads that this is yet another stupid idea that no one has any interest in other than the usual Green freaks. It will flop just the same as wasting parking places in Southern Rd car park for stupid EV charging which next to no one uses.
(7) Local resident, (Thame, Roman Way)	<b>Object</b> – Another ridiculous idea !!  Who on earth comes up with this ... everytime there is S106 money locally to spend it is spent on the most ludicrous shite !! Another lot was spent on totem poles/statues that goes from the Thame Meadows to the town centre - what's

	<p>happened with those, two have been vandalised and no one does that walk, so what point was there spending all those 10's of thousands on that !</p> <p>For goodness sake, use the money on something that can benefit WHOLE communities, not just the few !  As for taking up parking spaces in town centre for this - no, we don't have enough parking left as it is and the sodding taxi's often take up the entire layby outside Sainsbury. So do not go giving up more of our parking for this scheme, you are drying up who uses the town centre shops, more are closing by the month as trade drops off and by limiting more parking it will have a further impact on our small retailers in the town.</p>
(8) Local resident, (Thame, Seven Acres)	<b>Object</b> – Unnecessary expense unlikely to be available for those that might conceivably need to 'borrow' a vehicle for a short time. Seems like yet another example of virtue signalling with other peoples' money by the usual suspects.
(9) Local resident, (Thame)	<b>Object</b> – How much is this going to cost the taxpayer? More idiotic ideas, why not build an access road to the A40 park and ride
(10) Local resident, (Thame)	<b>Object</b> – This is yet another attack on car ownership, on freedom of car ownership to be precise, under the guise of offering "choice". If you want to start this scheme, let's have MORE car parking spaces, not less as will be the case should this scheme be accepted.
(11) Local resident, (Thame, Thame Meadows)	<b>Object</b> – It looks as if it's only that part of Thame that's going to benefit?and people will still drive their own car's, so don't see a point
(12) Local resident, (Towersey, Chinnor Road)	<p><b>Object</b> – There was a car club before but it proved to be unsustainable. I considered using this vehicle but it was to drive to a workplace and it would have been parked for most of the day. The cost would have been prohibitive. The charges were per hour and it would wipe out my earnings for that day.</p> <p>Thame is served by buses and we need to improve the bus services with better connections to villages and also the hospitals. We now have electric buses to Oxford but the ones to Aylesbury are diesel. This money would be better spent on buses and a greenway to Haddenham for rail connections.</p>

	<p>Cycling and walking needs to be the easiest choice for short journeys. A lot could be achieved by using the money on safe routes.</p> <p>A car adds to congestion and makes the choice of walking and cycling less attractive.</p> <p>A car would probably be used by only one person. A much better option is a bus that can transport many more people. We should not be encouraging car use in this climate emergency.</p>
(13) Local resident, (Towersey, Windmill Road)	<b>Object</b> – Waste of time, a similar scheme was tried in haddenham and failed due to lack of use. Yet another waste of time and money rather than building better public transport links
(14) Local resident, (Thame, Arnold Way)	<b>Partially support</b> – I don't know enough about scheme to fully support it. In theory, it sounds like a good idea, but is there really a need for such a scheme in Thame? How much of a positive benefit might there be for the carbon neutral campaign? It feels a bit like a tick box exercise for the sake of being seen to be doing something (new), instead of focusing on other (existing) areas/issues which might deliver more benefits to more residents.
(15) Local resident, (Thame, Brook Lane)	<b>Partially support</b> – I support the idea of a car club. I strongly disagree this should be a hybrid vehicle and it should be an EV. Also I believe the previous car club wasn't commercially viable in Thame, so I'm not sure this is a good use of spend or councillors time
(16) As a business, (Thame, Churchill Crescent)	<b>Partially support</b> – I don't quite get it. I think that I am reading that this is only for residents and businesses of Wenman Road - however, marked bays will be made available along Church Road, east St etc within the centre of Thame... Why?
(17) Local Cllr, (Thame, Harrison Place)	<b>Partially support</b> – whilst I support the concept, the consultation suggests it is only for residents in the Wenman Rd area. My question is why? Also the consultation document provides no information on how this would operate or hours of operation. How can people comment with limited information

(18) Local resident, (Thame, Ireton Court)	<b>Partially support</b> – Interested in the proposal
(19) Local resident, (Thame, Angus Court)	<b>Support</b> – Allows use of car on days when it's needed. Saves having to buy a car for infrequent use.
(20) Local resident, (Thame, Aylesbury Road)	<b>Support</b> – Good idea needed by people who only need a car occasionally, takes away the need to own a vehicle and is support for people who cannot afford to run one themselves.
(21) Local resident, (Thame, Bell Close)	<b>Support</b> – Improved air quality and reduction in unused idle vehicles.
(22) Local resident, (Thame, Chinnor Road)	<b>Support</b> – Thame has little allocated parking for many residential houses and roads and side streets are congested day and night with parked cars making visibility poor for pedestrians and drivers alike. It also makes cycle access dangerous and difficult on many roads around Thame. Thame has excellent amenities in town and a good bus service for key links but there are sometimes a private car is needed. Such a scheme if well designed could help remove the need for privately owned cars in Thame reducing pressure and facilitating other modes of active travel which can also improve people's health and wellbeing. A well delivered scheme can also make occasional car use affordable and more equitable for all income levels in town. Finally if cars are high spec EV or hybrid and serviced regularly they may help reduce both GHG emissions and lower levels of air pollution in town. Both of which benefit health. I therefore support the proposal
(23) Local resident, (Thame, East Street)	<p><b>Support</b> – For the sake of the planet it is simply not sustainable for everybody to own a car in the future, and this scheme would be a good way to start giving people the opportunity to have access to a car when necessary, but not to have to own one.</p> <p>We have a small electric car for local journeys but have kept our diesel car for long journeys, because we are not sure of the charging infrastructure at the moment.</p> <p>However, Public Transport needs to improve to work alongside this sort of scheme.</p>



(24) Local resident, (Thame, Esingdon Drive)	<b>Support</b> – It seems like a good idea but further details are required describing how the system would work, booking , insurance, any age limitations, etc.
(25) Local resident, (Thame, Goffe Close)	<b>Support</b> – The correct thing o do
(26) Local resident, (Thame, Hampden Avenue)	<b>Support</b> – I think we have to try new approaches to reducing emissions. However it would be worth you contacted Thame green living as they tried a town centre car club previously but it didn't take off. Perhaps they will have some learning to share ?
(27) Local resident, (Thame, Hazel Avenue)	<b>Support</b> – Most of our cars sit idly and unused for 80% of the time. Sharing car resource makes sense for all important reasons: environment; cost-of-living; parking space...
(28) Local resident, (Thame, Lambert Walk)	<b>Support</b> – The town desperately needs access to this sort of scheme as it is not able to adjust (due to historical nature of the town) to accommodate everyone having 2nd/3rd etc cars in their private household. This provides a viable alternative that is also environmentally friendly
(29) Local resident, (Thame, Langdale Road)	<b>Support</b> – Good for the environment, local support and town centre development. Great for local businesses to encourage their employees to consider this rather than their own vehicles.
(30) Local resident, (Thame, Nelson Street)	<b>Support</b> – I think this is a great idea. As a local resident with only one car to share between my wife and I having access to a Zonal Car Club to use a hybrid vehicle instead of purchasing a second car is ideal and good for the environment.
(31) Local resident, (Thame, Nelson Street)	<b>Support</b> – I wish to support the scheme for my own occasional use and for others to make use if the hybrid.

(32) Local resident, (Thame, Queens Close)	<b>Support</b> – A shared car would be beneficial to Thame
(33) Local resident, (Thame, Southern Road)	<b>Support</b> – There has been a similar service in the town which we were using. But the service was stopped last year. An EV parked in the car park to the rear of the old co-op.
(34) Local resident, (Thame, Wellington Street)	<b>Support</b> – I think it's a great idea. We only want 1 car but having the option to occasionally access a 2nd car would be fantastic. Would mean less cars, less traffic and a better Thame
(35) Local resident, (Thame, Wellington Street)	<b>Support</b> – We only have one car and there is the odd occasion where two would help with taking our kids places. This would be a useful service.
(36) Local resident, (Thame, Welply Way)	<b>Support</b> – Car Clubs are useful for occasional journeys and a low cost option as opposed to year round car ownership. If they are part of a car club network such as Zip car and can be left at different locations, so much the better. Van schemes are also useful for the same reasons. The parking locations of such schemes are best created in off road locations rather than created where they impede traffic flow
(37) Local resident, (Thame, Wenman Road)	<b>Support</b> – Reduce carbon footprint
(38) Local resident, (Thame, Willow Road)	<b>Support</b> – It is a way to reduce car ownership/use. Therefore good for the environment
(39) Local resident, (Thame, Seymour Court)	<b>Support</b> – Good idea

(40) Local resident, (Thame, Fanshawe Road)	<b>Support</b> – Would be great to have access to a second car for occasional use without the expense of purchasing it and maintaining it.
(41) Local resident, (Thame, Hawthorn Avenue)	<b>Support</b> – Think it's a positive idea to encourage people to drive low emission cars especially as the cost of electric cars are so high
(42) Local resident, (Thame, Wentworth Road)	<b>Support</b> – In full support! Great idea!
(43) Member of public, (Long Crendon, Thame Road)	<b>Support</b> – An initiative way to reduce traffic & be greener.
(44) Local resident, (Moreton, Judds Lane)	<b>Support</b> – I agree with the shared use of vehicles rather than the waste of resources inherent in lots of cars sitting idle most of the time.
(45) Local resident, (Thame, Blackthorn Grange)	<b>No objection</b> – This is a good idea. We were without transport recently and really could have done with a car to use.
(46) Local resident, (Thame, Fairfax Close)	<b>No objection</b> – May not use it
(47) Local resident, (Thame, Henry Blyth Gardens)	<b>No objection</b> – I'd have to see how it would work

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Divisions affected: *Cowley*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**27 MARCH 2025**

### **OXFORD: BOSWELL ROAD – PROPOSED ‘BUILDOUT’ FEATURE & PARKING RESTRICITONS**

**Report by Director of Environment & Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the following features in Boswell Road, in Oxford as advertised:**
- b) **‘Buildout’ feature to be located on the eastern side, adjacent to the footpath linking to John Smith Drive,**
- c) **‘No Waiting at Any Time’ (double yellow lines) parking restrictions on both the east & west sides.**

#### **Executive Summary**

- 2. This report presents responses received to a statutory consultation on proposals for pedestrian and cycle improvement works in the vicinity of the existing footway / cycleway access between Boswell Road and John Smith Drive.
- 3. Specifically, the proposals will see the introduction of a ‘buildout’ to be located on the eastern side of the carriageway, adjacent to the existing footpath / cyclepath link between Boswell Road and John Smith Drive. The ‘buildout’ will improve pedestrian and cycle access to this link. It will give priority to road traffic travelling north-eastwards from Barns Road, with vehicles travelling south-westwards required to give-way. To ensure refuse vehicle access, additional ‘No Waiting at Any Time’ (double yellow lines) parking restrictions have been proposed on either side of Bosell Road, between its junctions with Barns Road & Frederick Road, as shown in **Annex 1**.
- 4. The proposals have been put forward a result of the planned development of ‘Plot 4200’ at the ARC Oxford Business Park on John Smith Drive.

## Financial Implications

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

## Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1984, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## Equality and Inclusion Implications

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

## Sustainability Implications

9. The aim of the Boswell Road changes is to improve the pedestrian / cycle link into the ARC Oxford Business Park. There is currently no dropped kerb and cars park in front of the link making cycle access difficult. The planned development of Plot 4200 will see an increase in employees with no increase in car parking. Active travel will therefore be an important form of travel to the site.
10. The link is shown in the LCWIP as a connecting off-road route, so an improvement is in line with the adopted LCWIP and will benefit the wider area. These works and this consultation process are fully funded by the developer at no cost to OCC.
11. The proposals will help improve road safety in the area for non-motorised road-users by helping to avoid obstruction and providing better visibility for pedestrians and cyclists. It will also reduce speeds on Boswell Road.

## Formal Consultation

12. Formal consultation was carried out between 30 January and 28 February 2025. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillor representing the Cowley division.
13. Letters were sent directly to approx. 80 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
14. 39 responses were received via the online survey during the course of the formal consultation, comprising of 24 objections (61%), five partially supporting (13%), and ten in support (26%).
15. 12 further emails were received directly – with six objections, three raising concerns, two in support, and Thames Valley Police submitting a non-objection.
16. Additionally, a petition from the 'Middle Cowley Residents Action Group' – signed by 133 residents – was received based on the view that the proposals are unnecessary, with the additional request that a controlled crossing for pedestrians at the junction of Boswell Road be provided, along with a mirror to aid visibility at the Boswell Road/Barns Road junction. The petition will be passed to Cllr Gant by Officers in advance of the meeting.
17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

18. In response to comment nos.e3,6,7,8,9,10,11 (and most of the other online comments) – the aim of the Boswell Road changes is not traffic calming of Boswell Road itself, but to create better access and improved safety for pedestrians and cyclists into ARC Oxford. The link provides access for cyclists as well as pedestrians and the buildout will prevent vehicles parking in front of the access and improve visibility for pedestrians and cyclists.
19. A swept path analysis has demonstrated that residents can enter and exit vehicle entrances, and the Road Safety Audit revealed no issues with the proposals.
20. In response to comment no.e12, plus some online comments – there is no increase in traffic from the site and development traffic will not use Barns Road but access the site from Garsington Road (B480). Therefore, any improvements to the Barns Road junction, such as a signalised pedestrian crossing, cannot be funded by the development as it would be contrary to the Reg 122 test which

requires the contribution to be necessary to make the development acceptable in planning terms and for it to be directly related to the development.

21. The pedestrian / cycle link provides direct pedestrian and cycle access to the site and is therefore related to the development. As there are current obstacles at the link for cyclists, it is considered that the improvements are necessary to provide cycle access from the west and promote sustainable travel to the development.
22. In response to comment no.e4 – the proposal has been subject to a Road Safety Audit, and Officers will discuss with the designer and road safety auditor to see if the flush kerb access from the southbound carriageway can be added safely.
23. In response to comment no.e5 – OCC don't have control over the business park as part of this consultation, however, as part of the redevelopment of the ongoing ARC Oxford Business Park, significant improvements are planned, including a central active travel route from the John Smith Drive roundabout to the footway / cycleway adjacent to the ring road.

**Paul Fermer**  
**Director of Environment & Highways**

Annexes	Annex 1: Consultation plans Annex 2: Consultation responses
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Contact Officers:	Julian Richardson (Lead Engineer – Regulatory Planning Enforcement)
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March 2025



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## Notes

**UTILITIES NOTE:** The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

P02	AMENDED TO EXTEND LENGTH OF DOUBLE YELLOWS	JM	SH	2025.01.15
P01	FIRST ISSUE	GH	SH	2024.12.11
Issued/Revision		By	Appd	YYYY.MM.DD
		GH	JC	2005.01.01
		Don	Chad	YYYY.MM.DD

Issue Status

For Approval

This document is suitable only for the purpose noted above.  
Use of this document for any other purpose is not permitted.

Client/Project Logo

# ARC.

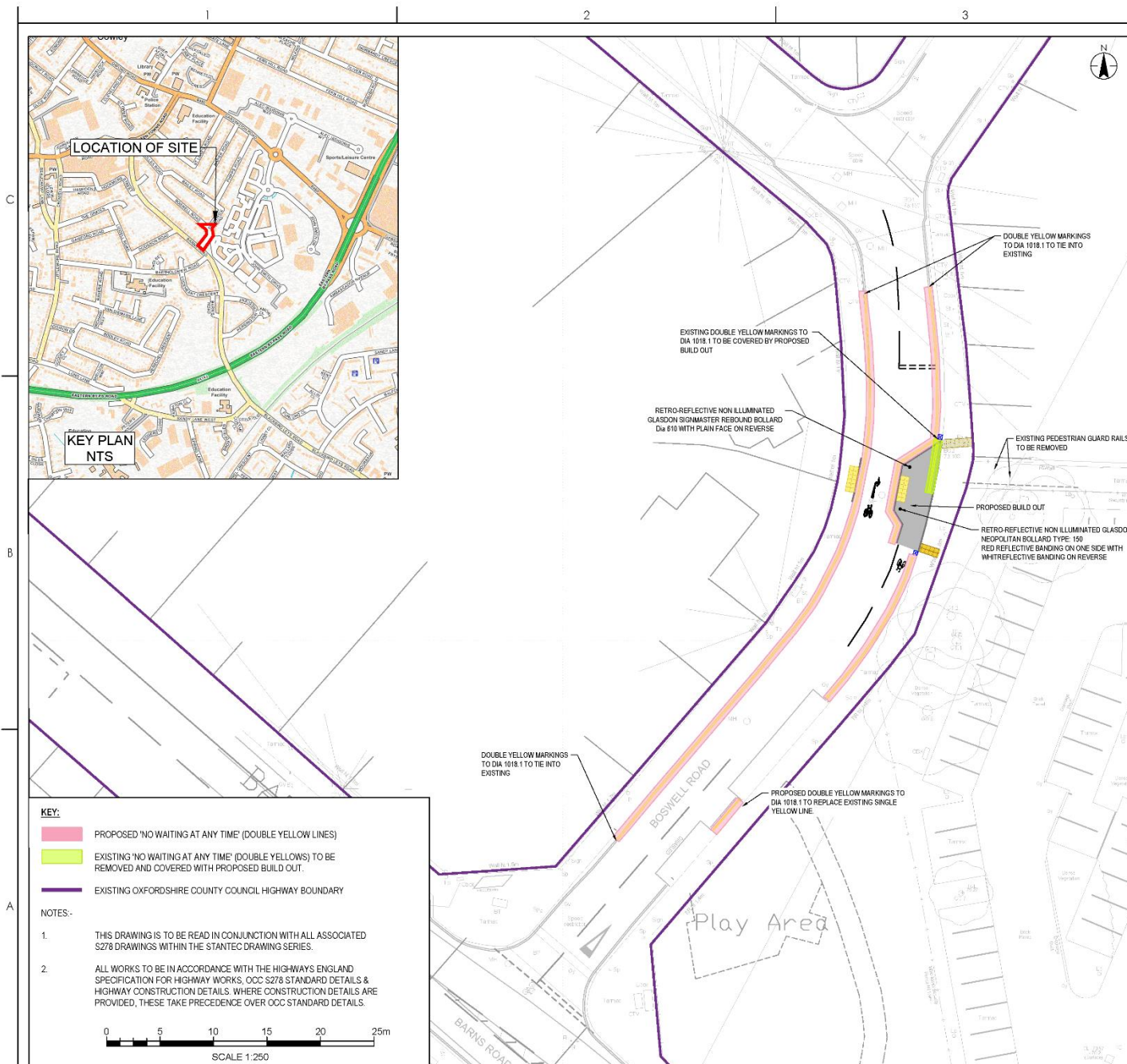
Client/Project  
ADVANCED RESEARCH CLUSTERS

PLOT 4200 ARC OXFORD  
BOSWELL ROAD PEDESTRIAN  
AND CYCLIST IMPROVEMENTS

Title

TRAFFIC REGULATION ORDER  
NO WAITING AT ANY TIME

Project No. 332610670	Scale 1:250
Revision <b>P02</b>	Drawing No. <b>332610670/2000/107</b>



## A. Email responses:

Respondent	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – In principle I do not object, however having visited the location yesterday fail to see the justification for the build out. Perhaps I missed something and visited at the wrong time. Boswell Road was very quiet and I witnessed no pedestrian movement.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<b>Support</b> – It doesn't affect any bus services, but does represent an important localised intervention to support higher levels of sustainable travel to ARC Oxford, where development is intensifying activity substantially. It is important that the use of sustainable modes is maximised to ensure that demand for additional car movements is damped. It is essential that existing pressure on the wider network is mitigated to achieve transport and wider policy goals.
(e3) Oxford City Cllr, (Cowley ward)	<p><b>Object</b> – There is significant concern from residents regarding the further loss of parking spaces. Barns Road has recently seen the removal of spaces, as has Knolles Road. I am also currently investigating a concern from Knolles Road residents that a "car-free" development has been given parking permits which is causing parking issues.</p> <p>Boswell Road is already a safe &amp; low traffic road. Access for the majority of business park users would presumably be along Barns Road which already has a raised junction, to improve pedestrian safety.</p> <p>The "pathway" which links Boswell Road and the business park already requests that "Cyclists dismount" and it doesn't appear wide enough to safely allow cyclists and pedestrians to move in both directions simultaneously. I would suggest cyclists should be dismounting and crossing near the junction.</p> <p>The proposed changes are an unnecessary amendment with a detrimental impact upon local residents. Given the negative impact and the very limited gains to the business park employees, I cannot support the proposed scheme. I would have been more inclined, dependent on details, to support safety improvements on Barns Road which IS a busy road and will need to be crossed by many people arriving via public transport.</p>

(e4) Oxfordshire Liveable Streets	<p><b>Support</b> – We support the proposed scheme. It will enable safe and comfortable use of the path between Boswell Road and John Smith Drive, for both walking and cycling. The parking restrictions are important to keep the accesses to the chicane clear.</p> <p>We have one concern. The scheme clearly provides for cycling access to the path coming from (or going to) the southern end of Boswell Rd. But there should be a dropped kerb on the northern side of the buildout to support cycling access from the north as well - it is not clear on the plan whether that is included or not.</p>
(e5) Member of public	<p><b>Concerns</b> – As one who worked on John Smith Drive for many years, I can hand-on-heart say I never struggled to cross Boswell Rd (which I had to, to get to the No 16 bus stop). This is especially true after an LTN went in about ten years ago.</p> <p>As a pedestrian and cycling employee I *did* however struggle to navigate the Business Park internally, with:</p> <ul style="list-style-type: none"> <li>- Pavements on one side of JSD only</li> <li>- Large circuitous detours for ped routes to maximise parking provision, instead of line-of-sight ped routes</li> <li>- Ugly and vindictive fencing to prevent ped access on the informal walking routes that inevitably developed.</li> <li>- Large, obstructive and vindictive planting of vegetation to prevent the same.</li> <li>- Excessive vegetation planted right up to curved sections of road, blocking sight lines of oncoming traffic when crossing the road.</li> <li>- Refusal to install dropped kerbing at the end of cycle paths and on paths between buildings. I once had to lift a wheelchair with an adult user sitting in it up a kerb for this reason.</li> </ul> <p>If the applicant wishes to help pedestrians, I suggest they raise these issues with Park management before signing a contract. If they have money to give to the County, maybe spend it on something useful like a bus shelter on Barns Rd townbound, not on a build out on a road without traffic. Or how about a dropped kerb by the Boswell Rd entrance instead of 10 m away outside a house?</p>
(e6) Local resident, (Oxford, Boswell Road)	<p><b>Object</b> – I write to express my concern with regard to your above proposals. I can see no good reason to install a "buildout" on Boswell Road given the relatively small amount of traffic using the road. I live on Boswell Road and looking at your map it will make it very dangerous for me to enter and exit my drive by car. The proposed "buildout" is opposite my house and therefore in effect halving the width of the road. Also a proposed bollard outside my house. I</p>

	<p>agree the proposed double yellow lines are a good idea, thus removing the parked cars on the eastern side of the road. This will help with the flow of the comparatively small amount of traffic on Boswell Road. A much better idea would be for the potholes on Boswell Road to be dealt with.</p>
<p>(e7) Local resident, (Oxford, Boswell Road)</p>	<p><b>Object</b> – Have just received a letter through my door suggesting changes to Boswell Rd, having read what it says I cannot believe the suggestions being made.</p> <p>Firstly how much money do you have to waste on this, simply put a barrier at the end of the entrance so pedestrians /cyclists and any other motorised vehicle cannot go straight on to road . This is not a busy road and as stated you rip us off with parking permits and we get very little service in return.</p> <p>So no need at all to do anything and if you have to a simple barrier will suffice no need to take parking spaces away . You could use the money to sort the state of the roads in Boswell, Bailey, Fredrick roads.</p>
<p>(e8) Local resident, (Oxford, Boswell Road)</p>	<p><b>Object</b> – I don't agree with the proposed changes and i base my disagreement on several points. Firstly Boswell Road and Bailey road were one of the first roads to have a barrier put in place to prevent through traffic. Since then speed bumps were installed around both Boswell Road and Bailey Road. Then a speed/pedestrian bump was installed at the entrance to Boswell Road forcing vehicles to slow down to a safe speed. 20mph speed enforce was then also installed. Reduced number of parking spaces and addition of a residents only parking scheme was then implemented. All of which has substantially reduced the level of traffic and parking. Having lived in the street for more than 40 years at no time have i had an issue with crossing the road at the point you are proposing to make changes. If this change is proposed to allow people from the business park to cross the road either on foot or walking then they should walk the few paces it would require them to walk to the raised area at the entrance to Boswell road. Those cyclists shouldn't be riding unto the gate from the business park but should walk as the signage tells them. They would then join the road in a safe manner as they would anywhere else riding a bike. If they are unhappy walking then the cycle path that runs along the other side of the business park should be used in line with other cyclists in the area.</p> <p>I am at a loss to understand why the people that live in Boswell/Bailey and Fredrick road should have more restrictions placed on them. This is from the point of view that reduced parking and additional barriers making access more difficult.</p> <p>On the basis of the above i object to proposed change.</p>

<p>(e9) Local resident, (Oxford, Boswell Road)</p>	<p><b>Object</b> – i note you are trying to sneak through so called traffic calming measures, by the back door with no consultation !! To the detriment of the residents !!</p> <p>The dictatorial liberal democrats council should be ashamed we are not living in a fascist state !!</p> <p>The council has money to waste as nobody asked for this especially The residents !!</p> <p>We have caravan and require access to our home, this stupid idea will cause havoc and delays to residents !!!</p> <p>We regularly have lorries and van deliveries every day along this street and residences access !!</p> <p>I have lived in boswell rd for over for 50 years !! most people cross over at the junction of frederick rd and boswell rd On the raised traffic calming area where traffic is very slow due to the junction ! Where driver have to look 3 ways to check for oncoming vehicles</p> <p>Your proposals are a waste of money! A similar scheme was voted out over 40years ago</p> <p>The council is always pleading poverty' and saying it has not enough money ? What a lie !!!</p> <p>Which is a blatant lie, As a scheme of this nature that nobody wants Will cost a lot of money, in excess of £100.000 ?? This money could be better spent on special educational need</p> <p>I will be raising this with my member of parliament</p>
<p>(e10) Local resident, (Oxford, Boswell Road)</p>	<p><b>Object</b> – My first question is simple - why?</p> <p>What has changed to the current situation that makes you think this change is necessary? What data have you gathered and / or used to deem this change is required? What are the facts you have within your possession to deem this change is required?</p> <p>I have been a resident of Boswell road for well over 20 years, and well before the business park, so feel I am suitably qualified to express some thoughts.</p>

Boswell road does not experience a heavy volume of traffic as it only consists of Boswell / Bailey / Frederick and Knolles road(s), of which there is only one way in - and one way out for traffic - so I fail to see how it could be classed as "busy"?

The business park itself has gone through many changes, and whilst there is increased refurbishment taking place, that is no guarantee of increased pedestrian traffic. So if the park was busy before and no requirement to change pedestrian conditions - why do you think it is the case now?

Lets not forget British Gas used to be resident in the park with over 1,000 employees - and yet there was no requirement to make changes then - so why now?

There are several entrances to the business park, so why is Boswell road required to have changed conditions where as the other accesses do not?

To my knowledge there have been no fatalities caused by traffic at the pedestrian entrance to Boswell road from the business park, so why is this change required?

As is also the case for any accidents of any kind? If you believe this is the case I would like to see the data that will prove me wrong.

People have been using the pedestrian exit from the business park on to Boswell road for many years with no issue, and this is for both local residents and business employees alike - with no known problems - so why change now?

Surely you can see that it is the responsibility of an individual to be able to cross a road safely, the introduction of a "calming" measure at the point proposed will be irrelevant if people choose to walk further toward Barns road - and then cross.

All this planned change will achieve is try to fix a problem that simply does not exist. It will waste tax payers money for road works that are not required. There is no evidence of data gathering to support this change - so if it goes ahead - how will you measure its success or other?

I implore you to think logically about this proposed change - it is not required - it is not needed - save your money and put it to better use elsewhere.

Thank you for your response and the information therein, much appreciated. However, I think it fair to say some of my points are still valid.

	<p>I note your reference to the development of plot 4200 of the business park. No problem at all. I see the demolition of the existing buildings has moved on at pace. Having said that it is fair to assume they will be replaced by new office space, and I think unless it is going to be a tower block type building the number of employees to be in situ will be approximately the same as previous office buildings, therefore it can only be an assumption that foot fall will increase and deem the proposed changes to Boswell road as necessary? My point being, changes are being proposed without collection of data to show evidence this is required.</p> <p>I also note your paragraph in relation to planning ref. and agreement S106. However, this is in relation to the redevelopment taking place on John Smith Drive and has nothing to do with residents of the previously mentioned roads, and yet it is the residents that will be adversely affected by suggested changes through no fault of their own. How is this fair and acceptable?</p> <p>I would strongly recommend some form of traffic management for cycles for the footpath between John Smith Drive and Boswell road. At present this is often used as a high speed short cut by cycles who completely ignore the signs to "walk" through this section of footpath and often cause danger and near collisions to pedestrians.</p>
(e11) Local resident, (Oxford, Boswell Road)	<p><b>Concerns</b> – I am writing to express my concerns regarding the potential changes to Boswell Road. As a resident of Boswell Road owning a car, I am already paying an annual fee to simply park outside my own home, and sometimes have to park far away from my house just to get a space.</p> <p>The proposal to remove further parking space on the road will not only make finding parking even more difficult, but also somewhat dangerous when arriving home in the dark evenings and having to walk further to my home.</p> <p>I also believe the proposal does so little in the way of improving pedestrian crossing conditions that it doesn't even warrant a proposal like this in the first place. I find it concerning that tax payer money could be spent so foolishly.</p> <p>If a change goes ahead, a better alternative may be to emulate the approach used on Phipps Road, where Give Way markings are prior to the raised crossing, giving priority to pedestrians to cross at the entry to Boswell Road.</p> <p>I sincerely hope an alternative solution can be found and that residents with cars are not put at a further disadvantage when we are already being charged to park on our road.</p>

<p>e12) Local resident, (Oxford, Boswell Road)</p>	<p><b>Concerns</b> – In principle it would be helpful for the traffic in that short stretch of road to be better managed and it is likely that the buildout and the proposed parking prohibitions would be a way of minimising the risk of collisions however there are some risks associated with the plan.</p> <p>a. cars coming from Bailey road into Boswell tend not to keep to the left as they go round the bend, and they will not see the build out as they approach the bend until they have gone past Frederick Road. Hence there is a risk of collisions with cars coming through the priority portion of Boswell Road who might stray towards the middle of the road as they approach the corner.</p> <p>b. The combination of the blind bend, the turning to Frederick road and the buildout so close to the bend could increase the risk of accidents.</p> <p>c. Experience of the traffic restrictions at the top of Crescent Road where my family live has demonstrated that two wheeled bikes and scooters do not observe traffic signs, they simply leave the road and ride on the footpath to avoid even minor delays, which will put pedestrians at risk. Apparently traffic cameras are not set up to take evidence of footpath use and therefore do not act as a deterrent.!</p> <p>The greatest benefit in the proposal is continuous double yellow lines all along Boswell Road to the join with Bailey road. Currently there is one car parked on the left just before the corner which blocks the view round the corner for drivers in saloon cars travelling along Boswell Road which makes travel up Bailey Road or into Frederick road unnecessarily hazardous!</p> <p>Additional road safety concerns in Boswell Road</p> <p>1. The junction between Boswell Rd and Barnes Road is hazardous due to poor visibility turning out from Boswell Rd into Barnes road. When driving a saloon car out of Frederick Rd the only route out of the cul de sac is along Boswell road and onto Barnes Road. When I join Barnes Road in my saloon car, I am sitting relatively low in relation to the cars parked on Barnes road which completely block my view of vehicles such as cars, bikes and scooters coming down Barnes Road. Traffic from the right is not our only concern. Traffic might approach invisibly from the Right, or it might appear suddenly from the left, filtering in from Bartholomew Road or round the bend from Barnes road without pausing at the mini roundabout.</p> <p>There is no way to be confident that it is safe to [[pull out into Barnes Road from Boswell road. My attention as I pull out to turn right is focussed on watching for traffic coming down Barnes road because the parked cars block my vision completely until I am obstructing the road.!!! On occasions bikes and scooters, presumably irritated by my caution at</p>
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	<p>the junction have shot out from Bartholomew Rd and turned across my path to go up Boswell Road while I have been deciding whether it might be safe to leave Boswell Road. I could very easily knock someone down as I cautiously turn out of Boswell Road.</p> <p>Turning out of Boswell Road simply cannot be done without the risk of something appearing and not being able to stop without hitting me!</p> <p>I have raised some of these concern with the highways dept twice before but both times I was told to resubmit my concerns to another department!! and send photos, which I cant take when sitting in my car to get an accurate picture. A solution to my problems would be to erect a mirror to provide a view from Boswell Road up Barnes Road. Please could we have a convex mirror opposite the entrance to Boswell Road which will show the view up Barnes road</p> <p>2. There is also a risk of accidents at the same junction when turning left from Barnes Road into Boswell Road. The speed bump at the entrance to Boswell Road is too near the entrance to the road forcing cars to slow down before they have fully left Barnes road.</p> <p>Also the 'bump' is too fierce for cars who are not prepared and are in the process of turning...there is no warning for motorists and the jolt is unpleasant for newcomers .</p> <p>And, the speed limit signs simply don't come into a drivers view when turning into Boswell Rd because the signs are above the the driver and out of view while turning the corner. At this time a drivers attention is focussed on avoiding pedestrians and negotiating the speed bump. It requires a conscious decision to stop looking at the road in order to look up to see the speed limit! So Please could the 20mph speed limit signs be positioned lower and a few yards into the road so that drivers can complete their turn into the road and then attend to the speed limit. As a driver who has been on a speed awareness course recently, I am aware that I need to look at the signage but I find that I simply cant process all the legally enforceable directives in several directions whilst ensuring optimally safe driving!</p> <p>I hope that these reflections will be of some value in the decisions taken about increasing the safety of travelling along Boswell Road.</p>
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B. Online responses:

Respondent	COMMENTS
(o1) Local resident, (Cowley, Barns road)	<b>Object</b> – There is already limited parking in the area and the parking permits have increased in price this year, while you appear to be reducing the available parking spaces. Cars already go slowly around this section of road and there is no need to spend public money on an unnecessary scheme
(o2) Local resident, (Cowley, Barns road)	<b>Object</b> – There's Not enough parking has it is now this brain dead scheme and waste of money by the council!! You might as well shorten every road in Oxford so just the few people can't take 4,5 steps extra to cross the road!! Joke of council and people who are even discussing this idea absolute morons!!!
(o3) Local resident, (Cowley, Boswell Road)	<b>Object</b> – I live at 84A Boswell Road and the proposed "buildout" will make it very difficult for me to exit and enter my drive due to it taking up half the road width. I cannot agree that Boswell Road needs any traffic calming due to the relatively small amount of traffic involved.
(o4) Local resident, (Cowley, Knolles Rd)	<b>Object</b> – This road is already a cul de sac. So relatively light traffic use this road. Pointless waste of money. Also it is parking permit only. Yet you're looking to reduce parking further for people who are paying for a permit. Utter ridiculous waster of money. Maybe you shouldn't have allowed permits for 242a Barnes Rd, (given despite building built on premise was a car free building) that would have reduced traffic.
(o5) Local resident, (Cowley, Boswell road)	<b>Object</b> – Parking is becoming extremely difficult in this area particularly for residents and their families. With more yellow lines going in it's like you are deterring us away from cowley which in turn is bad for the economy in cowley.
(o6) Local resident, (Oxford, Barns road)	<b>Object</b> – I am objecting to these proposals because they are entirely unnecessary and will be a waste of money.  1. It is unfair to remove the parking spaces on Boswell road to those residents who live locally (I myself on barns road). We pay our annual permit fee and the removal of these spaces for double yellow lines will restrict us further.

	<p>2. I see no need for traffic calming-Boswell road already has a raised entrance to it which slows cars turning into it, and the parked cars already act as a form of calming measure. It is an entrance to a cul de sac area (it is a no through road) and do traffic is minimal.</p> <p>3. The idea of creating safer pedestrian crossing is moot in my view. Having lived here for 10+ years I rarely ever see anyone crossing the road where the walkway to the business park is. Those who wish to cross can simply go to the raised area at the entrance of Boswell road.</p> <p>4. Anyone wishing to cross over to barns road from the business park can use the existing bollard area by the roundabout, and if people are heading to the business park by bus they have no need to cross the road at all as the bus stop is on the same side of the road.</p> <p>5. It seems the business park is being prioritised over local residents.</p> <p>6. I rarely see any traffic wardens in the area giving tickets to those without permits or parking illegally-how will the introduction of double yellow lines be any different.</p>
(o7) Local resident, (Oxford, Bailey road)	<p><b>Object</b> – I live on Bailey Road and it is a nightmare trying to leave via Boswell road already (the only way to leave my home) by car. I am not aware of any issues for pedestrians - it is not a road that is difficult to cross.</p> <p>What it is, is a road that's very hard to drive through because of the parking bays on Boswell road, and the disabled parking bay on Barns road. It is already single cars because of parked cars and it's hard to see round them to proceed safely. I encourage you to remove all parking from that stretch of Boswell road and move the disabled bay from Barns road which completely blocks sightlines when turning out of Boswell road. Please don't narrow the road further with the unnecessary pedestrian build out.</p> <p>People park illegally all the time on Boswell road so you'd also need to enforce the double yellow lines, otherwise I worry about the risk of not being able to get out at all by car because people have parked inconsiderately as they do now. People have a right to be able to drive when they need to.</p>
(o8) Local resident, (Oxford, Barns Road)	<p><b>Object</b> – because we can't find parking spaces already. Adding more double yellow lines means residents can't park anywhere despite paying council annually to be allowed to park.</p>

(o9) Local resident, (Oxford, barns road)	<b>Object</b> – Cyclists already have so much priority around Oxford already and as drivers and local residents we don't have enough spaces to park our cars. Previously they removed a ton of space in Barns Road by adding double yellow lines. It's ridiculous if the council are going to add more.
(o10) Local resident, (Oxford, Barns Road)	<b>Object</b> – Residents are already having a difficult time finding parking spaces, especially with the council already implementing double yellow lines on Barns Road. Further implementing the yellow lines is unacceptable and completely inconsiderate to the local residents especially as we have to pay the council to allow us to park.
(o11) Local resident, (Oxford, Boswell Road)	<b>Object</b> – Building out into the road and restricting egress, and also restricting parking for local residents is not an acceptable solution to a problem that doesn't actually exist. There has never been any issues with people accessing the business park from Boswell Road. This is pointlessly spending money in answer to a non-existent problem - maybe spend the money on fixing the existing roadway, and enforcing existing parking restrictions.
(o12) Local resident, (Oxford, Boswell Road)	<p><b>Object</b> – Whilst I am generally supportive of measures that promote active travel and on a reduction in car use, I object to this measure on the basis that I am not clear of the evidence for need to justify such public expenditure, of the cost benefit analysis carried out, or that the measure is proportional.</p> <p>I have lived on Boswell Road for over 4 years and Boswell Road (and Frederick Road) is a quiet residential side road. It is not a through road. There is already a sizeable speed bump on entering Boswell Road from Barns Road that serves to slow traffic down quite considerably, and which would be meters from the calming measure proposed. In the years I have lived here, and acknowledging that I work during the day, and that patterns may change with the development, I rarely see more than the occasional pedestrian or cyclist entering or leaving the footpath to the ARC. I use the footpath myself to walk to Tesco, and follow common sense rules of the road. I am also concerned about the removal of parking, particularly for those who live closest to Barns Road, as there is limited space along Boswell Road where they could park instead. What would be the impact for them if they have young families, or are vulnerable?</p> <p>I would encourage and support alternatives be considered, such as the approach on Phipps Road, to have give way markings at the entrance to Boswell Road, or for increased signage or road markings at the entrance to the path, to encourage drivers and also pedestrians to be extra vigilant.</p>

(o13) Local resident, (Oxford, Boswell Road)	<p><b>Object</b> – As someone who lives extremely close (1 figure of number of houses) to the proposed build as well as a daily user of the current footpath that the proposal is useless and would not add benefit me as 1. Construction disruption if this was to go through ( sound and congestion ) 2. Lack of parking for visitors of the park and road. 3. Due to how hard it is to get out of the junction in the first place I believe more congestion would build up having to give way twice before actually leaving the road</p>
(o14) Local resident, (Oxford, Frederick Road)	<p><b>Object</b> – Money wasting time. Save the money and spend on something more useful. Also get rid of the white barrier at the end of my road, Frederick Road. Why does this need to be blocked off? Your mad traffic arrangements are just not necessary. You are filling up the main roads with traffic. Never an issue getting onto Barns Road from Boswell Road/Frederick Road and back in again EVER. Never necessary to have more road markings by the park so then nobody can drive to the park with their children so it will become a non used park.... Pedestrians should have common sense to cross roads at the points, visibility is better. I often walk out of Boswell Road onto Barns Road and no issue crossing the road.... who comes up with these mad ideas? I am a driver and a walker, totally unnecessary Proposed Boswell Road parking restrictions. Also while on subject of your mad traffic arrangements, stopping traffic going down Holloway your next mad plan?? So where do you think traffic will go, back onto already crowded main roads causing more pollution as everyone sits there for even longer. These traffic measures do not help local people walking or driving. You need to open up cordoned off local roads to remove traffic on main roads.</p>
(o15) Local resident, (Oxford, Knolles Road)	<p><b>Object</b> – I strongly object to the removal of the parking spaces and, fundamentally, to the proposed 'buildout' itself. The statement of reasons document characterises the business park entry point on Boswell Road as a "pedestrian and cycle facility (effectively an informal crossing point)". This is sneaky language. It is not a crossing point, it is the entry point to the business park. It is also a key access point for road traffic in and out of Boswell Road, Bailey Road, Frederick Road and Knolles Road (where my family and I live). There are already traffic calming speed humps along the roads and a fixed gate across the junction of Bailey Road and Phipps Road. Please - enough is enough. There is no need for a new "traffic-calming 'buildout' ". It will cause massive disruption for residents who need to drive to work (for example, my partner is a midwife and is regularly on call and has to make visits day and night using our car). There are already ample traffic-calming measures on these streets, including one that blocks access to Phipps Road, meaning that the Boswell Road - Barns Road junction is absolutely essential and should not be tampered with in this way. And then there is the parking issue - a CPZ has already been introduced on these streets and residents are paying to park. New housing developments at the end of Knolles Road and also on adjacent streets have already increased demand for on-street parking. What is the logic in removing parking spaces from these streets? Finally, my children regularly cycle from Knolles Road along Boswell Road and into the business park. They have no difficulty</p>

	<p>doing this at the moment. It is unclear to me how the proposed scheme would make it safer for cyclists coming SE down Boswell Road and turning left into the business park. Will the buildout create a physical obstruction that cyclists will need to navigate around? Please abandon this scheme. It is not helping. There are much better things you could be spending time and effort on, such as repairing some really dangerous potholes and uneven road surfaces across Oxford that are hazardous for cyclists, e-scooters and pedestrians, and in some cases for motor vehicles too.</p>
(o16) Local resident, (Oxford, Bailey Road)	<p><b>Object</b> – That is not a busy road at all and pedestrians have no problem crossing the road, I live on Bailey road and walk that way to tesco and the park almost daily. Not once had it ever occurred to me that pedestrians need help crossing the road. This is a senseless plan that will cost money, take time and incur significant inconvenience for no conceivable gain. Why change something that works?</p>
(o17) Local resident, (Oxford, Bailey Road)	<p><b>Object</b> – This is totally absurd idea. I live on Bailey Road. We have been punished enough by blocking off Phipps Road. This idea will put pressures on the resident of Bailey Road parking spaces. Also I believe this is an extra waste of public money better spent elsewhere.</p>
(o18) Local resident, (Oxford, Barns Road)	<p><b>Object</b> – There is limited parking already for local residents of Barns, with the introduction of double yellow lines towards Cowley centre, it has made permit parking extremely different and inconvenient for all driving residents. Introduction for a cyclist lane has no value to especially when traffic onto the road is not an issue.</p>
(o19) Local resident, (Oxford, Barns Road)	<p><b>Object</b> – I am a local resident, live on the edge of barns Road and Boswell Road, Since parking restrictions started and it became permit holders parking restrictions 6days a week there is no parking on barns Road and most of Boswell Road as it is. It's already difficult for families with kids to find a parking place near their house. So this will cause more problems for local residents and families with less parking spaces. Also you should consider there is a playground right next to proposed site, it is high safety risks for kids.</p>
(o20) Local resident, (Oxford, Boswell road)	<p><b>Object</b> – While I understand that Oxford is trying to be a green city and deter people from using cars, what we have seen from the current traffic measures (LTNs and such) is that it actually is not a traffic calming solution, it exacerbates traffic and creates worse pollution in the areas of connection. Also, what id like to point out is that those of us who are disabled and on lower incomes are the ones who suffer with these measures, particularly those with an invisible</p>

	<p>Disability who have not been granted a blue badge by the council. Those who have a high income will pay parking fines without worry, and will ignore restrictions as they see fit. In short- it seems that the council is constantly targeting the working people of this city who depend on their cars for business or accessible travel.</p>
(o21) Local resident, (Oxford, Boswell road)	<p><b>Object</b> – I objected residents parking ignored, then 2 hour no return also ignored. Now you want to put double yellow line's instead. Paying fir permits and nowhere to park outside my house fir me or my visitors!!</p>
(o22) Local resident, (Oxford, Bailey Road)	<p><b>Object</b> – I am a resident of Bailey Road and I am responding mainly to object to the "traffic calming build out" that will narrow the road to one lane and force a priority direction (in this case, priority given to traffic coming from Barns Road).</p> <p>Due to the road structure and existing traffic calming measures in this area, the only vehicles coming or going through this section of road are those of local residents or occasional visitors. Restricting access further and a priority direction due to the build out will reduce the ability of local residents to get in and out of these streets.</p> <p>The priority direction proposed means that residents commuting to work from these streets in the morning will be be slowed or blocked by traffic coming the opposite way. Due to the volatility of ring-road traffic and travel times, it is important that residents whose commutes can only be made by car are not further hindered.</p> <p>The build out is a disproportionate measure to facilitate pedestrian crossings, since there are already two high speed bumps either side (one at the Barns Rd junction and the other at the Frederick Rd junction) that heavily reduce the speed of any vehicles coming across the proposed crossing area. Given this, a two-lane crossing for pedestrians without the build out would be sufficient. I also note that there is a suitable crossing a short distance away for pedestrians turning left after entering Barns Road.</p> <p>I do not object strongly to the "no waiting at any time" restriction as the cars parked either side of this stretch of road do already effectively narrow the road to one lane and block visibility for pedestrians crossing. Reducing car parking spaces in this area would, combined with existing speed bumps, alone achieve the goal of improving pedestrian and cyclist crossing while minimally affecting resident car access to their streets.</p> <p>For these reasons I strongly suggest the council reconsiders these restrictions, especially the build out.</p>

(o23) Local resident, (Oxford, Bailey Road)	<p><b>Object</b> – As a local resident who commutes daily by bus to work, and uses the pedestrian route via Boswell Road to Barns Road, I object to the removal of the existing guard rails as part of the proposal. There is low visibility at the intersection, and cyclists will often come at speed down the path / from Barns road, only stopping as they reach the barriers. With the bump out and no guard rails, I believe it will increase risk of injury to pedestrians on that section of the road.</p> <p>In addition, vehicle traffic waiting to exit Boswell Road will increase pollution in the area, a problem for pedestrians, but also young families using the adjacent play area.</p>
(o24) Local resident, (Oxford, Boswell Road)	<p><b>Object</b> – Please remove all the new double yellow lines and allow the residents of Boswell Road and Frederick Road to park as they have for previous years. The issue stems from the yellow lines on Barns Road, which have caused an overflow of cars parking on Boswell Road from evening until morning. Like many other residents of Boswell Road, I suggest reversing the current double yellow lines, as they have never posed an interference or hazard. Make Boswell Road and Frederick Road resident-only parking, and you will resolve the new issues created by double yellow lining everything in the vicinity.</p>
(o25) Local resident, (Oxford, Boswell Road)	<p><b>Partially support</b> – I agree no waiting parking should be implemented but there is no need to narrow the entrance causing one car at a time</p> <p>As it stands we wait longer to get out of Boswell than to turn into it. Partly because of the volume of traffic to BBL and partly because the parking on Barns Road near the corner restricts the view from Cowley Centre</p>
(o26) Local resident, (Oxford, Bailey Road)	<p><b>Partially support</b> – I think with this development, thoughts should be given to a safe crossing linking Bartholomew Road to Phipps Road.</p> <p>Not only would this make crossing the road safer for those walking to and from the ARC, but also for parents and children walking too/from Church Cowley St James school.</p> <p>The tiny island on the roundabout is so unsafe. And the council are trying to promote people to walk to places. It's a matter of time until an incident happens.</p>



(o27) Local resident, (Oxford, Bailey Road)	<p><b>Partially support</b> – I support the double yellow lines but believe they should go right up to the junction with Frederick Road (on both sides of the road) as I often find vehicles parked inconsiderately on the bends that block the view of oncoming traffic.</p> <p>I DO NOT agree with the traffic calming measure, I do not see a reason as to why this is required, if there were yellow lines all the way from the junction of Frederick Road to Barns Road then this will provide a clear view for vehicles and clear access for all vehicles coming in and out of the area. I also do not see that there is a significant amount of either foot traffic or vehicle traffic to warrant such a measure. This is a one road in and one road out residential area, it is only used by residents in the main, in the 12 years I have lived in this residential area there has never been a significant build up of traffic leading in or out to Barns Road.</p> <p>I also believe that the proposed Traffic calming measure is dangerous having it placed on a bend in the road, it is difficult enough to see around that part of the road, the view of oncoming traffic is distorted and placing a calming measure on a bend will make this even worse as vehicles will not have a full view and could be faced with oncoming traffic when they negotiate the calming measure, it is irresponsible placing a calming measure on a bend. I also note that the disabled spaces are to remain on the road opposite the park, these have always acted as a natural calming measure when vehicles are parked there and are on a straight part of the road giving full view of oncoming traffic and much safer. If a calming measure is placed on this bend and there is an accident then the blame will solely rest with the council who proposed and went forward with the idea and open them up to litigation.</p>
(o28) As part of a group/organisation, (Oxford, Make Space, 1 Aristotle Lane, OXFORD)	<p><b>Partially support</b> – We support this proposed scheme with one proviso. We are pleased to see the provision of safe access to John Smith Drive and Oxford Business Park South from Boswell Road. The build out will calm traffic and make it much easier for people on bikes coming from the south to enter the shared path. We like the placing of bollards on the build out. We support the provision of double yellow lines as parked cars along the route limit visibility for people cycling and walking. We also welcome the removal of the barriers along the shared path to John Smith Drive as currently they are awkward to navigate and not navigable by any non-standard bike.</p> <p>The plans do not indicate the height of the build out. We assume that where the tactile paving is marked there will be dropped kerbs, but the design must mean there is dropped kerb on the south side for people on bikes coming out of the business park and turning left to get onto the road. For people on bikes coming from the north it will be a very</p>

	<p>difficult manoeuvre to turn left into the business park so it would make sense to have a dropped kerb on the north side of the buildout to mirror that on the south side.</p>
<p>(o29) Local resident, (Oxford, Frederick Road)</p>	<p><b>Partially support –</b> I am writing to give my feedback about the proposal to construct a buildout in boswell road with associated double yellow lines.</p> <p>In principle it would be helpful to have management of traffic which seems to be increasing.</p> <p>In practice, cars coming from Bailey Road towards the bend tend not to keep to left lane and may end up nose to nose with cars coming along the short stretch of Boswell road who think they have priority.</p> <p>In my car , when I join Boswell road from Frederick road the post supporting the windscreen prevents me from seeing traffic coming round the bend, this may be the case for other cars.</p> <p>In any event I believe that the blind bend in Boswell Road and the turning to Frederick road will make the effect of the build out so near to the bend dangerous.</p> <p>The greatest benefit to safe flow of traffic in the proposal would be continuous double yellow lines all along Boswell Road to the join with Bailey road , this would ensure visibility of traffic approaching the bend from Bailey Road when positioning to turn right into Frederick road.</p> <p>In recognition of the inconvenience of further parking restriction to residents of Boswell Road perhaps the resident might be offered compensation as a contribution towards modification of front gardens to provide more off road parking in front of their houses.</p> <p>I have two additional points to raise about safety when driving in Boswell Road</p> <ol style="list-style-type: none"> <li>1. Dangerous junction when leaving Boswell Road to join Barnes Rd due poor visibility from Boswell Rd up Barnes road.</li> </ol> <p>It is surprising to me that this proposal does not include measures to improve the safety of this junction for car drivers wanting to join Barnes Road from Boswell road. In my saloon car I sit low and when I pause to turn either right or left onto Barnes Road it is impossible to see cars, bikes and scooters coming down Barnes road . The junction is particularly dangerous when turning Right from Boswell Road because cars, bikes and scooters can appear suddenly</p>

	<p>from the left out of Bartholomew Road or from Barnes road without pausing at the mini roundabout. I never feel confident that both directions are clear when I pullout of Boswell Road but my final checks as I pull out to turn right is looking up Barnes road in case I am pulling out in front of a vehicle that I cant see because the parked cars on Barnes Road block my vision completely . As I pull out of Boswell Road I have to trust that any traffic approaching fast from Bartholomew Road since I last looked to my left will pause until I have cleared their path. This junction simply cannot be done without the risk of something appearing and failing to see that I have not seen them!</p> <p>I have raised this with the highways dept twice before but both times I was told to resubmit my concerns to another department!! and send photos, which I cant take when sitting in my car to get an accurate picture There is a simple inexpensive solution, and my request is that while other changes are made in Boswell Road PLEASE could we have a mirror opposite the entrance to Boswell Road to show car drivers the view up Barnes Road 2. The speed bump at the entrance to Boswell road is too near the entrance to the road forcing cars to slow down before they have fully left Barnes road.</p> <p>Also it is too fierce for cars who are not prepared for the violent impact on cars while they are in the processing of turning...there is no warning for motorists and the jolt is unpleasant for newcomers And, the speed limit signs simply dont come into a drivers view when turning Left into Boswell Rd because a drivers attention is focussed on pedestrians crossing and negotiating the speed bump. It requires a conscious decision to stop looking at the road in order to look around for speed limit signs! Please could the 20mph speed limit signs across Oxford be positioned lower and a few yards into the road so that drivers can complete their turn into the road and then attend to the speed limit. I simply can't process all the legally enforceable directives whilst ensuring optimally safe driving.</p>
(o30) Local resident, (Cowley, Rymers)	<b>Support</b> – These proposals will make it safer for pedestrians, cyclists and all road users.
(o31) Local resident, (Oxford, Bailey Road)	<b>Support</b> – I have been unhappy about the amount of parking at the entrance to Boswell Road - often on both sides of the road - for some time
(o32) Local resident, (Oxford, Bailey road)	<b>Support</b> – Good to introduce traffic calming measures as many people use this as a cycle route. I also support the removal of the barriers on the walkway towards the science park. I am a bit concerned that this much parking will be taken away, as there are currently many cars parked there. Would it be possible to leave some car parking as well as introduce the buildout? Also, driving or cycling onto Barns road from Boswell road can be a bit dangerous, as it is

	difficult to see traffic coming from the right, often due to parked cars on Barns road. Would it be possible to do something about this?
(o33) Local resident, (Oxford, Boswell Road)	<b>Support</b> – I am a local resident of Boswell Road and have two small children who I cycle to church Cowley St James school. This requires us to cross Barns Road. Often traffic entering Boswell Road from Barns Road is excessively fast so I fully support these changes. I do think as part of this that a pedestrian crossing should be introduced at the roundabout on Barnes Road to allow the safe crossing of many children every day to their local school. We need to do much more to free up the roads to allow efficient effective public transport! Please keep all LTNs and introduce traffic filters as quickly as possible.
(o34) Local resident, (Oxford, Church Cowley Road)	<b>Support</b> – Removing the gate and making the path accessible 24/7 is long overdue. Narrowing the crossing distance helps pedestrians both reaching this path, and continuing to Barns Rd.
(o35) Local resident, (Oxford, Leopold Steet)	<b>Support</b> – I cycle this route often and exiting the business park path onto Boswell road is currently difficult. Due to the nature of the narrow path, dropped curb, and reduced sightlines from parked vehicles. These changes will make exiting and entering this path much easier. This provides a perfect quiet route between templars square and the business park/retail park.
(o36) Local resident, (Oxford, Maidcroft Road)	<b>Support</b> – These seem to be excellent improvements to a useful active travel route through the ARC site.
(o37) Local resident, (Oxford, Rymers Lane)	<b>Support</b> – This used to be my commute (on bicycle). The proposed changes look like they make the route both more straightforward and safer for both pedestrians and cyclists, as well as allowing non standard bicycles to use the route, making it more accessible. It also provides a safer crossing point for families on their way to the play park.
(o38) Member of public, (Oxford, Stratfield)	<b>Support</b> – This seems like a good way of enabling crossing of the Boswell Rd, and making it as easy as possible to use the path to John Smith Dr.

(o39) Local resident,  
(oxford, townsend square)

**Support** – Fully support, this area needs much more traffic calming! The cars and taxis are very dangerous

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Divisions affected: *Sutton Courtenay & Marcham*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**27 MARCH 2025**

### **DRAYTON: B4017 ABINGDON ROAD & B4016 HIGH STREET – PROPOSED ZEBRA CROSSINGS AND TRAFFIC CALMING FEATURES**

**Report by Director of Environment & Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

**Approve the following features in Drayton (nr Abingdon) as advertised:**

- a) Raised Zebra crossing on the B4016 High Street,**
- b) Raised table traffic calming feature incorporating a Zebra crossing on the B4017 Abingdon Road.**

#### **Executive Summary**

- 2. This report presents responses received to a statutory consultation on proposals to introduce various traffic calming / safety measures in Drayton, near Abingdon. Specifically the proposals comprise of a raised Zebra crossing (humped crossing for use by pedestrians only) on the B4016 High Street, and also a raised table traffic calming feature, with incorporated Zebra crossing on the B4017 Abingdon Road at its junction with Chestnut Drive, as shown in **Annexes 1 & 2**.
- 3. The proposals will also be accompanied by a new footway link on the High Street to tie in with the existing footway, as shown in **Annex 3**, kerb realignment works at the Sutton Wick Lane junction, and associated lining and signing improvements (not subject to consultation).

#### **Financial Implications**

- 4. Funding for consultation on the proposals (and detailed design / implementation if approved) has been provided by S106 contributions from several housing developments in Drayton village.

## Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984, and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1984, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## 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 will help improve road safety for all road-users (especially more vulnerable groups, such as pedestrians) in the area by controlling the speed of motor vehicles, as well as aiming to encourage more active travel in the village.

## Formal Consultation

9. Formal consultation was carried out between 04 December 2024 and 03 January 2025. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, Drayton (Abingdon) Parish Council, local District Cllr's, and the local County Councillor representing the Sutton Courtenay & Marcham division.
10. Letters were sent directly to approx. 125 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
11. 91 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 objection/ opinion	Total
Raised Zebra crossing on B4016	19 (21%)	9 (10%)	57 (63%)	6 (7%)	91
Raised traffic calming feature & Zebra crossing on B4017	19 (21%)	12 (13%)	53 (58%)	7 (8%)	91

12. Additionally, a further five emails were received directly – with one in support, two raising concerns, and Thames Valley Police & Oxford Bus company raising non-objections (see paragraph 13 below).
13. The non-objection from Thames Valley Police came with the proviso that the necessary speed monitoring has taken place and the results support both of these crossings, and that both crossings fully meet all current design criteria. Whilst Oxford Bus Company submitted theirs on the assumption that the consultation plan was inaccurate, and that an integrated table incorporating the crossing is what was intended in the proposals.
14. The full responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

## Officer Response to Objections/Concerns

### a) B4017 Abingdon Road / Chestnut Drive

15. Oxford Bus Company expressed concerns that the drawings were confusing as they appeared to show two transitions approaching the crossing, from the south and only one in the opposite direction, resulting in an unacceptable ramp height.
16. Officers acknowledge that drawing does contain an error for the third ramp, however the public notice specifically stated the following:
- “B. Raised table (including 2 metre ramps, with heights of 100mm & gradients of 1:20) – to be located on the B4017 Abingdon Road at its junction with Chestnut Drive for a length of approximately 39 metres\*, further extending into Chestnut Drive by approximately 15 metres.”*
17. Therefore, Officers feel that it is clear that the height and gradient of the ramps are in accordance with standard practice for a bus route, and as such will be designed accordingly.
18. Residents expressed concerns that the raised table will worsen an existing issue with localised flooding at the entrance to Chestnut Drive.

19. The design team have been made aware of the drainage concerns within this location. New gullies at new low points will be installed as part of this scheme along with existing gullies and gully connections being jetted clean and emptied. Furthermore, flooding issues will be reported with Thames Water who are the responsible party for surface water drainage in the area.
20. Concerns were raised regarding the risk of increased noise affecting the residents as vehicles negotiate the ramps, and a request to extend the 20mph speed limit north of Sutton Wick Lane to reduce speed approaching the raised table and crossing.
21. Whilst extension of the 20mph speed limit is not part of this scheme, this request will be referred to the County Council's 20mph team for consideration as part of their countywide review of the recently installed 20mph limits.
22. Improvements to the signing entering the village will be undertaken as part of the works, including consideration of a Vehicle Activated Sign, to encourage speed reduction and advise drivers of the new raised table and crossing.
23. The ramps are to be designed with a 1 in 20 gradient as is appropriate for a bus route, this will reduce the noise impact to surrounding properties whilst still providing speed reducing benefits.

**b) B4016 High Street**

24. One objection and one partial support for the crossing on High Street, questioned its location, with both suggesting it should be located further East. One requested that it be moved so that the Beacons did not cause a nuisance through bedroom windows.
25. The position of the crossing has been identified to provide a link for those exiting the Plough Lane development, providing a safe place to cross to access local services including but not limited to the Post Office, local shops including convenience store, restaurants and pub, the local Primary School and bus services. It also maintains a distance of 5m between vehicles exiting the junction and the give way line for the crossing as recommended in design guidance.
26. There may be scope to move the crossing slightly East to minimise the impact on local residence, which will be investigated further during the next stage of design. All beacons will have shields to remove any light intrusion into adjacent property windows.
27. Several objections referred to issues with increased parking on High Street, making it difficult for pedestrians to cross and vehicles to negotiate.
28. The current parking on the B4016 High Street is out of scope of this project. The proposed zebra crossing will have a controlled area which will prevent parking and allows pedestrians to safely cross the road.

### c) General

29. General objections were raised by a few residents who:

- a) Felt that there is sufficient traffic calming and opportunities to cross the road safely in the village, and that further calming will impact traffic flows and increase queuing.
- b) Would rather see speed cameras to encourage greater compliance to the 20mph speed limits.
- c) Felt the money could be better used on things such as maintenance, and / or is a waste of taxpayers' money.
- d) Money could be spent on restricting HGVs.
- e) Cars ignoring the raised areas.
- f) Lack of data to justify a need.
- g) Object to the use of tables/ramps which are a nuisance and result in increased noise and minimal speed reducing benefits.

30. Funding has been identified through S106 contributions to improve safety throughout the village. There are certain stipulations on the types of work that can be undertaken utilising this funding such as for the purpose of improved safety and better pedestrian provision rather than for maintenance. It is recognised that creating raised tables with bus compliant ramps is not as effective as full height speed humps, but will still have some speed reduction benefits.

31. The proposals have been developed in partnership with Drayton Parish Council over a number of years, based on the local plan which was developed by considering concerns raised by local residents.

32. Several options were identified, and the proposed schemes have been prioritised as they provide the most improvement in terms of safety and pedestrian improvements.

33. Most residents who have responded to the consultation are in favour of the proposals, where concerns have been considered as part of the design.

34. The locations for the crossings have been identified to provide improved access particularly from new housing developments to the local school and services.

## Paul Fermer

**Director of Environment & Highways**

## Annexes

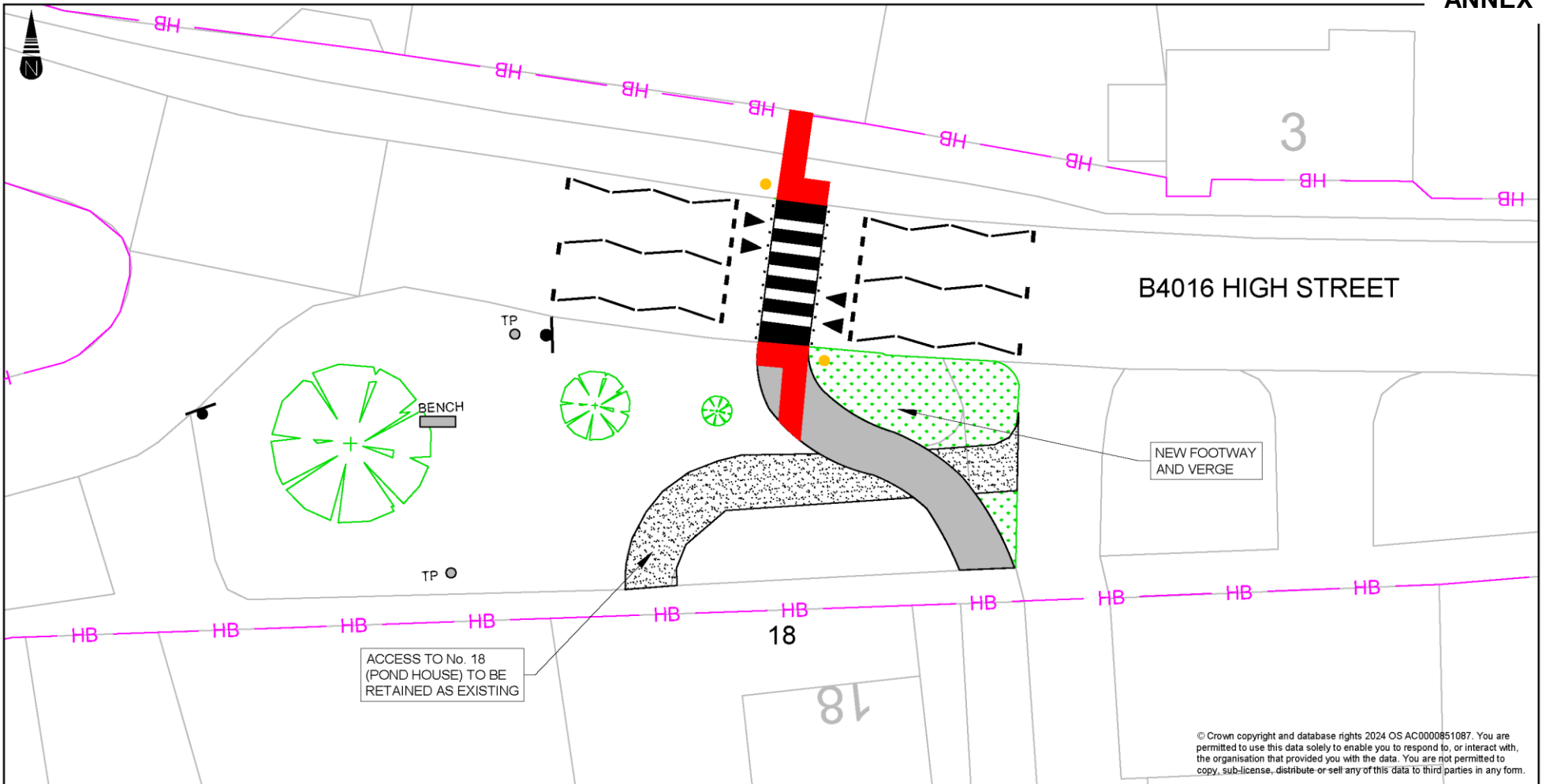
## Annex 1-3: Consultation plans

## Annex 4: Consultation responses

Contact Officers:

Lee Turner (Team Leader – Traffic & Road Safety)

March 2025



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**NOTES**

- This drawing is to be used for consultation purposes only.
- The proposed option is contained entirely within the extents of the highway boundary.
- A full surface water drainage system survey is to be carried out to check connectivity and function of the existing system.
- A topographic survey will be carried out to accurately record existing ground levels, kerb alignments, building lines and such like.

**KEY:**

- PROPOSED FOOTWAY
- EXISTING DRIVEWAY ACCESS
- PROPOSED VERGE
- HB HIGHWAY BOUNDARY
- ROAD MARKINGS
- PROPOSED BELISHA (AMBER) BEASON
- EXISTING TREE
- EXISTING SIGN
- RED BLISTER TACTILE PAVING
- TELEGRAPH POLE

F02	31-05-24	Updated for Consultation	AKC	NB	NB
F01	29-11-23	First Issue	MB	NB	EA
Rev	Date	Description	Dm	Chkd	App
Revisions					

Client

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Drawing Status

For information

Title

**High Street Consultation Plan  
Raised Zebra Crossing**

Drawing Number

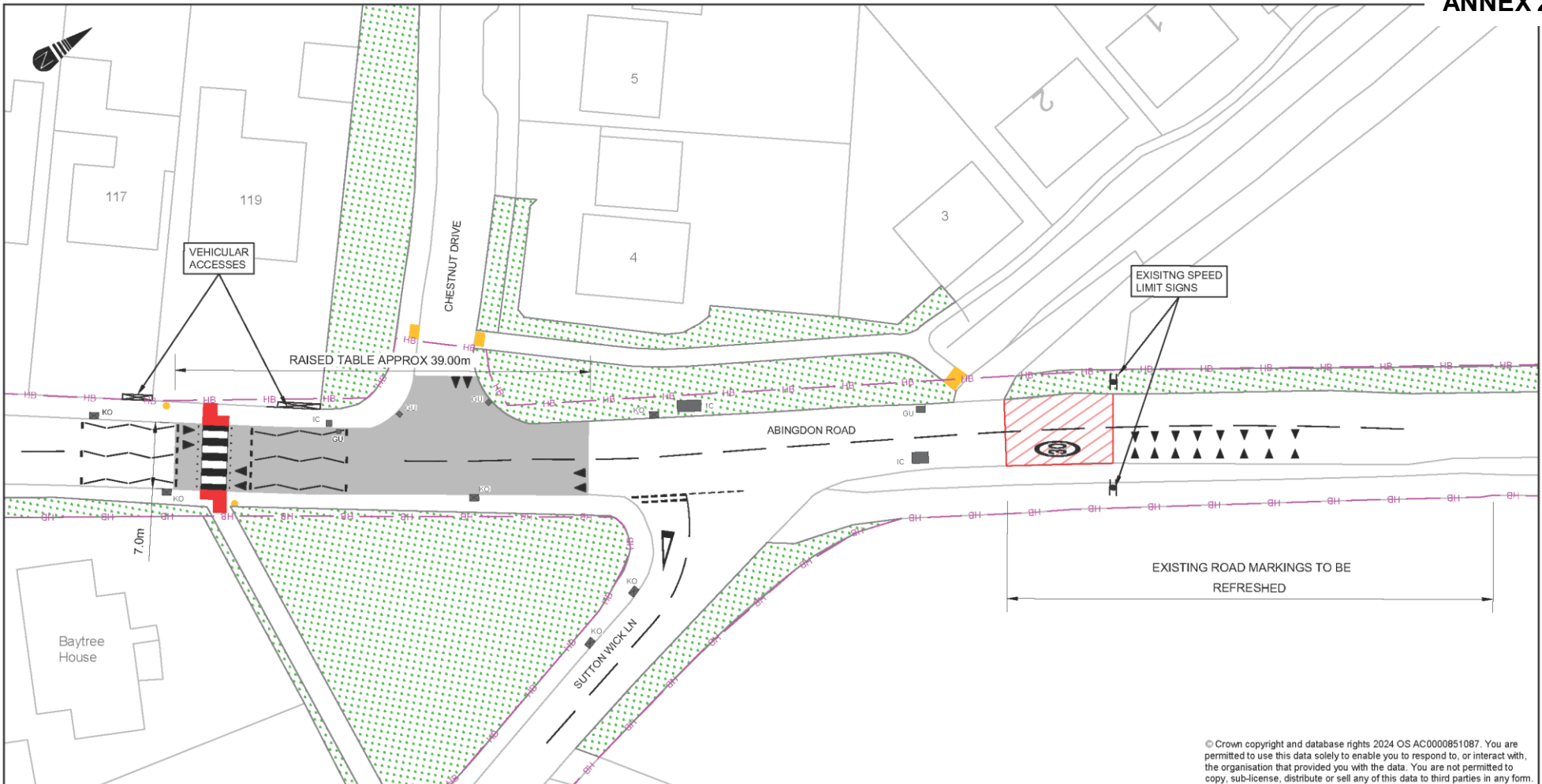
810100-MIL-GEN-DRA-DR-CH-0006

Project Name

**Drayton Village  
Traffic Calming Measures**

Sheet Size	Scale	Drawn by MB	Checked by NB	Approved by EA
<b>A3</b>	Not to scale	Drawn Date 29-11-2023	Checked Date 05-12-2024	Approved Date 06-12-23

Status	Rev
A1	F02



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**NOTES:**

- This drawing is for consultation purposes only.
- A full surface water drainage system survey is to be carried out to check connectivity and function of the existing system.
- A topographic & utility survey is to be carried out at the location of each proposed traffic calming measure to facilitate accurate design development.
- New controlled crossing, new traffic calming comprising vertical deflection, new traffic regulation orders and changes to existing traffic regulation orders will be subject to statutory consultation.
- Additional signage, located to the north of the works (not shown), is proposed to warn of the staggered junction and humped crossing.
- A vehicle activated sign (VAS) is proposed to encourage speed reduction on approach to the new humped crossing when travelling southbound on Abingdon Rd.

**KEY:**

- PROPOSED RAISED TABLE
- PROPOSED KERB/FOOTWAY REALIGNMENT
- EXISTING TACTILE PAVING
- EXISTING COLOUR SURFACE TREATMENT TO BE REFRESHED
- PROPOSED UNCONTROLLED CROSSING
- RED BLISTER TACTILE PAVING
- HIGHWAY BOUNDARY
- ROAD MARKINGS
- PROPOSED BELISHA (AMBER) BEACON

**SIGN LOCATION**

- KO EXISTING ROAD DRAINAGE KERB OUTLET
- IC EXISTING INSPECTION COVER
- GU EXISTING ROAD DRAINAGE GULLY

F03	19-08-2024	Removal of jnc realignment	NB		
F02	31-05-24	Updated for Consultation	AKC	NB	NB
F01	24-01-24	First Issue	MB	NB	NB
Rev	Date	Description	Dm	Chkd	App
Revisions					

Client

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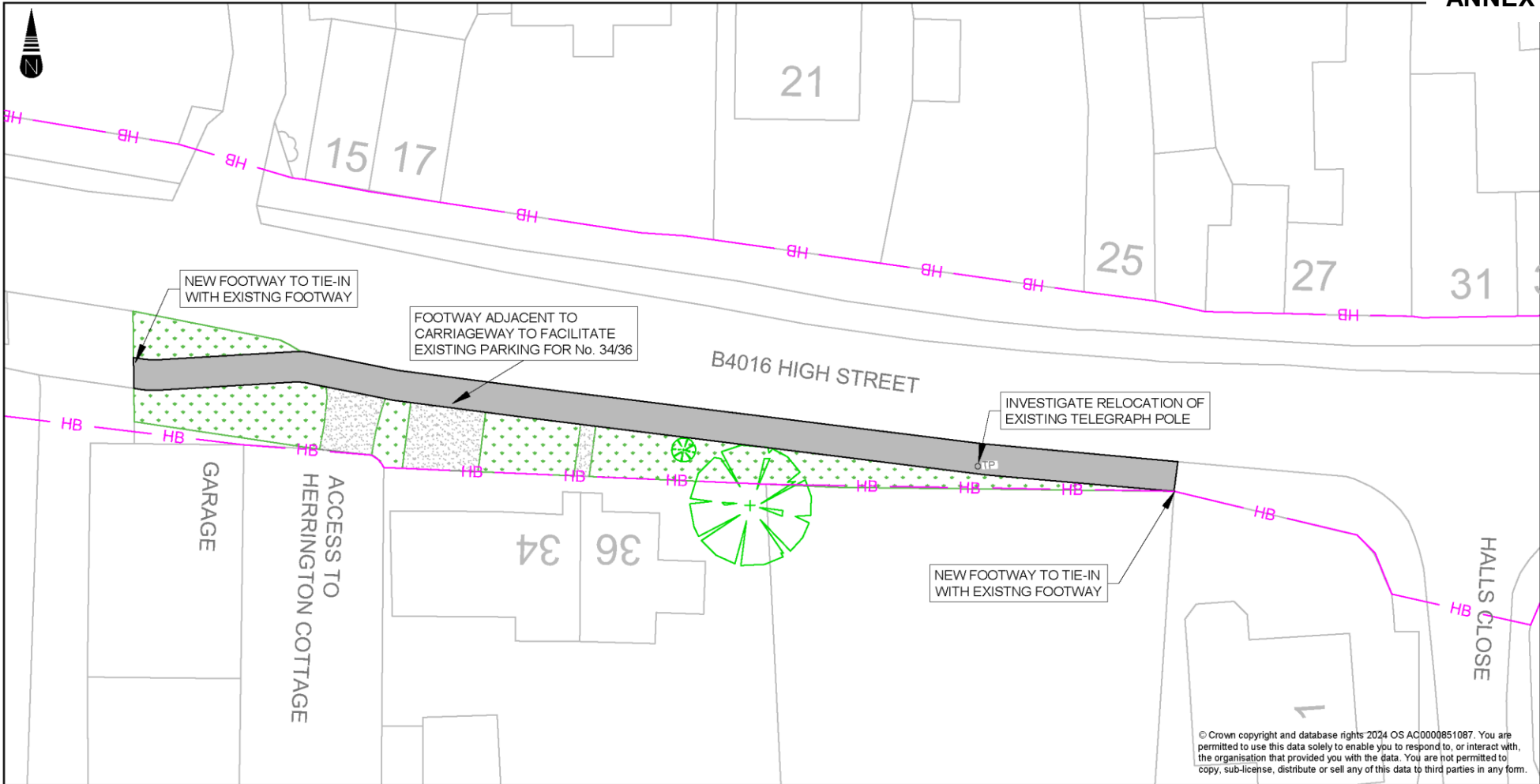
**Abingdon Rd Consultation Plan  
Raised Zebra crossing  
and Sutton Wick Lane junction  
narrowing**

Project Name

**Drayton Village  
Traffic Calming Measures**

Sheet Size	Scale	Drawn by MB	Checked by NB	Approved by NB
<b>A3</b>	Not to scale	Drawn Date 24-01-24	Checked Date 30/5/24	Approved Date 30/5/24

Drawing Number	Status	Rev
<b>810100-MIL-GEN-DRA-DR-CH-0005</b>	<b>A1</b>	<b>F03</b>



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NOTES

1. This drawing is to be used for consultation purposes only.
2. The proposed option is contained entirely within the extents of the highway boundary.
3. A full surface water drainage system survey is to be carried out to check connectivity and function of the existing system.
4. A topographic survey will be carried out to accurately record existing ground levels, kerb alignments, building lines and such like.

KEY:

- PROPOSED FOOTWAY
- EXISTING DRIVEWAY ACCESS
- EXISTING VERGE

- HB HIGHWAY BOUNDARY
- EXISTING TREE
- TELEGRAPH POLE

F01	19-08-24	For Consultation	AKC	NB	NB
Rev	Date	Description	Dm	Chkd	App
Revisions					



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Drawing Status  
For information  
Title  
High Street Consultation Plan  
Footway Link

Project Name  
Drayton Village  
Traffic Calming Measures

Sheet Size A3	Scale Not to scale	Drawn by AKC	Checked by NB	Approved by NB
		Drawn Date 19-08-24	Checked Date 05-11-24	Approved Date 05-11-24

Drawing Number		Status	Rev
810100-MIL-GEN-DRA-DR-CH-0007		A1	F01

## A. Email responses:

Respondent	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – providing the necessary speed monitoring has taken place and the results support both of these crossings. And that both crossings fully meet all current design criteria.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>Concerns/No objection</b> – The widespread imposition of 20mph limits extensively through Oxfordshire’s settlements ought already to have transformed the environment for active travel and vulnerable road users more generally if it is achieving the Councils stated goals. We note this further set of interventions, which we assume arise from “safer routes to school” measures. This ought naturally, to further address safety concerns for pedestrians in particular and the most vulnerable. Naturally, this is highly supportable in principle.</p> <p>With regard to the ramp specification and table dimensions we confirm that these are such that excessive and potentially hazardous pitching movements for buses are avoided. Moreover, we particularly note that a 2m transition length and a 100m high geometry is proposed for the transition ramps. These principles are acceptable to us.</p> <p>However, the drawings are confusing, as they appear to show two transitions approaching the crossing, from the south: the first onto the table followed by a second onto the crossing. A single transition exists to the north from the table/crossing back down to the existing carriageway level. This implies that the crossing will in fact be 200mm above the existing level, and this being the case, a 2m transition would be 1:10. This would be unacceptable, on a number of grounds, one being the risk of a bus departing the table striking the carriageway surface, especially subsequent to many years of use when percussive forces can be expected to lead to carriageway deformation at the base of the ramp at the departure end. However, it is more apparent that the crossing would end up sitting as much as 80-100mm above the footway grade, and there is no sign of this on the drawings, nor does it pass the “common sense” test”. We therefore conclude that the published drawings are erroneous.</p> <p>I would be grateful if you could raise this urgently with the AT team and Milestone to confirm the position and clarify this matter. It may be the consultation needs to be restarted.</p>

	<p>However, on the credible assumption that an integrated table incorporating the crossing is what is in fact intended, we confirm that we would have no objection.</p>
(e3) Local resident, (Drayton, Chestnut Drive)	<p><b>Concerns</b> – Can you please be mindful of the flooding problems we have at the entrance to Chestnut Drive. We have to sweep the water down the drain immediately on the left at the entrance so please do not compromise this. Please do not effectively create a dam at the entrance to Chestnut Drive with the extension of the raised platform from Abingdon Rd.</p> <p>Hopefully, the raised platform will be constructed so as not to make the entry and exit levels too noisy for the dwellings in close proximity which already shake from vehicles passing.</p> <p>The zebra crossing will be a huge help for people, but it does not make any sense to have a small length of 30mph limit after the rest of the village being 20mph limit. This will encourage vehicles to speed up after leaving the 20mph limit when they are approaching a raised platform and zebra crossing.</p> <p>We implore you to make the 20mph limit to continue to north of Sutton Wick Lane therefore making the whole of Abingdon Rd Drayton the same speed limit and the approach and exit of the raised platform safer.</p> <p>It is no wonder so many vehicles ignore the current speed limits with so many changes over a small area.</p>
(e4) Local resident, (Drayton, Chestnut Drive)	<p><b>Concerns</b> – Chestnut drive floods and residents have to clear the drains on the corner of chestnut drive and Abingdon Road. The drains along chestnut drive do not drain so water just sits in them from the swale. The only way to clear chestnut drive is to constantly remove debris from the drain on the corner.</p> <p>With the proposed table the water will not be able to go to the drain and will flood Chestnut drive and the driveways and properties.</p> <p>We feel that this has been overlooked and with the assumption that the drains along chestnut drive drain when in-fact they do not.</p> <p>We also feel that the table will cause thudding and scraping of heavy vehicles. Our house shakes when buses or heavy goods vehicles go past, and we worry this will be made worse.</p>



	<p>The village has a 20-speed limit that then goes to 30 at the sight of the proposed crossing and then 40. Vehicles speed up as they leave the 20 and are exceeding the speed limit as they leave the village. There have been many accidents near the entrance of chestnut drive, and we feel this should be a 20 at this end of the village.</p> <p>This is a dangerous bit of road that would be suited to a speed camera as drivers will slow down for a camera but not for a sign. Cars and motorbikes regularly overtake near the entrance of chestnut drive and a 20 limit is needed.</p> <p>We do fully support the crossing, and it is very much needed but feel that a reduction in speed would benefit and make it safer for the crossing.</p>
(e5) Local resident, (Drayton, Abingdon Road)	<p><b>Support</b> – This is much needed to slow the traffic down so people can cross safely. At week-ends families and dog walkers are going to the millennium Green for recreation and vice versa. when leaving the village traffic picks up speed much faster than it should.</p> <p>I have heard people want to stop this, but it is needed before someone is hurt or worse.</p>

B. Online responses:

Respondent	COMMENTS
(o1) Local resident, (Drayton, Binning close)	<p>B4016 High Street – <b>Object</b> There are more than enough traffic calming measures already in place.</p> <p>B4017 Abingdon Road – <b>Object</b> As before it's not required</p>
(o2) Local resident, (Drayton, Close End)	<p>B4016 High Street – <b>Object</b> Put speed cameras instead</p> <p>B4017 Abingdon Road – <b>Object</b> Same as previous</p>
(o3) Local resident, (Drayton, Furlongs)	<p>B4016 High Street – <b>Object</b> We already have 20mph in the village and ample opportunities to cross the roads safely</p> <p>B4017 Abingdon Road – <b>Object</b> We already have 20mph in the village and ample opportunities to cross safely</p>
(o4) Local resident, (Drayton, High Street.)	<p>B4016 High Street – <b>Object</b> We live on High Street, Drayton which this crossing will affect. It will be a nuisance to and appears to be directly in front of our house. If it is, please move to the wall between 1 High Street and 3 High Street or further up the high street towards Sutton Courtney. If it's still close by, please can you make sure that any flashing beacons are covered so they do not let the flashing lights get into our bedrooms at night? If not this will cause light pollution due to the artificial light you will be installing. This would be classed as a 'statutory nuisance' (covered by the Environmental Protection Act 1990). And limit any other light pollution caused by this crossing.</p>

	<p>For the artificial light to count as a statutory nuisance it must do one of the following, but this is not an exhaustive list:</p> <ol style="list-style-type: none"> <li>1, unreasonably and substantially interfere with the use or enjoyment of a home or other premises</li> <li>2, injure health or be likely to injure health</li> </ol> <p>Both these points are true for us. This will cause us sleep problems in two of the bedrooms that will give the family slept deprivation and will affect our mental health.</p> <p>Many thanks in advance for your understanding. We look forward to hearing from you and getting to a resolution by putting the crossing further up the high street towards Sutton Courtney.</p> <p>B4017 Abingdon Road – <b>Object</b> As above</p>
(o5) Local resident, (Drayton, Lammas Land)	<p>B4016 High Street – <b>Object</b> Can see no evidence that this is necessary. Funds can be put to much better use</p> <p>B4017 Abingdon Road – <b>Object</b> See previous comment</p>
(o6) Local resident, (Drayton, Lyford close)	<p>B4016 High Street – <b>Object</b> Negotiating the high street is at best of time a nightmare cars parked either side and at present construction workers parking all over the street</p> <p>B4017 Abingdon Road – <b>Object</b> Cars ignore the raised areas and the I d we have in place d has needed to be worked on three times already .</p>
(o7) Local resident, (Drayton, Sutton Wick)	<p>B4016 High Street – <b>Object</b> There exists enough crossing islands in this area. Also a light controlled crossing not a million miles away. It will interfere with the flow of traffic, adding to traffic flow in my opinion</p> <p>B4017 Abingdon Road – <b>Object</b></p>

	<p>A light controlled crossing is not a million miles away. It will interfere with the flow of traffic, adding to traffic flow problems in my opinion. It will just lead to small queues forming, a complete line of traffic going through Drayton and locals having to dart out to enter the main highway, causing more danger and likelihood of incidents</p>
<p>(o8) Local resident, (Drayton, Sutton Wick Lane)</p>	<p><b>B4016 High Street – Object</b> There is already traffic calming and crossings. Further 'traffic calming' i believe will impede the flow of villager's traffic to unecssary proportions. There are 20mph limits here, or in very close proximity so no need</p> <p><b>B4017 Abingdon Road – Object</b> There is already traffic calming and crossings. Further 'traffic calming' i believe will impede the flow of villager's traffic to unecssary proportions. There are 20mph limits here, or in very close proximity so no need</p>
<p>(o9) Local resident, (Drayton, Whitehorns way)</p>	<p><b>B4016 High Street – Object</b> Because further penalising already law abiding citizens in their cars is not fair. A speed camera for those that choose to speed is what's needed</p> <p><b>B4017 Abingdon Road – Object</b> Because further penalising law abiding drivers is uncalled for, speed cameras to cath those choosing to speed would be far more effective.</p>
<p>(o10) Local resident, (Drayton, Whitehorns Way)</p>	<p><b>B4016 High Street – Object</b> The 20mph limit has already been ruinous enough for traffic flow, increasing emissions, harming the economy and wasting our time when cars have never been safer. This is another excessively risk averse measure: the benefits don't outweigh the disbenefits and cost. Stop wasting our tax money making our lives worse. Use it to make our lives better.</p> <p><b>B4017 Abingdon Road – Object</b> The 20mph limit has already been ruinous enough for traffic flow, increasing emissions, harming the economy and wasting our time when cars have never been safer. This is another excessively risk averse measure: the benefits don't outweigh the disbenefits and cost. Stop wasting our tax money making our lives worse. Use it to make our lives better.</p>

(o11) Local resident, (Drayton, Whitehorns Way)	<p>B4016 High Street – <b>Object</b> No need for it</p> <p>B4017 Abingdon Road – <b>Object</b> No need for it</p>
(o12) Local resident, (Drayton, Binning close)	<p>B4016 High Street – <b>Object</b> Waste of money. The road conditions need improving first. The high street is a horrible condition</p> <p>B4017 Abingdon Road – <b>Object</b> Spend the money on improving the road conditions</p>
(o13) Local resident, (Drayton, Corneville Road)	<p>B4016 High Street – <b>Object</b> Rather than waste money on this proposal, you could start with limiting the HGVs through the village. There are a large number of HGV training companies that also constantly use Drayton and Road network to train their students. They damage curbs, roads and endanger pedestrians and it won't be long before there will be a serious incident.</p> <p>B4017 Abingdon Road – <b>Object</b> See previous comment</p>
(o14) Local resident, (Drayton, Furlongs)	<p>B4016 High Street – <b>Object</b> Damage to my car as are the council going to pay for the damages as it will do the cars suspension in</p> <p>B4017 Abingdon Road – <b>Object</b> Damage to my car is council going to pay my suspension cost</p>
(o15) Local resident, (Drayton, Private)	<p>B4016 High Street – <b>Object</b> No requirement, poor use of budget which we are told is scarce</p>

	<p>B4017 Abingdon Road – <b>Object</b> No requirement and poor use of budget which we are told is scarce</p>
<p>(o16) Local resident, (Drayton, Steventon Road)</p>	<p>B4016 High Street – <b>Object</b> With the parked cars in these areas, and more houses being built, people already need to slow down, plus the reduction in speed limit has already been put into force. I have lived here for almost 12 years and not seen many issues. There are a few individuals that drive unsafe, but these are the minority and if you had more police patrol this would be more of a prevention, as these drivers have a total disregard for the laws.</p> <p>B4017 Abingdon Road – <b>Object</b> Already answered</p>
<p>(o17) Local resident, (Drayton, Whitehorns Way)</p>	<p>B4016 High Street – <b>Object</b> Don't needed road's should be flat and full of bumps, to many pot holes as it is without stupid ramps coursing even more damage to people's cars</p> <p>B4017 Abingdon Road – <b>Object</b> Waste of money fix the pot holes</p>
<p>(o18) Local resident, (Drayton, High Street)</p>	<p>B4016 High Street – <b>Object</b> I live on the High Street. There is absolutely no need for a crossing of any sort. Why? Because there is no data or any substance behind this requirement. The 'idea' was formulated as part of the local plan 10 years ago. I have asked the PC to provide backup/data on the requirement and they are unable to do so other than say more houses have been built. What they fail to acknowledge is the vast majority of occupants dont need to cross the road (they have cars!) and more importantly we don't need 'traffic calming' measures in Drayton. Again why? At peak times the roads around here are gridlocked. A traffic 'calming' measure would have zero impact. In no peak times, anyway, there is the junction / roundabout at the wheatsheaf pub. Where you have proposed the crossing is not that far from the junction and drivers are already slowing down by this point. In addition, there is none/minimal level of crossing. Again, where is the data to back up numbers of crossings, reduction in accidents/incidents, how much difference to what is happening now. To summarise:- There is absolutely no requirement for this measure whatsoever. There is no data to back it up</p>

	<p>and nor will if it have any benefit or effect on day to day activity by villagers or drivers. ITS A COMPLETE WASTE OF MONEY.</p> <p>B4017 Abingdon Road – <b>Partially support</b> As long again as there data to back up this requirement I would support but I see no evidence of this</p>
(o19) Local resident, (Drayton, Abingdon road)	<p>B4016 High Street – <b>Object</b> High street is increasingly dangerous with the number of parked cars vs traffic and pedestrians coming from the new estate struggle to cross</p> <p>B4017 Abingdon Road – <b>Support</b> Pedestrians from chestnut drive at the moment have no safe way to cross the main road</p>
(o20) Local resident, (Drayton, Whitehorns way)	<p>B4016 High Street – <b>Partially support</b> I support the possible need for a crossing but do not feel it needs to be raised. No other crossing within the area requires it to be raised as the table top zebra crossing next to Hilliat fields already proves a nuisance with its rather harsh gradient.</p> <p>B4017 Abingdon Road – <b>Object</b> The current table top crossing already proves a nuisance with its harsh gradients and seems to create more road rage than necessary.</p>
(o21) Local resident, (Milton, Beaker place)	<p>B4016 High Street – <b>Support</b> Because there is currently no crossing on that rosd</p> <p>B4017 Abingdon Road – <b>Object</b> The 20mph speed limit is enough, there is sufficient safe places to cross</p>
(o22) Local resident, (Drayton, Friars Mews)	<p>B4016 High Street – <b>Partially support</b></p>

	<p>Whilst I support any actions to try and keep our pedestrians safe, as I use the zebra crossing by hilliat fields 4 times a day to take my young children to school I don't feel they are enough. I and my children have had several very close and scary calls nearly being hit by careless drivers which I have previously raised concerns with the council.</p> <p><b>B4017 Abingdon Road – Partially support</b> As per previous comment</p>
(o23) Local resident, (Drayton, Manor Road)	<p><b>B4016 High Street – Partially support</b> Don't object to zebra crossing but in a 20mph zone they shouldn't need to be raised. Humps in the road cause road noise to those living in immediate vicinity.</p> <p><b>B4017 Abingdon Road – Partially support</b> As previously noted do not object to zebra crossing but raised table is not necessary in a 20mph zone. It causes unnecessary road noise to those living in immediate vicinity</p>
(o24) Local resident, (Drayton, Abingdon road)	<p><b>B4016 High Street – Partially support</b> I agree we need more safe ways to cross the roads, especially with children going to and from school at Drayton primary school. I struggle to cross when getting off my bus at the green to go to the post office and often wait for many cars to pass, going faster than 20mph before safe to do so. If this was to slow traffic then I am in favour of this measure. However it may also cause delays and traffic build up in these areas, pollution and delays would then become an issue.</p> <p><b>B4017 Abingdon Road – Partially support</b> As stated before I feel both positive and negative things would become apparent.</p>
(o25) Local resident, (Drayton, Steventon road)	<p><b>B4016 High Street – Partially support</b> There needs to be traffic calming on Steventon Road too, it's like a race track. I have lived there for 24 years and it's almost impossible to cross done days as it's so busy and fast. Why are all the calming measures being put at the other end of the village.</p> <p><b>B4017 Abingdon Road – Partially support</b></p>



	I agree it is needed but we really need traffic calming measures on the Steventon Road in the village wee I love as it's like a race track. Why are all the calming measures bring out at the other end of the village only?
(o26) Member of public, (Wantage, Hangar Lane)	<p>B4016 High Street – <b>Partially support</b> table top humps do little to nothing to slow traffic down. The other issue with humps is that vehicles can't keep taking the pounding every time they go over them. They don't just destroy the suspension but other parts on the front end. Perhaps it would be better to put the square humps in but that won't stop the speeding motorcyclists that fly through the village but it will stop the buses from breaking the speed limit.</p> <p>B4017 Abingdon Road – <b>Partially support</b> raised tables do nothing to stop speeding, square humps would be better but they won't stop the motorcyclists from speeding. The Zebra crossing would be a welcome addition to the protection of pedestrians.</p>
(o27) Local resident, (Drayton, Chestnut Drive)	<p>B4016 High Street – <b>Partially support</b> To reduce speed and making it safe for residents.</p> <p>B4017 Abingdon Road – <b>Support</b> The main reason is the speed at which the vehicles drive. Living on Chestnut Drive, crossing the road is very dangerous for parents and for children who want to go to the park or the shop. Vehicles joining from Chestnut to Abingdon Road is also becoming an issue with the volume of traffic and very dangerous.</p>
(o28) Local resident, (Drayton, Gravel lane)	<p>B4016 High Street – <b>Partially support</b> I support the traffic calming measures and zebra crossing but wonder if this is the best location, rather than further east down the high street? I would be interested in why this location has been selected and whether this reflects observations of typical crossings made by pedestrians.</p> <p>B4017 Abingdon Road – <b>Support</b> It makes sense to have this crossing near the entrance to the new housing estate and planned MUGA.</p>

<p>(o29) Local resident, (Drayton, Whitehorns way)</p>	<p>B4016 High Street – <b>Partially support</b> Entire High street (and especially within a reasonable distance from the proposed crossing) needs to have sections of double yellow lines each side to ensure cars are not parked in an unsafe manner - there is an ongoing issue with contractors blocking the road, but local residents and their visitors are also guilty of inconsiderate parking meaning only one lane is in use for a significant distance without any room on the side of the road to stop and let oncoming traffic to go through. This, in turn, increases speeding as everyone is trying to pass through a lot quicker and often significantly over the limit.</p> <p>B4017 Abingdon Road – <b>Support</b> Fully support</p>
<p>(o30) Local resident, (Drayton, PLOUGH LANE)</p>	<p>B4016 High Street – <b>Support</b> Safe crossing for children walking from dovecote estate to Drayton school</p> <p>B4017 Abingdon Road – <b>No objection</b> No problem</p>
<p>(o31) Local resident, (Drayton, Steventon Road)</p>	<p>B4016 High Street – <b>Support</b> Used a lot by school kids</p> <p>B4017 Abingdon Road – <b>No objection</b> Not necessary. Alternative crossing available with short diversion</p>
<p>(o32) Local resident, (Drayton, Binning Close)</p>	<p>B4016 High Street – <b>Support</b> Always felt the crossing there was not adequate for the number of pedestrians, in particular school children, who use it daily. As a child I was clipped by a car crossing that road after getting off the school bus. A zebra crossing will make it much safer.</p> <p>B4017 Abingdon Road – <b>No objection</b> I don't feel like this will be enough. A speed camera would be a better choice. People will just slow for the bump and then speed back up.</p>

(o33) Local resident, (Drayton, Whitehorns Way)	<p>B4016 High Street – <b>Support</b> Anything that help to slow the speeding drivers through the village can't be a bad thing</p> <p>B4017 Abingdon Road – <b>No objection</b> Same as previous</p>
(o34) Local resident, (Drayton, Abingdon road)	<p>B4016 High Street – <b>Support</b> Cars driving too fast in village and due to the amount of accidents on the A34 recently, there is an endless stream of lorries, motorbikes and cars coming though. Lorries ignoring speed limit at night which is also extremely noisy</p> <p>B4017 Abingdon Road – <b>Partially support</b> Not sure a zebra crossing is needed or sensible due the the road layout . Definitely support other measures though</p>
(o35) Local resident, (Drayton, Fisher Close)	<p>B4016 High Street – <b>Support</b> Need more safe crossing points in the village as it is a busy road</p> <p>B4017 Abingdon Road – <b>Partially support</b> Zebra crossing is needed here desperately however the raised hump doesn't seem to slow traffic,but instead makes it difficult to judge car speed and adds noise</p>
(o36) Local resident, (Drayton, High Street)	<p>B4016 High Street – <b>Support</b> A necessary safety feature that will help people cross safely on a very busy road. Lots of children cross twice a day from the school &amp; school buses especially now with the families living in the Dovecote estate. Lots of people of all ages crossing to go to the Green? Bust stops &amp; shop.</p> <p>B4017 Abingdon Road – <b>Partially support</b></p>

	Crossing definitely needed as lots of pedestrians & cyclists cross there as well as cars coming out of Miller homes site & Sutton Wick roads. Don't think the raised platform needs to be so long.
(o37) Local resident, (Drayton, Abingdon Road)	<p>B4016 High Street – <b>Support</b> Traffic is speeding along the Abingdon Road</p> <p>B4017 Abingdon Road – <b>Partially support</b> Should be more calming eg chicanes .</p>
(o38) Local resident, (Drayton, Lyford Close)	<p>B4016 High Street – <b>Support</b> Crossing would definitely help</p> <p>B4017 Abingdon Road – <b>Partially support</b> Crossing would help, but due to the angle of that junction it can be difficult to see right due to bushes from pre existing properties. A mini roundabout would make the junction easier to maneuver and wouldn't impact a crossing which is needed</p>
(o39) As part of a group/organisation, (Abingdon, Bostock Road)	<p>B4016 High Street – <b>Support</b> On behalf of CoHSAT, the Coalition for Healthy Streets and Active Travel, we support this crossing in Drayton which will slow traffic in the centre of the village and make it easier to cross the road.</p> <p>B4017 Abingdon Road – <b>Support</b> On behalf of CoHSAT, the Coalition for Healthy Streets and Active Travel, we support this crossing in Drayton which will make it easier to cross the road in the north of the village.</p>
(o40) Local resident, (Drayton, Abbot Crescent)	<p>B4016 High Street – <b>Support</b> Traffic ignores the 20 speed limit</p> <p>B4017 Abingdon Road – <b>Support</b> Anything that slow the traffic down.</p>

<p>(o41) Local resident, (Drayton, Abbot CRESCENT)</p>	<p>B4016 High Street – <b>Support</b> Traffic calming ( some vehicle speeds are ludicrous along that stretch) and safer crossing for me with dog and for schoolchildren and elderly.</p> <p>B4017 Abingdon Road – <b>Support</b> Traffic calming ( some vehicle speeds are ludicrous along that stretch) and safer crossing for me with dog and for schoolchildren and elderly.</p>
<p>(o42) Local resident, (Drayton, Abingdon Road)</p>	<p>B4016 High Street – <b>Support</b> Anything to help stop the speeding through the village.</p> <p>B4017 Abingdon Road – <b>Support</b> Anything to help stop the speeding through the village.</p>
<p>(o43) Local resident, (Drayton, Chestnut Drive)</p>	<p>B4016 High Street – <b>Support</b> The new crossing will definitely enhance safety of the children that live in Walnut Meadow as well as everyone that use the area. Improving pedestrian crossings will make a big difference in our community safety.</p> <p>B4017 Abingdon Road – <b>Support</b> The new crossing will definitely enhance safety of the children that live in Walnut Meadow as well as everyone that use the area. Improving pedestrian crossings will make a big difference in our community safety.</p>
<p>(o44) Local resident, (Drayton, Conifer drive)</p>	<p>B4016 High Street – <b>Support</b> This is a welcome crossing for all village residents, especially for children &amp; the elderly, but with the extra traffic experienced by the village, any extra crossing facilities are welcome for pedestrian safety.</p> <p>B4017 Abingdon Road – <b>Support</b> This will be a very useful addition for pedestrians crossing our village roads</p>

(o45) Local resident, (Drayton, Furlongs)	<p>B4016 High Street – <b>Support</b> Safer crossing, particularly for children.</p> <p>B4017 Abingdon Road – <b>Support</b> Safer crossing for residents to access the play park on the development. Safer to drive as sometimes pedestrians attempting to cross are hidden from view.</p>
(o46) Local resident, (Drayton, Gravel Lane)	<p>B4016 High Street – <b>Support</b> People, and especially their safety, are more important than cars. Anything that makes the village more walkable is going to get my support. Physical road calming methods will also help to reduce speeding in the village.</p> <p>B4017 Abingdon Road – <b>Support</b> Again, this should reduce speeding and make the village more walkable and safer for people.</p>
(o47) Local resident, (Drayton, High Street)	<p>B4016 High Street – <b>Support</b> Heavy, often fast-moving traffic area. Increased number of residents. (eg Dovecote, 140 new homes. Many children of all ages cross at that point, morning, afternoon &amp; evening to walk or cycle to/from school or catch school buses to Abingdon, Culham etc. And, adults too throughout the day.</p> <p>B4017 Abingdon Road – <b>Support</b> Another new housing estate, Walnut Meadow, 73 homes. No continuous pavement on west side of Abingdon Road southwards from Walnut Avenue, so to reach bus stops, shops etc in Drayton it is necessary to cross the main road - at a point where traffic has hopefully slowed to 30mph.</p>
(o48) Local resident, (Drayton, High Street)	<p>B4016 High Street – <b>Support</b> Currently there is no safe crossing.</p> <p>B4017 Abingdon Road – <b>Support</b> Again currently there is no safe crossing</p>

(o49) Local resident, (Drayton, High Street)	<p><b>B4016 High Street – Support</b></p> <p>This proposal would make it substantially safer and easier for all residents and visitors to Drayton to cross two of the three main roads. As a resident and someone who needs to cross these roads regularly, I am fully supportive. For many of the children in the village there is currently no safe crossing to get to Drayton Primary School, or to the bus stops that take them to Secondary schools.</p> <p>I currently accompany my son to the bus stop at the Green and we have to wait a long time to cross the High Street, perched on the kerb waiting for a gap in traffic. With pushchairs, or several children, wheelchairs etc this is even more challenging and dangerous.</p> <p>For adults - this would allow them to safely cross the road to access shops and pubs.</p> <p>The locations detailed on the plans are ideal, and are exactly where people need to cross.</p> <p>It is very important that we make Drayton a safe place to live and more around. I sincerely hope these plans go ahead and also that a third crossing can be considered for the near future for the Steventon Road/B4017 which currently has nowhere to cross to access the Village Hall and play area from the other side of the village.</p> <p>Many thanks.</p> <p><b>B4017 Abingdon Road – Support</b></p> <p>I fully support this for the same reasons as supporting the crossong on the High Street:</p> <p>This proposal would make it substantially safer and easier for all residents and visitors to Drayton to cross two of the three main roads. As a resident and someone who needs to cross these roads regularly, I am fully supportive. For many of the children in the village there is currently no safe crossing to get to Drayton Primary School, or to the bus stops that take them to Secondary schools.</p> <p>I currently accompany my son to the bus stop at the Green and we have to wait a long time to cross the High Street, perched on the kerb waiting for a gap in traffic. With pushchairs, or several children, wheelchairs etc this is even more challenging and dangerous.</p> <p>For adults - this would allow them to safely cross the road to access shops and pubs.</p> <p>The locations detailed on the plans are ideal, and are exactly where people need to cross.</p> <p>It is very important that we make Drayton a safe place to live and more around. I sincerely hope these plans go ahead and also that a third crossing can be considered for the near future for the Steventon Road/B4017 which currently has nowhere to cross to access the Village Hall and play area from the other side of the village.</p> <p>Many thanks.</p>
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(o50) Local resident, (Drayton, High Street)	<p>B4016 High Street – <b>Support</b> Because I live close and would use this crossing often to reach my bus stop in the morning to get to school.</p> <p>B4017 Abingdon Road – <b>Support</b> When I am walking or riding my bike I use that area of oread to reach the other side often</p>
(o51) Local resident, (Drayton, High street)	<p>B4016 High Street – <b>Support</b> Stop the speeding</p> <p>B4017 Abingdon Road – <b>Support</b> Stop the speeding</p>
(o52) Local resident, (Drayton, Hilliat fields)	<p>B4016 High Street – <b>Support</b> For kids and people in general to cross safely to go to the corner shop or to the bus stop</p> <p>B4017 Abingdon Road – <b>Support</b> Same as above to make sure people and kids in particular cross safely</p>
(o53) Local resident, (Drayton, Holly Lane)	<p>B4016 High Street – <b>Support</b> Traffic travels through the village far too fast making it difficult to cross the road.</p> <p>B4017 Abingdon Road – <b>Support</b> We have been waiting over 8 years for this crossing and traffic calming which was promised as part of the new housing development. Crossing the B4017 with children to visit the village pond and Millenium Green is extremely dangerous with traffic speeding on entering and departing the village. Also with the secondary school bus no longer being provided a safe crossing for children needing to cycle or walk to school is very important.</p>
(o54) Local resident, (Drayton, Lammas)	<p>B4016 High Street – <b>Support</b> For the safety of all the children at Europa school and by extension local residents</p>



	<p>B4017 Abingdon Road – <b>Support</b> As per previous</p>
<p>(o55) Local resident, (Drayton, Lammas Land)</p>	<p>B4016 High Street – <b>Support</b> I live on the Dovecot estate and would welcome a safer crossing of the High Street to get to the bus stops and shops.</p> <p>B4017 Abingdon Road – <b>Support</b> I frequently make the crossing of the Abingdon road at this point and would welcome a safer crossing option.</p>
<p>(o56) Local resident, (Drayton, Lammas land)</p>	<p>B4016 High Street – <b>Support</b> I have two young children and we have to cross the high street every morning. Every car coming from the roundabout ignores the speed limit and drives way too fast. In winter when it is dark, this is really dangerous. It is only a matter of time before a child gets hurt.</p> <p>B4017 Abingdon Road – <b>Support</b> See my previous answer. Cars drive too fast from the roundabout towards Sutton Courtenay and trying to cross at busy times when taking my children to school is really dangerous.</p>
<p>(o57) Local resident, (Drayton, Lammas land off high street)</p>	<p>B4016 High Street – <b>Support</b> It will avoid an accident waiting to happen. I strongly support.</p> <p>B4017 Abingdon Road – <b>Support</b> Safety reasons</p>
<p>(o58) Local resident, (Drayton, Lesparre)</p>	<p>B4016 High Street – <b>Support</b> Crossing the main roads are dangerous. Especially with children. Any traffic calming and crossings are welcome. Though I would strongly advise if any remedial work can be done on the footpaths on the Abingdon road especially on the suttonwick side of the road would be greatly appreciated as they are extremely narrow and slope into the road</p>

	<p>B4017 Abingdon Road – <b>Support</b> Because the roads I. Drayton are dangerous</p>
(o59) Local resident, (Drayton, Manor close)	<p>B4016 High Street – <b>Support</b> To slow cars down, especially during peak times and when the a34 is closed. When crossing the road twice daily on the current zebra crossing by Hilliart fields most cars tend not to stop. This concerns me that the road is unsafe to cross but having multiple humps and zebra crossings in and out of the village may overall reduce speed</p> <p>B4017 Abingdon Road – <b>Support</b> Same comment as before</p>
(o60) Local resident, (Drayton, Newman Lane)	<p>B4016 High Street – <b>Support</b> I cross the road there quite often</p> <p>B4017 Abingdon Road – <b>Support</b> I cross the road there very often, with small children usually</p>
(o61) Local resident, (Drayton, Plough Lane)	<p>B4016 High Street – <b>Support</b> High street is so busy and it's difficult to cross the road with my 2 children at drop off and pick up time.</p> <p>B4017 Abingdon Road – <b>Support</b> There are other families that use that route to go to school</p>
(o62) Local resident, (Drayton, Plough Lane)	<p>B4016 High Street – <b>Support</b> We have been pushing for this for years and are glad to see progress is finally being made.</p> <p>B4017 Abingdon Road – <b>Support</b> This is a critical crossing as well and the implementation is years overdue</p>

<p>(o63) Local resident, (Drayton, Steventon Road)</p>	<p>B4016 High Street – <b>Support</b> The road needs a crossing there isn't one along here.</p> <p>B4017 Abingdon Road – <b>Support</b> This road is an accident waiting to happen fully support a crossing here.</p>
<p>(o64) Local resident, (Drayton, Sutton Wick Lane)</p>	<p>B4016 High Street – <b>Support</b> Badly needs a crossing here.</p> <p>B4017 Abingdon Road – <b>Support</b> Particularly with the sports area currently underway a crossing and slowing traffic is paramount.</p>
<p>(o65) Local resident, (Drayton, Sutton Wick Lane)</p>	<p>B4016 High Street – <b>Support</b> Safe access for pedestrians on a busy road</p> <p>B4017 Abingdon Road – <b>Support</b> Again pedestrian safety on a busy road. It will also ensure cars reduce speed as coming into Drayton</p>
<p>(o66) Local resident, (Drayton, Sutton wick lane)</p>	<p>B4016 High Street – <b>Support</b> Safer option for kids crossing the street</p> <p>B4017 Abingdon Road – <b>Support</b> Safer for kids</p>
<p>(o67) Local resident, (Drayton, Sutton wick lane)</p>	<p>B4016 High Street – <b>Support</b> I am a local resident of this planned proposal and I think it is a fantastic idea. I am a father of 3 children, 2 that attend drayton primary school. If we choose to cycle or walk to school our crossing point is the exact position of the proposed crossing. Some mornings it is dangerous trying to pick the right moment to cross into the new housing estate from Sutton wick lane where we live. I have taken videos and pictures to support this and was planning on raising this issue and I am delighted that this proposal has happened and I support this 100%!</p>

	<p><b>B4017 Abingdon Road – Support</b>  I am a resident of Sutton Wick Lane and struggle to cross into the new housing estate opposite. This is our planned route to walk my 2 young children to school. There has been times we are trying to pick a safe time to cross with the volume of traffic passing through. This proposal is a fantastic idea and would benefit the community greatly.</p>
(o68) Local resident, (Drayton, Sutton Wick Lane)	<p><b>B4016 High Street – Support</b>  This idea is fantastic! I am a resident of Sutton Wick Lane with young children and this will be a great addition. Not only for the speed control aspect but for the safety of crossing a very busy road during school drop off and pick up! Great idea!!</p> <p><b>B4017 Abingdon Road – Support</b>  100% support this proposal. It will slow drivers coming into our village but also help pedestrians and cyclists crossing a very busy road.</p>
(o69) Local resident, (Drayton, Walnut Way)	<p><b>B4016 High Street – Support</b>  Cars drive too fast down this road. It will be beneficial.</p> <p><b>B4017 Abingdon Road – Support</b>  It will be a great addition based on walking and cycling around the local area.</p>
(o70) Local resident, (Drayton, Whitehorns Way)	<p><b>B4016 High Street – Support</b>  There are not enough Zebra crossings in Drayton.</p> <p><b>B4017 Abingdon Road – Support</b>  The existing Zebra crossing is way too far to cover the whole area.</p>
(o71) Local resident, (Drayton, Willow Way)	<p><b>B4016 High Street – Support</b>  I think this is a good idea. As the village has grown, with more pedestrians and families this is needed. Also the volume of traffic through the village has hugely increased and a lot of drivers don't follow the 20mph speed limits.</p>

	<p><b>B4017 Abingdon Road – Support</b>  I think this is a good idea. As the village has grown, with more pedestrians and families this is needed. Also the volume of traffic through the village has hugely increased and a lot of drivers don't follow the 20mph speed limits. Given that the speed limit by Chestnut Drive is 30 (which I've never understood why the 20 didn't continue past Sutton Wick) this traffic calming and opportunity for pedestrians to cross is long overdue.</p>
(o72) Local resident, (Drayton, Abbot Crescent)	<p><b>B4016 High Street – Support</b>  I am a young person so it would be useful and safer for us to have a crossing.</p> <p><b>B4017 Abingdon Road – Support</b>  As a young person I would like to have a safe place to cross and would like a proper crossing.</p>
(o73) Local resident, (Drayton, Abbot Crescent)	<p><b>B4016 High Street – Support</b>  There is nowhere for pedestrians to cross safely in Drayton apart from near Edwards park. I would very much like a controlled crossing for people to use particularly young and older people.</p> <p><b>B4017 Abingdon Road – Support</b>  I would support a crossing on either road, both would be best as often people need to get from the other side of High Street to the post office or bus stop.</p>
(o74) Local resident, (Drayton, Halls Close)	<p><b>B4016 High Street – Support</b>  I have young school children and am keen to find ways to cross safely without speeding cars.</p> <p><b>B4017 Abingdon Road – Support</b>  As previous</p>
(o75) Local resident, (Drayton, Hilliat fields)	<p><b>B4016 High Street – Support</b>  It is important to have safe crossing in the village especially for children and elderly</p> <p><b>B4017 Abingdon Road – Support</b></p>

	A crossing is important especially for children and elderly, and to enable pedestrians and cyclists onto the cycle way.
(o76) Local resident, (Drayton, Lyford Close)	<p>B4016 High Street – <b>Support</b> To safely cross the roads</p> <p>B4017 Abingdon Road – <b>Support</b> To safely cross</p>
(o77) Local resident, (Drayton, Plough Lane)	<p>B4016 High Street – <b>Support</b> We live in the development off of the High Street and very much support a crossing as we have a small child and dog and find the road tricky to cross at times with the speed &amp; quantity of cars traveling along the High Street</p> <p>B4017 Abingdon Road – <b>Support</b> We live in the village and fully support this</p>
(o78) Local resident, (Drayton, Plough Lane (Dovecote estate))	<p>B4016 High Street – <b>Support</b> I walk my two children to and from school every day and this particular crossing is always a challenge.</p> <p>B4017 Abingdon Road – <b>Support</b> Cars always go too fast on this section of road.</p>
(o79) Local resident, (Drayton, Sutton Wick Lane)	<p>B4016 High Street – <b>Support</b> Hope it will slow traffic turning off B4017 into High St.</p> <p>B4017 Abingdon Road – <b>Support</b> Will hopefully slow traffic before they reach Sutton Wick Lane, when travelling south!</p>

(o80) Local resident, (Drayton, Sutton Wick Lane)	<p>B4016 High Street – <b>Support</b> Difficult to join Abingdon Road off Sutton Wick Lane due to fast approaching cars from Abngdon breaching the 30mph limit at the entry to the village</p> <p>B4017 Abingdon Road – <b>Support</b> as stated before</p>
(o81) Local resident, (Drayton, Sutton Wick Lane)	<p>B4016 High Street – <b>Support</b> Crossing the road is currently dangerous for my kids using school bus at busy times.</p> <p>B4017 Abingdon Road – <b>Support</b> It is dangerous crossing the busy road for kids using school bus which coincides with rush hours in both times. To limit speeding vehicles along the road</p>
(o82) Local resident, (Drayton, Sutton Wick Lane)	<p>B4016 High Street – <b>Support</b> To help people cross a busy road. Will help to also lower traffic speed</p> <p>B4017 Abingdon Road – <b>Support</b> To help people cross a busy road and help lower traffic speed</p>
(o83) Local resident, (Drayton, Whitehorns Way)	<p>B4016 High Street – <b>Support</b> Safety of crossing road</p> <p>B4017 Abingdon Road – <b>Support</b> Will slow traffic down entering and leaving the village and make crossing the road safer.</p>
(o84) Local resident, (Grove, Laurel crescent)	<p>B4016 High Street – <b>Support</b> This zebra crossing is very much needed. The road is very busy and to get my family across that road scares me. Thank you!</p>

	<p>B4017 Abingdon Road – <b>Support</b> To have a new housing estate on a busy road and no crossing facilities is very unusual and causes potential danger crossing every day for all of those children.</p>
(o85) Member of public, (Grove, Linden Crescent)	<p>B4016 High Street – <b>Support</b> The traffic in Drayton is fast, drivers ignore the speed limit at all times , anything that helps to calm it down will be beneficial.</p> <p>B4017 Abingdon Road – <b>Support</b> My family live in Drayton and we constantly worry if the children are out , the foot paths are narrow and traffic faster than it should be even though it's been reduced to 20 some of the motorists are still doing about 40</p>
(o86) Local resident, (Drayton, Chestnut Drive)	<p>B4016 High Street – <b>No objection</b> Feedback only on the other proposal</p> <p>B4017 Abingdon Road – <b>Partially support</b> Plans need to consider that significant surface water flooding will occur during and after heavy rain: Surface water on Chestnut Drive flows down towards Abingdon Road and should drain into the swale ditch. But this is ineffective so there will be flooding of the road at the margin of the 'raised table', at the end of Chestnut Drive. Drainage from the field adjacent to Holly Lane and Chestnut Drive (in the event of heavy rain) largely happens via the swale ditch on Chestnut Drive but this fills up and overflows onto Abingdon Road. So there will be very large surface water flowing into the single gutter (in the planning diagram) on the corner of the 'raised table'. It could be overwhelmed in which case a lot of water will flow down onto the main road towards Abingdon. Or the water will flow back onto Chestnut Drive, where the margin of the raised table will be flooded (as per above). This would then spill out onto Abingdon Road or onto the pavement/curb.</p>
(o87) Local resident, (Drayton, Halls close)	<p>B4016 High Street – <b>No objection</b> I support it but the main issue is to reduce the number of car using our village as a shortcut to the A34 and do slow car at the east entrance of the village of the high street?</p> <p>B4017 Abingdon Road – <b>Support</b> Car arrive too fast as the Sutton wick junction</p>



(o88) Local resident, (Drayton, LESPARRE CLOSE)	<p>B4016 High Street – <b>No objection</b> Fed up of the drivers that speed through the village.</p> <p>B4017 Abingdon Road – <b>Support</b> We need this.</p>
(o89) Local resident, (Drayton, Marcham Road)	<p>B4016 High Street – <b>No objection</b> With the amount of vehicles parked in the High Street speedis limited</p> <p>B4017 Abingdon Road – <b>No objection</b> OK</p>
(o90) Local resident, (Drayton, High Street)	<p>B4016 High Street – <b>No objection</b> I think this is a sensible idea, as there is no safe crossing point on High Street. However, it needs to be located in an area with the highest footfall—specifically opposite the entrance to The Furlongs estate, which has a substantial housing area and is home to many young families. Sadly, raised crossed can be noisy, so I would strongly object to it being any further down the High Steet than The Furlongs junction as many of the houses are closer to the proximity of the road and this would significantly devalue someone's property.</p> <p>B4017 Abingdon Road – <b>No objection</b> n/a</p>
(o91) Member of public, (Harwell, Wantage Road)	<p>B4016 High Street – <b>No objection</b> Prefer raised tables to speed bumps or road narrowing. Hence no objection</p> <p>B4017 Abingdon Road – <b>No objection</b></p>

	See response in part 3
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